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MERCHANTS' BANK OF CANADA

Capital \$5,799,200
 Rest. 1,920,000

HEAD OFFICE, - - MONTREAL.

ANDREW ALLAN, of the Allan Line of Steamships, President
 GEORGE HAGUE, General Manager.

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 D. MILLER, Manager at Winnipeg.

BRANCHES IN ONTARIO AND QUEBEC.

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Brampton,	Kincardine,	Owen Sound,	St. John's, Que.
Chatham,	Kingston,	Perth,	St. Thomas,
Galt,	London,	Prescott,	Toronto,
Cananogue,	Montreal,	Quebec,	Waikie
Gamillon,	Mitchell,	Renfrew,	
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BANKERS IN GREAT BRITAIN—London, Glasgow, Edinburgh, and other points. The Clydesdale Bank (Limited), Liverpool, Commercial Bank of Liverpool.
 A general banking business transacted. Letters of Credit issued, available in China, Japan and other foreign countries.

INTEREST ALLOWED ON DEPOSITS.

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BANKERS AND BROKERS,

339 Main Street, Winnipeg, Man.

Municipal, School and other
 Debentures negotiated.

SCRIP BOUGHT AND SOLD.

Branch Office—CARBERRY, Man.,
 R. T. Rokeby, Manager.

INTEREST ALLOWED ON DEPOSITS.

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CITY HALL SQUARE,

WINNIPEG.

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Commission Merchants,

AND EXPORTERS OF

GRAIN & PRODUCE.

CIGARS!

Smoke the brands made by

Bryan & Co

COLUMBUS, SELECTS & GONDOLEROS

No better value in the market. Made at our
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WINNIPEG, - MANITOBA.

Andrew Allan, President. John McKechnie, Superintendent
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THE VULCAN IRON COMPANY,
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BRASS & IRON FOUNDERS,

Light and Heavy Forgings, Engine and Boiler Work
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GENERAL BLACKSMITHING.

Kind of Machinery.

POINT DOUGLAS AV., WINNIPEG

BANK OF BRITISH NORTH AMERICA.

INCORPORATED BY ROYAL CHARTER.

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 Reserve Fund.....£241,349

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 James Cater, J. J. Kingsford, Henry R. Farrer, Frederic Lubbock,
 Richard H. Glyn, Geo. D. Whatman, E. A. Hoare, J. Murray
 Robertson.

A. G. WALLIS—Secretary.

Head Office in Canada—St. James St., Montreal.
 H. R. Grindley, General Manager.

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 N.B., Brantford, Ottawa, Halifax, N.S., Paris, Montreal, Victoria,
 B.C., Hamilton, Quebec, Vancouver, B.C., Toronto, St. John, N.B.,
 Winnipeg, Man.

H. M. BRADDON, MANAGER, MAIN STREET, WINNIPEG.

Agents in the United States—New York—D. A. McTavish, and H.
 Stikeman, Agts. San Francisco—W. Lawson and J. C. Welsh, Agts.
 London Bankers—The Bank of England—Messrs. Glyn & Co.

Foreign Agents—Liverpool, Bank of Liverpool. Australia, Union
 Bank of Australia, New Zealand, Union Bank of Australia.
 India, China and Japan—Chartered Mercantile Bank of India, Lon-
 don and China, Agra Bank, (limited), West Indies, Colonial Bank,
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H. R. IVES & CO.

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Manufacturers of

COMPOSITE WROUGHT IRON

—AND OTHER—

Railings, Posts, Crestings,
 Door Guards, Wire

window guards, etc., etc.

Light and Heavy Castings to Order

Estimates furnished on application.

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WHOLESALE DRUGS,

17 Owen Street, - - WINNIPEG.

A Full Assortment of Drugs, Patent Medicines
 and Sundries at Lowest Prices.

✉ CORRESPONDENCE SOLICITED. ✉

Hodgson, Sumner & Co.

IMPORTERS OF

British, French, American and German

DRY GOODS,

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Smallwares,

TOYS, BEADS, & C

WHOLESALE ONLY.

Cor. Bannatyne & Princess Sts., Winnipeg.

RICHARD & CO,

Importers and Wholesale Dealers in

Wines, Spirits and Cigars

365 MAIN STREET,

WINNIPEG.

IMPERIAL BANK OF CANADA.

CAPITAL (paid up) \$1,500,000.00
 REST \$650,000.00

E. S. HOWLAND, President. T. R. MERRITT, Vice-President

HEAD OFFICE, TORONTO.—D. R. WILKIN, Cashier.

BRANCHES IN THE NORTHWEST.

Winnipeg, C. S. Hoare, Manager

Brandon, A. Jukes, "

Calgary, S. Barber, "

Portage la Prairie, N. G. Leslie, "

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Pergus, Port Colborne, Yonge St. Welland,

Galt, St. Catharines, Toronto, Woodstock,

Deposits received and interest allowed at current rates.

Drafts and letters of credit issued available in Canada,

Great Britain, United States, France, China, India,

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Municipal and other debentures purchased.

Agents in Great Britain—Lloyds Bankers & Bosanquet's

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Correspondents—London & Southwestern Bank, Lan-

chester & Liverpool District Banking Co. (Limited). E.

W. Yates & Co., Liverpool.

The Western Canada Loan & Savings Co.

CAPITAL, - - \$1,400,000.00.
 RESERVE FUND, - - \$800,000.00.

HEAD OFFICES: Toronto, - WALTER S. LEE, Managing Director
 BRANCH OFFICES: Winnipeg, - - W. H. Fisher, Manager.

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

For further information write to the Manager of the
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W. N. JOHNSTON & CO.,

Importers and Dealers in

Leather, Findings, Plasterers' Hair

HIDES AND OIL.

23 and 25 Alexander St. West, Winnipeg

DAWSON, BOLE & CO.

REGINA, N.W.T.

Wholesale Druggists

Dealers in Drugs, Patent Medicines,
 Toilets, etc., etc.

We carry the largest stock of CIGARS and Tobacconists' Sun-
 dries in the West.

WRITE FOR QUOTATIONS.

TEES, WILSON & CO.
WHOLESALE GROCERS

AND TEA MERCHANTS.

70 ST. PETER STREET, MONTREAL.

TEAS A SPECIALTY.

Represented in Manitoba, Northwest Territories and
 British Columbia, by

D. C. MCGREGOR, - McIntyre Block, WINNIPEG.

RUBLEE, RIDDELL & CO

Commission Merchants

AND IMPORTERS OF

Green and Dried Fruits.

15 OWEN STREET,

WINNIPEG

TO ROLLER MILLS. For Bags—Jute and cotton (all sizes)
Sewing Twine, Jute or Flax.
Stencil Inks, Fast Colors (all shades)
Write to **HENDERSON & BULL**
41 BANNATYNE STREET EAST, **WINNIPEG.**

For the past six years we have supplied and are supplying all the principal millers in Manitoba and the North west Territories with Sacks, Inks and Twines. Samples mailed and quotations given on application—all goods guaranteed equal to sample.

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

AMES, HOLDEN & CO., MONTREAL.

The Ames, Holden Company,

WHOLESALE

Dealers in

BOOTS & SHOES,

33 Queen Street,

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WHOLESALE GROCERS,

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PORTER & RONALD,

DIRECT IMPORTERS OF

CROCKERY

GLASSWARE

CHINA
LAMPS,

CHANDELIERS,

CUTLERY,

SILVER-PLATED WARE & FANCY GOODS

330 MAIN ST., WINNIPEG

MILLER, MORSE & Co

WHOLESALE

Hardware,

Cutlery,

Ammunition,

Guns, etc.

Princess St., WINNIPEG.

J. H. ASHDOWN,

Wholesale Dealer & Importer of all kinds of

Shelf and Heavy Hardware,

STOVES AND TINWARE,

PAINTS, OILS AND GLASS,

RAILROAD and MILL SUPPLIES,

The Trade furnished with our Illustrated Catalogue on application.

Corner Main and Bannatyne Streets

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Campbell, Spera & Co.,

WHOLESALE IMPORTERS OF

MEN'S FURNISHING GOODS,

Smallwares, etc.

MANUFACTURERS OF

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

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

CAMPBELL, SPERA & CO.,

27 PORTAGE AVENUE EAST,
WINNIPEG.

H. A. Nelson & Sons

TORONTO —AND— MONTREAL

DIRECT IMPORTERS AND
WHOLESALE DEALERS

Fancy Goods and Toys.

ALL THE NEWEST NOVELTIES

FROM THE

European and American Markets.

Represented in Manitoba, Northwest Territories and British Columbia, by
W. S. CRONE.

FIRST ARRIVAL!

PRIME NEW VALENCIA RAISINS

1,000 Boxes now in Store.

ALSO NEW CANNED GOODS.

New Season

*Japans, Congons
and Indian Teas.*

LYON, MACKENZIE & POWIS,

WHOLESALE GROCERS,

Cor. McDermot & Albert Sts., WINNIPEG

Redwood Brewery

**Fine Ales, Extra Porter
and Premium Lager.**

Most Extensive Establishment of
the kind in Western Canada.

Edward Drewry,

PROPRIETOR,

WINNIPEG, MANITOBA.

Highest cash price paid for good
Malting Barley.

S. R. PARSONS. HENRY BELL. W. E. HAZLE

PARSONS, BELL & CO.,

Wholesale Paper Dealers

—AND—
GENERAL STATIONERS.

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Canada Paper Company,
Manufacturers Printing, Wrapping & Writing Paper
&c., Montreal and Windsor Mills, Quebec.

Alex. Pirie & Sons,
Manufacturers Fine Stationery, Aberdeen, Scotland.

M. Staunton & Co.,
Manufacturers Wall Papers, Toronto.

GERRIE BLOCK, PRINCESS STREET,
WINNIPEG.

The Commercial

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

Seventh Year of Publication.

ISSUED EVERY MONDAY

SUBSCRIPTION, \$2.00 PER ANNUM.

ADVERTISING RATES.

1 month weekly insertion.....	\$0 30	per line.
3 months, do	0 75	"
6 " do	1 25	"
12 " do	2 00	"

Transient advertisements, 10 cents per line each insertion.

Fine Book and Job Printing Departments.

Office, 4 and 6 James St. East

JAMES E. STEEN,

Publisher

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

WINNIPEG, JANUARY 7, 1889.

HAVE you learned to date your correspondence 1889?

THE effects of the Delmonico restaurant, Calgary, were sold by auction last week.

THE Bank of British North America opened its new branch at Brandon, Man., on January 2nd.

THE Whitewood hotel, Whitewood, Assa., was burned last week. Loss about \$2,000. Insured for \$800.

THE Manitoba Legislature opens on the 31st inst., and the Government officials are busy preparing legislation.

J. KUNE, general merchant, Balmoral, has taken his son into partnership, and the business will in future be carried on under the firm name of J. Kune & Son.

THE implement firm of A. Harris, Son & Co. intend putting up a warehouse at Boissevain, Man., in time for the spring trade. It is to be a two-story building, 22x40.

CALGARY has elected the following council by acclamation: mayor, D. W. Marsh; councilors, J. G. Fitzgerald, Joseph Baunerman, Archibald Grant, G. Murdoch, W. F. Orr and G. C. King.

McPHILLIPS & SUTHERLAND is the name of a new law firm just established at Winnipeg. A. E. McPhillips was formerly in partnership with his brother, L. G. McPhillips. Ross Sutherland was formerly a member of the firm of McBeth & Sutherland, but has latterly been practicing alone.

CALVERT & STEVENS, agricultural implements, Winnipeg, have dissolved partnership.

LANGVIN & GARREAU, merchant tailors, Winnipeg, have assigned in trust to S. A. D. Bertrand, official assignee.

THE first train load of coal shipped from the Anthracite mines since the resumption of work, was sent west on Monday last.

J. W. PEDDIE, of Winnipeg, and well known to the trade here, has returned to Windsor, Ont., with his family, where he intends going into business again.

THE N. P. & M. railway have appointed the following agents: at Brandon, W. H. Hillyer; at Emerson, Charles D. Mabee; at Carberry, D. M. McMillan; at Glenboro, Frank Burnett.

AT Brandon the early-closing movement again went into force last week, all the dry-goods, grocery and hardware merchants having agreed to close at 10 o'clock until further notice.

THE new branch of the Commercial Bank of Manitoba was opened at Morden, Man., last week. C. R. Dunsford, of Dunsford & Co., bankers, Morden, has been appointed manager of the Commercial branch.

THE necessary number of names have been secured at Rat Portage for a board of trade, and application has been made to the Secretary of State, for incorporation. The name selected for the board is, "The Board of Trade of the District of Rainy River."

THE Port Arthur Sentinel says:—We understand that a number of gentlemen with capital intend starting a foundry on a large scale to manufacture mining machinery and do general casting in the town of Port Arthur. They will also do the Canadian Pacific Railway Company's work at this end of the line.

It is said that Alberta ranchmen will shortly make the experiment of shipping frozen beef to the Montreal and Toronto markets, and if the venture proves a success, will establish a regular trade for the year round. It is thought that by this means the meat can be marketed cheaper than by shipping live weight.

THE Calgary Tribune says: This morning eleven persons arrived in town from Dakota en route to Cash City, on the Red Deer, north of here. It is said that between three and four hundred people of Dakota will start for the Red Deer country in early spring, providing they get a report of a favourable winter.

AT a representative meeting of the dry goods section of the Toronto board of trade last week it was practically agreed to extend no longer credit than four months from the time of purchasing. Resolutions embodying various agreements were drafted, and it was decided to obtain the signatures of the entire dry goods trade of the city to them.

E. L. SMITH & Co., hardware, Banff, Alberta, have re-opened their branch at the Anthracite coal mines near the former place. Neelins & Wilkinson have also opened a general store at Anthracite. Now that the coal mines have been again put in operation, the town of Anthracite will assume something of its former business appearance.

McNAULTY, merchant, Banff, Alberta, it is said contemplates disposing of his stock before spring and returning to Nova Scotia.

JOHN LITTLE, of Banff, has purchased the machinery and plant of Sparrow's brickyard, at Calgary, and will begin the manufacture of brick in the spring.

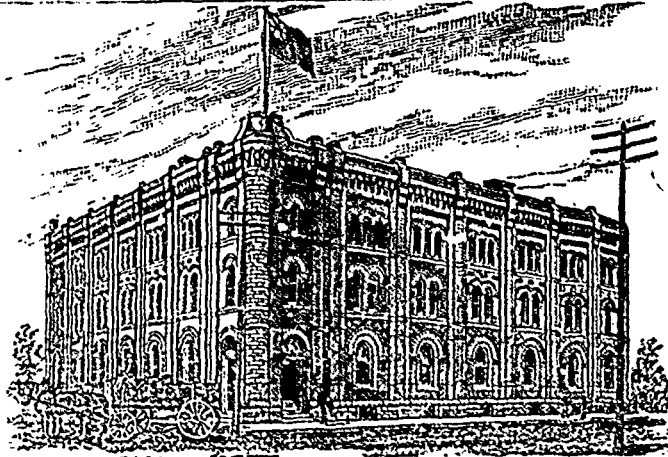
A LONDON cable says: The directors of the Commercial Colonization company of Manitoba propose to reconstruct the company, with a view to restrict business to pure finance, taking money on credit at one rate in this country and lending on approved security in the Northwest. With this view negotiations are now in progress with the railway company.

THE Edmonton Bulletin gives the following prices for that place:—Oats are selling at 40c to 50c in trade with supply in excess of demand; barley at 50c in trade with little doing; wheat at 90c to \$1.25 cash, demand in excess of supply; potatoes 40c to 50c; butter 40c; eggs 50c; chickens 75c; turkeys \$2.00; hay \$8 a ton; coal \$3.50 a ton; wood \$2 a cord.

J. L. MURPHY, travelling agent for the Anthracite mines, Banff, Alberta, has recently visited San Francisco, in the interests of the company. The capital stock of the company has been increased to \$500,000 (formerly \$250,000), and arrangements are being made to work the mines on a more extensive scale than previously. The bulk of the coal will go to San Francisco. Dockage accommodation has been arranged for at Port Moody, where the coal will be transhipped to vessels.

THE Morden Monitor says: "A couple of loads of rye straw were brought into Morden on Wednesday, and sold for \$35, to go to Winnipeg. This is a wonder more straw is not shipped to Winnipeg, as it fetches good prices there, on account of the scarcity of hay." The straw referred to by the Monitor would likely be purchased for stuffing collars, or something of this nature, and not for feed. There is abundance of hay on the market here every day, selling at from \$6 to \$7 per ton. A limited quantity of rye straw is in demand for the purposes referred to, as it is more suitable than other kinds of straw.

MR. JOS. WOODWORTH, grain merchant, of Deloraine, Man., who was in the city last week, states that the losses from the recent disastrous fire at that place will in some instances be heavier than reported. In the case of Saunders & McKinnon, the loss was very heavy, as the firm carried a large stock of general goods, and had recently bought out the furniture business adjoining their store, and the entire stock was without insurance. The merchants as a rule saved a considerable portion of their stocks, and all will engage in business again, as soon as premises can be secured or built. The Royal hotel is probably the only place which will not be rebuilt at once, but it is likely a new hotel will soon be established. In several instances the wholesale dealers telegraphed their customers at Deloraine, immediately after the fire, to order all the goods needed. Insurance rates are very high at Deloraine, owing to the scarcity of water, and this accounts for the very small portion of the loss covered by insurance. The insurance rate for the town is about 5½ per cent.

GOODS SOLD TO THE
TRADE ONLY.GOODS SOLD TO THE
TRADE ONLY.

G. F. & J. GALT,

DIRECT IMPORTERS

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

Editor's Table.

The *Rat Portage News* has celebrated its third birthday. The publisher talks of issuing a tri-weekly in the spring.

The old reliable *Farmer's Advocate*, published by W. Weld, at London, Ont., has just completed its 23rd annual volume. Mr. Weld is an enthusiast in his work, and has thoroughly devoted his life to the interests of the farmers.

The *Illustrated London News* is publishing a number of excellent sketches of Canadian scenery, mainly of views along the C.P.R. in the mountains. For some time back an American edition of the *Illustrated News* has been published at New York, and is meeting with general appreciation throughout the United States and Canada.

The last issue of the *Kamloops Sentinel* is really an excellent number. It is twelve pages in size, and filled with interesting information about the mineral wealth of the interior portion of the province. A full description is given of the different mining districts. A large original map is also published, showing the location of the different quartz and placer mines and claims. The paper is a credit to the publishers.

The *Empire*, the chief organ of Conservatism in Canada and of the present Dominion Government, celebrated its first birthday, Dec. 27th, on which day it issued a twenty-four page number. From its inception the *Empire* has been a worthy and faithful exponent of Conservative principles, and though it has not maintained throughout the same moderate tone which was characteristic of its earliest existence, yet it has not gone to the extremes in denouncing its opponents, which many party papers constantly do. As a general newspaper, the *Empire* is already at the head of the class of Canadian morning journals.

The sixth annual number of the *Minneapolis Northwestern Miller* has reached the Table. The publishers of the *Miller* have fairly excelled all previous efforts in their latest holiday number, and this is saying a good deal. The Table has looked forward for some time to the arrival of this work, well knowing that it would be a

work upon which the eye could feast, and now that it is here, it is felt that it is impossible to describe satisfactorily its beauties. Every page of advertising matter is a study. A new feature is presented in a number of embossed pages, which are simply superb. Several colored pages are also strikingly handsome. The engravings are of the highest quality. There are cuts of 150 prominent millers of the United States, accompanying a millers' directory. The directory gives a list of the various flour mills in the country, with their location, capacity and name of owners; also the names of the head millers. The reading matter of the number is extensive and varied in character, and includes some articles from well known writers. The enterprise of the *Northwestern Miller* is but an index to the spirit which pervades the leaders in the great industry which it represents, and of which it is such a worthy exponent.

British Columbia.

Thomas Thompson, gunsmith, Victoria, is dead.

The Legislature has been called to meet on January 31.

B. H. Burgess, fruits, Victoria, has sold out to G. W. Biggar.

R. Hilbert, boots and shoes, Nanaimo, has sold out his stock and business to his son, John Hilbert.

Capt. Grant has cured several tons of halibut by smoking, at Westminster, which he intends shipping to Chicago.

J. R. McKenzie, formerly of the firm of McKenzie & Meston, carriage builders, Victoria, has started business for himself in the same line and place.

Victoria spent over \$600,000 in new buildings and improvements this last year. Out of this sum \$160,000 was spent by Robert Dunsmuir on his new residence.

The stock raisers of British Columbia are making an effort to form an association having for its object the obtaining of legal redress for stock killed by railroad trains, cheaper rates of transportation and better prices.

JAMES PYE, FLOUR MILL BUILDER

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

A Manitoba Testimonial.

PORTAGE LA PRAIRIE, Dec. 8th, 1887.

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

THE PORTAGE MILLING CO.
Jas. MacLenaghan, Managing Director.

The Merchants' Bank has made arrangements with the Bank of British North America whereby notes of the former bank will be redeemed at par in British Columbia.

A. T. McNabb, late of Winnipeg, has established a business in Vancouver, known as the Columbia Carriage Works. He is importing a stock of eastern carriages, etc.

The Inland Revenue returns for Victoria for 1888 are \$107,544, an increase of \$27,735 over the previous year. The customs collections for Victoria for the eleven months ending November are \$769,000, almost equal to the twelve months last year.

W. R. Megaw, general merchant, Kamloops, advertises having arranged to dispose of his stock and retire from business on April 1st next. Clearing sale in meantime. It is said J. McArthur, C. E. Stevenson and J. McIvor will succeed Megaw.

Capt. Grant is adding a new vessel to the Victoria sealing fleet, having purchased a schooner which is now in Japan. Capt. Jacobson is also building a sealing schooner at Victoria, so that it appears the sealing industry will be pushed next season.

Victoria Colonist: "Twenty flat cars are now under construction for the Island railway at the shops at Russell's station. They will aggregate \$12,000. The coaches were all repainted a short time ago at a cost of \$3,000. As soon as the reserve question is definitely settled, it is understood that extensive workshops and bunkers will be erected on the reserve, besides large coal bunkers for supplying the city and steamer trade." This is the railway on Vancouver Island, connecting Victoria and Nanaimo.

Robert Dunsmuir, proprietor of the Wellington coal mines, received a letter on January 2, from the miners demanding that he meet them on Monday to settle grievances and discuss a demand for increased wages, or all the miners would go out on strike. On the following day Dunsmuir telegraphed the managers of the mine to close down, and if the miners wanted to see him they could do so in his Victoria office. The mines were accordingly shut down.

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Vice-President Gilman, of the Seattle, Lake Shore & Eastern railroad, says that he has received a letter from Vice-President Van Horne, of the C. P. R., in which the latter company accept the Mission, on the Fraser river, 145 miles due north of Seattle, as a point of junction of the two roads. The C. P. R. will build 15 miles to the boundary, and the Seattle company will build the balance. Mr. Gilman says the work will be pushed to completion by September, 1889, and that by a year from date direct trains will be running from Seattle to Montreal.

Lumber Cuttings.

Little, manager of the Ross-McLaren Lumber company, left Ottawa last week for British Columbia. The company will operate limits on Chilliwack river next season and cut 80,000,000 feet.

The Royal City Planing Mills Company, of Westminster, B.C., will construct a large tug suitable for towing sea-going vessels. The tug will be one of the largest and strongest in British Columbia waters.

The Victoria Times says:—A party of eastern capitalists, viz, W. A. Humbird, John E. Glover, E. J. Palmer and W. H. Phipps, of Wisconsin; W. F. McKay, Mount Vernon, W. T.; W. J. Macaulay, Victoria; and Mr. Peabody, left on this morning's train for Nanaimo and the north. They will return in three or four days. It is an open secret that these gentlemen, who represent several millions, are looking into the lumber resources of the island with a view of investing. They are all experienced lumbermen, and if they should acquire any timber lands in the province they would be pretty certain to begin manufacture almost immediately.

The following are prices charged for lumber at Edmonton, northern Alberta:—Rough lumber per M, \$20; stock boards, per m, \$25. Dimensions—Up to 16 feet, \$20; for each additional foot, \$1; plank rough, \$20; dressed on one side, \$30; dressed on both sides, \$35; flooring, per m, \$40; siding, per m, \$40; rough battens, per m, \$25; fence pickets, rough, per bdle, \$3; dressed and pointed, \$4; shingles, per m, \$4; lath per bdle, \$7; base, per m, \$40; panel, per m, \$35; shelving, 1x10, per m, dressed sides, \$32.50; inch lumber, dressed on one side, per m, \$30; wainscoting, 1x3, dressed one side and beaded, per m, \$40.

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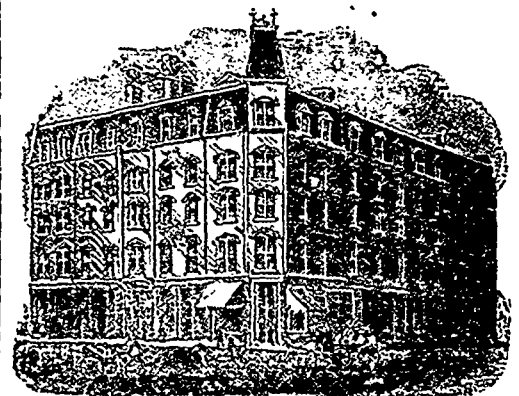
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The Commercial

WINNIPEG, JANUARY 7, 1888.

THE RAILWAY OUTLOOK.

It is always unsafe to prognosticate any time ahead in regard to expected railway construction. A great many railway schemes are brought forward, and the public are "assured" by the originators that the wherewithal to build the road is at hand, and the road will certainly be built, but in a great many instances the enterprise drops with the securing of the charter. If half the railways that have received charters were built, Western Canada would be well supplied with railways. One trouble has been that a great many charters have been secured for the purpose of charter-mongering and without any intention of building the proposed road.

The winter time is the season when the assurances of railway construction are usually made to the public, and the scheme gradually flattens out as the time for beginning construction draws near. The present is also the time of year when a large number of new railway schemes are brought forward, "with every assurance of the early construction of the road," but as soon as the charter has been secured from Parliament or the local legislatures, the public hear little more of the great majority of these enterprises.

In view, therefore, of past experiences in the West, in the matter of railway construction, it will be necessary to use great caution in considering the outlook for railway construction during 1889. But making every allowance for the failure of a number of railway schemes, there is still good reason to believe that the present year will be one of more than usual activity in railway construction in Western Canada. In fact, 1889 promises to be the most active in this respect of any year since 1882, in which year the C.P.R. Co. pushed the main line of the great road so rapidly across the western plains.

In considering the probable railway construction for 1889, only those roads which are almost certain to be pushed ahead, will be taken into account. In Manitoba we have first the new Manitoba and Northern Pacific Company, which is certain to greatly extend its system during the coming season. The Portage extension of this road, now graded, will certainly be completed at an early date,

thus adding over 50 miles to the railway mileage of the province, and opening a competing line to the important town of Portage la Prairie, as well as affording an independent outlet to the Manitoba Northwestern Railway. The Brandon Branch of the N. P. & M. system, now under construction, is almost certain to be built during the coming season. This line will add 150 miles to the railway mileage of Manitoba, and will greatly increase railway facilities to a great many farmers in Manitoba, besides opening up new districts for more convenient settlement. It will add greatly to the wealth of the province, by increasing the value of farming land, and giving better shipping facilities to a large section of country. With the Brandon branch of the M. & N. P. Ry. completed, all that portion of Manitoba south of the main line of the C.P.R., with the exception of the extreme southwestern corner, will have excellent railway facilities. It is also quite probable that the Brandon branch of the M. & N. P. Ry. may be extended from one to two hundred miles westward from the point where it turns north to Brandon, into the Souris River country. It is to be hoped that this proposed extension may be made. The road would penetrate a rich farming and coal district, already well settled and now entirely without railway facilities.

What the C.P.Ry. Co. may do in Manitoba next season, is yet to be known, as no announcements have been made to the public. The only railway construction in the province which is likely to be done by this company would be the extension westward of either the Glenboro or Deloraine branches, or perhaps both. The time allowed for the extension of these branches, according to the charter, has expired, but charter restrictions are of no moment so far as the C. P. R. is concerned, for it only requires to make a demand upon the Dominion Government to have its charters renewed. That these two branches were not extended westward years ago, is a disgrace to the Ottawa Government, which has allowed the O. P. R. Co. to shuffle along from year to year, and put off the building of the roads from one season to another, while the settlers, who were promised the road in 1882, have been obliged to suffer all kinds of privations, owing to the lack of railway facilities. It is quite probable, however, that now the Northern Pacific is about to invade the region, the O. P. R. will spur up and extend its southwestern branches,

The next Manitoba road which may be considered is the Northwest Central. This road has hung fire for a long time, and it is difficult to imagine what the company may do next season. The company now has about 50 miles graded, extending northwestward from Brandon. It is tolerably safe to count on the completion and opening of this 50 miles, and that is all. Rumors are current that the road will be pushed vigorously next summer, but so many statements in connection with this scheme have gone for nothing, that little reliance can be placed upon them. However, if the 50 miles now graded are completed and operated, it will be a great benefit to the province.

Regarding the Hudson's Bay railway, it is quite uncertain whether or not anything may be done this year in the direction of continuing construction. Statements have been made of late that the road will be pushed ahead next summer, but nothing said about this road will be believed until it has been accomplished. An attempt will probably be made at the approaching session of Parliament to secure additional aid for the road, and upon the result of this will largely depend the movements made this year in the direction of construction. As the Territories would receive greater proportionate benefit from the opening of the Hudson's Bay road than would Manitoba, the Dominion Government is under more obligation to assist the road than is the Province of Manitoba.

Another railway which is looked forward to by Manitobans is the Duluth and Winnipeg. Reports have come from Duluth and St. Paul, to the effect that the road will be pushed vigorously next summer. However, as the proposed lines of this road are principally in the State of Minnesota, and as the company building the road is not a Canadian corporation, nothing authentic concerning the intentions of the company is known here. The road may reach Winnipeg in the near future, but as it has hung fire for many years, it may yet be years before it reaches Winnipeg. But nothing is more certain than is the statement, that in time Winnipeg is bound to be connected with Duluth by a short and direct line of railway. The geography of the country warrants the statement.

In the territory east of Manitoba and west of Lake Superior, there is a possibility of some railway construction being done during 1889. The only road likely

to be pushed in this large region would be a line southwest from Port Arthur. The Port Arthur people have for some time been agitating for such a road, and now that the dispute between the Dominion and the province of Ontario regarding mineral and timber titles has been decided in favor of the province, it is expected the Ontario Government will assist the scheme more liberally. The proposed road would open up a rich mineral and timber region. It might be extended westward to the Rainy River district, with connections southward to Duluth.

West of Manitoba, in the Territories, railway construction is also likely to be active during 1889. The Manitoba Northwestern Railway, the western terminus of which road is now in the Territories, will no doubt be extended some distance next summer. The charter now only calls for the construction of twenty miles of new road each season, but the Company has always exceeded this distance. Just what the Company may do we are not able to conjecture, but it is safe to count upon 25 miles of new road for 1889, and possibly a much greater mileage may be added to the line. It has been stated that 50 miles of this road will be built next summer.

The Northwest Coal & Navigation Company will likely do considerable railway construction this year. This Company now operates 110 miles of road, extending from the main line of the C. P. R., at Dunmore, westward to Lethbridge, where the Company operates what are generally known as the Galt coal mines. The Company has for some years been desirous of extending its road to Fort Benton, Montana, where it would have a large market for its coal, but it has been prevented from building the road on account of the monopoly privileges secured to the C. P. R. These monopoly privileges having now been removed, it is understood the company will extend its line from Lethbridge to Fort Benton next summer. It is said the material for the construction of the road has been purchased in England, and surveys are being made. The road now operated by the Company is a narrow gauge road, but it is understood it is the intention to widen it to the standard gauge. The extension of the road into Montana would tend to increase the development of our western coal fields, and especially build up the town of Lethbridge. The Company has been operating successfully of late. In-

terest payments upon bonds have been met and recently a dividend of 5 per cent was paid upon the ordinary stock.

Another road about which a good deal has been heard of late, is the Regina and Long Lake. Some twenty miles of this road were completed some years ago, but since then nothing has been done. This road has now fallen into the hands of the C. P. Ry. Co., and with the aid of a liberal bonus from the Dominion, such as all C. P. R. schemes receive, it is pretty generally believed the road will be pushed forward next summer. C. P. R. officials and engineers have recently inspected the route of the proposed road. The road is intended to reach the Saskatoon settlement and Prince Albert district. Prince Albert is almost due north of Regina, about 200 miles. The road would open up a new country, now largely uninhabited, with the exception of a few scattered settlements, such as Saskatoon and Batoche. At Prince Albert there is a large settlement, which has been in existence for several years, this being one of the earliest, and is now one of the most important settlements in the Territories. The chief benefit to be secured from the construction of this road is to open up the isolated Prince Albert settlement to railway communication with the outside world.

There are a number of other railway schemes for the construction of roads in Manitoba and the Territories, but only those which are likely to go on at once have been mentioned. It has also been rumored that the St. Paul, Minneapolis and Manitoba road, which now connects at the boundary with the C. P. Ry., will seek independent entrance into Manitoba. While this is not at all improbable, especially should a rupture of the friendly relations between the C. P. R. and the St. P., M. and M. occur, yet it is probably a good deal conjecture at the present time.

In British Columbia, the Westminster Southern railway seems pretty certain to be built this year. This road is intended to connect Westminster with the Puget Sound cities and with the Pacific coast system of railways. The road has been heavily bonused by the city of New Westminster.

It is also understood the C. P. R. Co. will build a branch southward from Mission station on its main line east of Vancouver, to the boundary of Washington Territory, where it will be met by a

northern extension of the Seattle, Lake Shore and Eastern railway. This will give the C. P. R. connection with the Pacific coast system of railways, and through all rail connection to all Pacific coast cities. The distance from Mission station to the boundary is about fifteen miles, and the Seattle road will have to build about 145 miles to connect with the C. P. R. at the boundary. It is said an agreement has been made between the two companies to make connection by August next.

Several other railway schemes have been originated in British Columbia, such for instance as the one to connect Victoria with the mainland, via Saanich peninsula, and thence by ferry, but they have not been sufficiently developed to be considered as likely to be undertaken at an early date, though of course a few months hence they may take practical shape. There is also the Kootenay canal and railway enterprises. Considerable work has been done on the canal, and it will be completed in the spring, thus rendering available a considerable stretch of inland navigation. The rumor that the C. P. R. intend building a new line through the mountains, via the Crow's Nest pass, can hardly be considered probable at present.

There is also the Shuswap and Okanagan railway scheme, which has been before the British Columbia public for some time. The local legislature gave the company which proposed to build this road some valuable privileges, but so far the company has not done much. It is hoped, however, that the road may go on. The road would open up connection with the Kootenay country, which is said to be the largest and most valuable agricultural district of the province. It would also open up rich timber and mineral regions. There are some fine navigable water stretches in the interior of British Columbia, which, with a little improvement, and the construction of some connecting links in the shape of canals (which work could be accomplished without very great cost), would render available a very extensive system of inland navigation.

Leaving out of consideration the more improbable schemes, there are a number of railway enterprises remaining which are tolerably certain to be gone on with during 1889, and altogether the outlook for the present year is more favorable than it has been for any year since 1882.

These railway enterprises, if carried out, would exert a very considerable influence upon general business, and in a direction which will be felt to the advantage of the commercial community.

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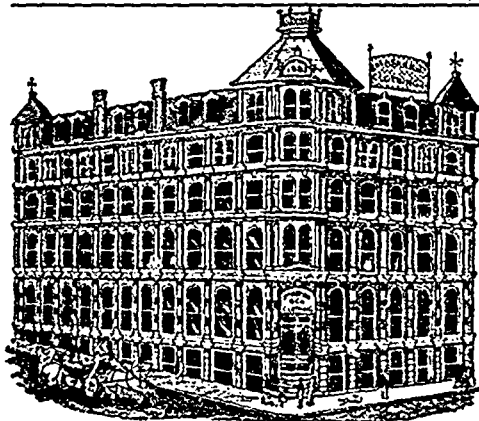
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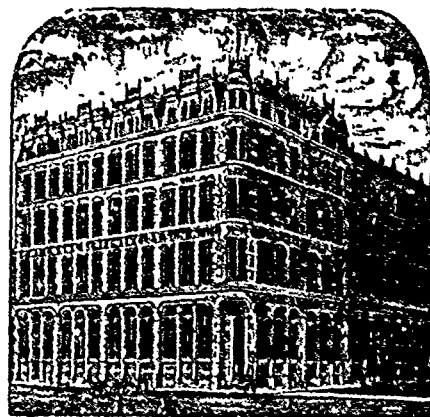
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WINNIPEG MONEY MARKET.

The week has been a rather quiet one in connection with monetary affairs in the city, and even the advent of the fourth on Friday caused but little stir. Quite a quantity of farm machinery paper fell due on that day, but it was not by any means met with the promptitude, which was so general on the fourth of December, and its payment will doubtless be extended over the next two months. The aggregate of general trade paper maturing was light, and was fairly well met. The discount demands have been steady, but lighter than in the opening of December, while the grain movement has dropped to a low ebb, and called for practically no funds. Still in the banks there has been a continued state of moderate activity, and no feeling of dulness experienced. Rates of discount hold steady, and bank resources are in excess of demands considerably. Loan company agents report a steady but limited business in new farm loans, and a slight falling off in interest payments. There is no change to report in rates, and no special feature to note.

WINNIPEG WHOLESALE TRADE.

The wholesale trade usually experiences a very quiet season for the first few weeks after the new year, and this year, expectations in this direction have been fully realized up to the close of last week. In nearly all branches the dulness incident to the season was experienced to the full extent, and in some lines business was even quieter than usual at this season. In textile lines, for instance, the very mild and spring-like weather has combined with the after holiday season to increase the dulness. There is usually a little sorting trade doing in winter goods, in clothing, etc., during January, but with April weather at a time when the thermometer is usually touching its lowest point, and winter is expected to be at its very depths, any call for winter goods could not be looked for. This dulness pervaded nearly all branches, and stock taking was about the only thing doing in the warehouses. A large number of travellers took the road immediately after New Year's day, with samples of spring goods. In collections, there is a good deal of complaint from a number of branches as to slowness of payments.

DRUGS.

Prices are steady, as follows: Howard' quinine, 75 to 90c; German quinine, 65 to 75c; morphia, \$2.25 to \$2.75; iodide of potassium, \$4.25 to \$4.75; bromide of potassium, 65 to 75c; American camphor, 45 to 50c; English camphor, 50 to 55c; glycerine, 30 to 40c; tartaric acid, 70 to 75c; cream of tartar, 35 to 40c; bleaching powder, per keg, \$8 to \$10; bicarb soda, \$4.50 to \$5; sal soda, \$2.50 to \$3; chlorate of potash, 25 to 30c; alum, \$1 to \$5; coppers, \$3 to \$3.25; sulphur flour, \$4.50 to \$5; sulphur roll, \$4.50 to \$5.25; American blue vitrol, 7½ to 8½c.

DRY GOODS AND CLOTHING.

In all textile lines the present is a very dull season, and the most of the houses are now engaged in stock-taking. In dry goods there is little or nothing doing in the way of actual business. Travellers started out last week with

spring samples, but nothing will be heard from them for some time. When stocktaking is completed, warerooms will be put in order for the reception of customers, who may come in to purchase their spring stocks. In fancy lines, furnishings, small wares, etc., travellers also took the road last week with spring samples, and there is nothing doing in the warerooms save taking stock and fixing up. The clothing branch is of course very dull at this season, and this year is duller than usual, the weather being altogether too mild to expect any sorting trade in winter goods. With colder weather there would be a little sorting trade through January. Travellers are now about all through with the work of taking orders for spring stocks, and the aggregate of such orders will amount to considerably in excess of last year. There is a good deal of complaint about collections.

FURS.

There are no changes to note in prices from the list published last week: The winter and spring sales will take place in London, England, as follows: Hudson's Bay Co., 28th January, 1889. C. M. Lampson & Co.: Sundry furs, 23th, 29th, 30th and 31st January, 1889; salted fur seal, 1st of February, 1889. Hudson's Bay Co., 25th, 26th, 27th, 28th, March, 1889. C. M. Lampson & Co., 25th, 26th, 27th, 28th, 29th March, 1889; 1st, 2nd, 3rd, 4th, 5th and 8th April, 1889; sundry furs and salted fur seal. The Hudson's Bay Co.'s importation list has been issued, and the quantities are as below:—

Beaver, about.....	74,000
Beaver, about.....	8,400
Fisher, about.....	4,700
Fox, red, about.....	14,000
" cross, about.....	2,400
" silver, about.....	550
" white, about.....	9,000
Lynx, about.....	32,000
Marten, about.....	60,000
Mink, about.....	40,000
Musquash, about.....	200,000
Otter, about.....	8,000

Quotations here are: Black bear, \$2.00 to \$18.00; black bear cubs and yearlings, \$1.00 to \$9.00; brown bear, \$1.50 to \$16.00; brown bear cubs and yearlings, 50c to \$7.00; fisher, per skin, \$1.00 to \$7.00; otter, per skin, \$2.00 to \$9.00; beaver, clean and dry, per lb., \$2.00 to \$3.75; silver fox, as to size and beauty, \$20. to \$75. cross fox per skin, \$2.00 to \$8.00; red fox per skin, 25c to \$1.50; grey fox, 25c to 80c; timber wolf, \$1.50 to \$3.50; prairie wolf, 25c to \$1.00; wolverine, \$1.00 to \$6.00; Lynx, 50c to \$3.50; wild cat, 25c to 60c; marten, dark, 50c to \$2.50; marten, brown and pale, 25c to \$1.75; skunk, as to stripe, 15c to 90c; raccoon, 25c to 75c; mink, as to color, 10c to 50c; badger, 10c to 75c; muskrat, fall, 3c to 10c.

FRUITS.

This branch has proved something of an exception to the general rule, and business since New Year's day has kept up much better than was expected. The market, however, is pretty bare of variety at present, apples and Florida oranges being the principal articles moving to any extent at present. Apples are now held pretty generally at \$3.50 per barrel for good fruit, though poor qualities may be had as low as \$3. Choice Florida oranges are held at \$6 to \$6.50 per box, with some poor qualities

offered at \$5.50. Quotations are as follows: Apples, \$3.50, for choice to fancy stock; Montreal fancy, \$4.25 per barrel. British Columbia winter pears are offered in large boxes at \$4 to \$4.25 per box. Messina lemons are quoted at \$6 to \$6.50; Florida oranges, \$5.50 to \$6.50 a box; Malaga grapes in 50 to 65 pound kegs are quoted at \$3 to \$3.50; Cranberries are quoted: bell and cherry, \$10.00; bell and bogle, \$11.50. Southern onions, \$2.50 per 100 pounds; Spanish onions, \$1.75 per crate of about 50 pounds; cider, rectified, in barrels, 35c per gallon.

FRUITS—DRIED.

Prices are steady:—Valencia raisins \$2.25 to \$2.25; Larger Valencia, \$2.75 to \$3.00; London layers \$4.75; Black Basket, ¼ boxes, \$1.75; Black Crown, \$6.25. New currants 7½c; evaporated apples, 9½c; peaches, 30c; apricots, 22½c; peeled peaches, 24 to 20c; unpeeled peaches, 17 to 19c; prunellas, 10c; dried apples, 6½ to 7c. Elome figs, in 10 to 20 lb. boxes, 15 to 18c per lb; one-pound boxes, \$1.75 per dozen; Fancy golden dates in 50lb. boxes, 9c per pound; ordinary dates, 7c per lb; walnuts, 18c per lb; peanuts, raw, 15c; roasted, 17c; almonds, 20c; pecans, 17c; Filberts, 15c; Brazils, 27c per lb; Coconuts, \$10 per 100.

FISH.

The very mild weather has not been favorable to trade in fresh fish, and it has been rather risky to attempt to bring in sea fish in any quantities. Oysters are unchanged in price. In fresh fish, Lake Winnipeg white are quoted at 8c; pickerel, 6c; pike, 3½ to 4c; Lake Superior trout, 10c; boneless cod in crates of small boxes, 8½c per pound; in boxes of from 25 to 40 pounds, 7½c per lb; Labrador herrings, \$10 per barrel, and \$5.25 in half barrels; smoked finnan haddies, 11 cents per pound; smoked red herrings, 30 cents per box; Yarmouth bloaters, boxes of 100, \$3.25; St. John bloaters, \$2.00; fresh smelts, 11c per lb. Oysters quoted in bulk at \$1.80 a gallon for Standard and \$2 for Select. Cans are held at 50c to 55c for the same brands.

GROCERIES.

Business in this branch was about as quiet last week as is usually the case at this season. There is no new feature to note, with the exception of a firmer tendency in coffees. Quotations were: Sugars—yellows 7 to 7½; granulated 9c; lumps 9½ to 9½. Coffees—Rios, from 21 to 24c; Java, 25 to 30c; Old Government 33 to 34c; Mochas, 32 to 35c. Teas, Japan, 23 to 46c; Congous, 22 to 60c; Indian teas, 35 to 60c; young hyson, 26 to 50c. T. and B. tobacco, 56c per pound; P. of W., butts 46½c; P. of W. caddies, 47c; Honeysuckle, 7s, 55c; Brier, 7s, 53c; Laurel Bright Navy, 3s, 56c; Index d. thick Solace, 6s, 48c; Brunette Solace, 12s, 48c. Special brands of cigars are quoted: Reliance, \$50; Gen. Arthur, \$50; Mikado, \$40; Terrier, \$30 per 1000.

HARDWARE AND METALS.

Trade is very dull, and prices steady. No changes are expected for some time, as stocks for the winter are all in and dealers are taking stock. Prices are: Cut nails, 10d and larger \$3.60; J. C. tin plates, \$5.75 to \$6.25; I. C. tin plates, double, \$11.50 to \$12.00; Canada plates,

\$3.75 to \$4.; sheet iron, \$3.75 to \$5.00, according to grade; iron pipe, 40 to 45 per cent off list prices; ingot tin, 30 to 35c per lb., according to quality; bar iron, \$3.00 to \$3.50 per 100 lbs.; shot, 6½ to 6; per lb.; tarred felt, \$2.00 to \$2.75 per 100 lbs. barbed wire, 6½ to 7c

HIDES AND TALLOW.

Prices unchanged as follows: Winnipeg inspected, No. 1, 4c; No. 2, 3c; No. 3, 2c. Frozen hides, 3c all round. Calfskins are quoted at 4 to 5c, but few are offering, and most are classed at kip, which are worth 2c. Sheepskins 25 to 50c as to quality. Tallow, 2½c for rough, and 5½c for rendered.

LEATHER AND FINDINGS.

Quotations are as follows: Spanish sole, 26 to 30c; slaughter sole, 26 to 30c; French calf, first choice, \$1.25 to \$1.50; Canadian calf, 75c to \$1.00; French kip, \$1 to \$1.10; B Z kip, 85 to 90c; Bourdon kip, 70c; slaughter kip, 55 to 65c; No. 1, wax upper, 45 to 50c; grain upper, 50c; harness leather, 27 to 31c for plump stock. American oak butts, 50 to 55c; buffe, 17 to 22c a foot; cordovan, 17 to 21c; pebble, 21 to 23c; colored linings, 12c.

LUMBER.

Business is of course very dull in this line, and will likely remain so for some time, though present indications would point to an early spring, and consequently an early movement of lumber. Trade prospects for the spring and summer are very good, both as regards prices and the demand, but the lack of snow is causing serious apprehension as regards the getting out of logs. Parties who have contracts for taking out logs, ties, wood, etc., have been placed in an awkward position, owing to the mild weather and want of snow. The floating of logs in the spring also depends a good deal upon the snowfall of the winter, and unless there is a change soon, there will be a great deal of trouble about getting out logs to the front, and the outlook for floating them in the spring will not be good. No changes in prices have been made recently, and none are expected for some time. Following are list prices: Dimension—2x4 to 12x12, 12 to 16 ft long, \$15; do 10, 18, and 20 ft long, \$16. Fifty cents per M advance on each foot over the above length up to 24 feet long. One dollar per M advance on each foot over 24 feet long. \$1 per M advance on each inch over 12 inches surface. Surfacing, 50c per M; Surfacing and sizing, \$1.00 per M. Boards—1st, common, rough, \$16.50, dressed, \$17.50; 2nd common rough \$15, dressed, \$16; Culls, rough, \$11; dressed, \$12; 1st common, stock, 12 in, rough, \$19, dressed, \$20; do, 8x10 in, rough, \$18, dressed, \$19; 2nd common, 12 in, rough, \$17; dressed, \$18; do, 8x10 inch, rough, \$16, dressed, \$17. Ten feet long and under, \$1 less per M. Shiplap—10 inch, \$17.50; 8 inch, \$17. 8 and 10 inch flooring and siding at \$1 per M advance. Siding, ceiling and flooring—1st, 6 inch, \$29; 2nd, do, \$25; 3rd, do, \$21; 4th, do, \$18; 1st, 5 inch, \$29; 2nd, do, \$25; 3rd do, \$20; 4th do, \$17; 1st, 4 inch, \$29; 2nd do, \$25; 3rd do, \$19; 4th do, \$16. \$1 per M advance for dressing on both sides. \$1 per M less for lengths 10 feet and under. Bevel Siding—No. 1, 1st siding, ½ in x 6 in, \$20;

No. 2; do, \$17. Stock—B, \$35; C, \$30; D, \$25. Clear, 1 inch—1st and 2nd, \$32; 3rd, \$28. 1½, 1½, and 2 inch—1st and 2nd, \$40; 3rd, \$35; selects, \$30; shop, \$25. Mouldings—Window Stops, per 100 feet lineal, 75 cts; Parting Strips, do, 60 cts; ½ round and cove, per 100 feet lineal, 60 cts. Casings—4 inch, O. G., per 100 feet lineal, \$1.60; 5 in. do, \$1.75; 6 in, do, \$2; 8 inch, O. G., base, \$3; 10 in, do, \$3.75. Lath, \$1.75. Shingles—1st quality, \$3; 2nd do, \$2.50; 3rd do, \$1.50; 4th do, \$1. Dealers are requested to order by number. No delivered prices.

THE MARKETS.

WINNIPEG.

WHEAT.

Wheat continues more or less under holiday influences last week. Cash wheat held at over the \$1 mark on Monday, but on Wednesday it got under that figure, May breaking nearly 3c. The loss was regained on Thursday, but on Friday cash was again under \$1. Leading markets have been marked by nervousness and uncertainty throughout the week. The visible supply increased 285,000 bushels for the week ended Dec. 29, making the total 38,321,144 bushels, against 44,421,998 bushels a year ago. Exports from Atlantic ports for the week ended Dec. 29 were 120,700 barrels of flour and 51,500 bushels of wheat, against 224,500 barrels of flour and 409,500 bushels of wheat for the same week last year. The highest figure reached at Chicago for January wheat, during last month was \$1.07½, on Dec. 13. The lowest figure for the month was 99½c, on Dec. 27. On Dec. 29, there were on passage to Great Britain 18,400,000 bushels of wheat and flour equivalent to wheat, against 19,280,000 bushels the same week a year ago. On Jan. 1 stocks of wheat in London were 1,280,000 bushels greater than a year ago, and stocks of flour 170,000 sacks larger. Minneapolis had 7,936,204 bushels of wheat in elevators on Jan. 1, or about 200,000 less than a year ago. Duluth had only 977,448 bushels, against 7,578,527 bushels a year ago. Estimates of the stocks of wheat in the United Kingdom are placed at 21,000,000 bushels, France 13,000,000 bushels, Belgium at 7,500,000 bushels, Germany 4,000,000 bushels, Pesth 11,300,000 bushels, other Austrian points 5,000,000 bushels, Odessa 14,000,000 bushels, other South Russian points 6,000,000 bushels, on passage 23,000,000 bushels, total 107,800,000 bushels.

The local situation has remained quiet as regards deliveries. Estimates as to the amount of wheat in Manitoba yet to be marketed range from 1,000,000 to 2,500,000 bushels. Receipts of Manitoba wheat at Port Arthur and Port William elevators for the week ended Dec. 29, amounted to 56,070 bushels, as compared with 104,580 for the same week last year. The total receipts of this season's crop to date amount to 1,736,860, against 3,179,540 for the same period last year. In store now 605,633 bushels. Prices paid to farmers at country points ranged higher, the average being about 85c for No. 1 hard, and the extreme range from 80 to 90c. The high prices were paid usually by parties who had orders to fill for high grade wheat, and

who were obliged to bid lively to get the stuff, owing to the light receipts.

FLOUR.

The flour market continues very dull in the east, and shipments from Manitoba mills are consequently not going forward freely. There is the usual local demand with prices to the local trade unchanged as follows:—Patents, \$2.80; strong bakers, \$2.60; XXXX, \$2.00; superfine, \$1.60. Graham flour, \$2.00; middlings; \$2.80.

MILLSTUFFS

Prices to the trade are unchanged at \$11 per ton for bran and \$13 for shorts; ground feed, \$22 per ton.

BARLEY.

From 23 to 25c is usually paid to farmers at outside points, for top qualities. Malting barley brings from 30 to 35c in the same way. A few cars continue to move eastward.

OATS.

The feeling continues dull and easy. Owing to the plentiful supply of oats in the east this year, the demand for Manitoba oats is light. About 20c is all that can be paid to farmers in provincial markets, to allow any margin for shipment to Eastern Canada points. In the city 27c was paid at the mills for good milling oats, and from 24 to 26c on the market for ordinary feed samples.

OATMEAL.

No change reported, prices are: Standard, \$2.50; granulated, \$2.65; rolled, \$3.

CHEESE.

Quiet and unchanged at 10½ to 11c.

BUTTER.

The feeling continues very dull and easy. Receipts are fairly large, and there is scarcely any demand from any quarter. No demand for large shipping lots from outside is looked for now for some time in the future, and with the prospects of an early spring, it will not likely be a great while before fresh early spring butter will commence to arrive. This makes the feeling rather easier. Prices range from 18 to 20c for from good to choice, most sales being made at about these figures, though some selected packages bring 21c. Some lots are still held as high as 22c, but not with much prospect of sale at this figure.

EGGS.

Strictly fresh, imported from the south, bring 30c, and limed 25c per dozen, in case lots.

LARD.

Prices are easier. Chicago is quoted as low as \$2.40 in some instances, and city rendered at \$2.50 per 20 lb. pails.

DRESSED MEATS.

As predicted a few weeks ago, the decline in the price of dressed hogs has set in. Some sales were made at the old figure of 8c per pound, but it now seems to be understood among packers that 7½c is all that can be paid. Butchers, who have heretofore kept prices up, would not pay over 7½c at the close of last week. Indeed this is all that can be expected for dressed hogs here, as they can be imported from Ontario and laid down here at about 7½c in car lots. Quotations in Ontario range from \$6 to \$6.75 per hundred, and the freight rate from there to Winnipeg is 80c per hundred. Long clear bacon in Chicago can be purchased in car lots at about ½c per pound lower than dressed hogs have been bringing in this market, hence it will be seen that 7½c here for hogs is the very top value. Country frozen beef is offered fairly freely, but owing to mild weather the supply is probably not as large as it otherwise would be. Good sides or carcasses bring about 5½c; choice sides and city dressed, 6c. Mutton steady at 10c by the carcass, and 9c in large lots.

CURED MEATS.

Prices appear to be easier generally. The following are close quotations, and will apply to either Chicago or city cured. Dry salt

bacon, 11 to 11½c; breakfast bacon, 14½c; rolls, spiced, 13c; hams, 15c; pork sausage 10c; bologna sausage, 9c.

POULTRY.

Chickens are now worth about 8 to 9c; turkeys were going for 13c, and ducks and geese 11½ to 12½c.

Wm. Lyons, late of the burned Lorne house, Portage la Prairie, has purchased the hotel at Treherne, Man., for \$1,000.

McLeod & Rice, general merchants, Rat Portage, dissolved partnership on Dec. 31st. W. A. McLeod will continue the business.

The Watson Manufacturing Co. and the Maxwell Co. are about to establish implement agencies at Rapid City, Min. The Watson Co. has appointed L. G. Stone agent.

F. OsseNBROGGE has sold 50 feet of land and building on Water street, opposite the Northern Pacific depot, Winnipeg, for \$3,000. It was purchased by the Shedden Cartage Company, which will deliver N. P. R. freight in the city.

J. E. GEMILL, of Ottawa, will apply for an act to incorporate the Ontario, Manitoba and Western Railway Company, with power to construct a railway from Port Arthur to Winnipeg crossing the narrows of the Lake of the Woods, with branch lines westerly from Winnipeg.

The World, of Vancouver, issued an excellent edition on New Year's day, giving a great deal of information about that enterprising city. The Vancouver News also issued a splendid number on the same day, of a similar

nature; the Vancouver journals are among the most enterprising in the West.

In addition to those noted last week, a handsome calendar has been received from Geo. D. Wood & Co., wholesale hardware. The calendar contains a well executed lithograph of the extensive warehouse of the firm in this city. A neat little calendar has also been received from Parsons, Bell & Co., wholesale stationers.

The Whitewood hotel building, burned last week, was insured in the Commercial Union for \$800. The furniture was insured in the City of London for \$600. MacCauly, Higginbotham & Co., general merchants, had their stock damaged by smoke and water to the amount of \$700. Fully insured in the City of London.

G. N. Gilchrist, merchant tailor, Brandon, had his stock damaged to the extent of three thousand dollars, by fire, last week, caused by a lamp falling from the chandelier. Covered by insurance to the amount of \$3,000. Adams Bros., harnessmakers, were slightly damaged. Covered by insurance. The damage to the building, owned by Adams, was slight, and covered by insurance.

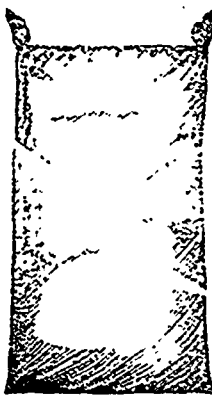
The Wood Mountain and Qu'Appelle railway Co. will make application to Parliament for an amendment to the act incorporating the company, extending the time for constructing the railway, and also to more clearly define the direction in which the railway shall run, commencing at a point on the boundary line at or near range sixteen, west of the second principal meridian, thence by Fort Qu'Appelle, north-

easterly to a point at or near the westerly end of Lake Winnipegosis, and to reduce the number of directors to five.

The case of Fraser & Co., the Winnipeg grocery house, in which the husband and son attempted to sell out the wife and mother, has resulted in a complete triumph for Thompson, Codville & Co. This is one of the most ridiculous cases which has disgraced the annals of Winnipeg failures for some time. The husband and son claimed that they were working on wages for Mrs. Fraser, and attempted to sell out the stock on a suit for overdue wages, with the hope of shutting out the other creditors. The sheriff was accordingly put in possession, but Thompson, Codville & Co., wholesale grocers, who were the chief creditors outside the family combination, resolved to contest the case. This they proceeded to do, and in the meantime bought in the stock at the sheriff's sale, paying the money therefor into court. The result has been very disastrous to the "family compact." The Frasers have been obliged to pay a large sum to get out of the scraps, and in addition they have lost their stock, amounting to about \$2,000, and have had to pay the costs of the suit. Altogether it will cost them about \$1,000 in excess of their honest liabilities. This is a very gratifying result, as it is always pleasant to see roguery discomfited. Messrs. Thompson, Codville & Co. deserve praise for the way in which they have fought this matter. Too many cases of this nature have been allowed to pass in the past, thus lending encouragement to robbery. It is to be hoped the lesson taught Fraser & Co. will not be without its desired effect.

MILLERS, ATTENTION!!

ESTABLISHED 1825.



The J. A. Converse Manufacturing Co

A. W. MORRIS & BRO., Proprietors, MONTREAL.

Our new bag works are now in full operation and are undoubtedly the finest equipped on the American continent.

The sewing, printing and uniformity of size are particularly noticeable, and we are confident you will find the goods superior to anything offered in the Canadian market.

We would kindly ask you to favor us with at least a portion of your valued orders. A trial will convince you that our statements are not exaggerated.

Jute and Cotton BAGS GRAIN SACKS, FINISHED OR ROUND THREAD.

Manitoba and Northwest Agents:

MERRICK, ANDERSON & Co, Winnipeg

EASTERN MARKETS.

CHICAGO

Monday, Dec. 31, May wheat opened at 1.07½, and ranged from 1.00½ to 1.09½. The market was nervous, and with sudden fluctuations. Closing prices were:

	Jan.	Feb.	Mar.	May.
Wheat	1.01½	—	—	1.06½
Corn	34½	34½	35½	39½
Oats	25½	25½	—	29½
Pork	12.85	13.00	—	13.40
Lard	7.60	7.65	7.70	7.77½
Short Ribs	6.77½	6.82½	6.90	7.00

After New Year's holiday, wheat opened at \$1.07½ for May on Wednesday, and ranged from \$1.04½ to \$1.07½. The market broke 3c right from the opening, under free selling. Trading was fairly large, and prices recovered some, but the demand was soon swamped by large offering, and prices closed weak. Closing prices were:

	Jan.	Feb.	Mar.	May.
Wheat	99½	1.09½	—	1.04½
Corn	33½	34½	35½	36½
Oats	25½	25½	—	29½
Pork	12.80	12.92½	13.02½	13.22½
Lard	7.40	7.40	7.47½	7.52½
Short Ribs	6.62½	6.70	6.77½	6.87½

Wheat opened ½c lower on Thursday, but this loss was recovered, and prices were advanced ½ to ¾c. May ranged from 1.03½ to 1.05½. Closing prices were:

	Jan.	Feb.	Mar.	May.
Wheat	1.00	1.01½	—	1.05½
Corn	33½	34	34½	36½
Oats	24½	—	—	29½
Pork	12.57½	12.72½	12.82½	13.00
Lard	7.27½	7.30	7.37½	7.47½
Short Ribs	6.57½	6.70	6.75	6.85

Wheat opened steady on Friday, but sold down to 1.04½ for May, which was the lowest point reached. Prices averaged lower than on Thursday. Closing prices were:

	Jan.	Feb.	Mar.	May.
Wheat	99½	1.01	—	1.04½
Corn	33½	34½	34½	36½
Oats	24½	25½	—	27½
Pork	12.75	12.90	13.00	13.20
Lard	7.37½	7.37½	7.45	7.52½
Short Ribs	6.75	6.80	6.82½	6.95

Wheat was lower on Saturday. Closing prices were about at the bottom, as follows:—Jan. 98½c; Feb. 1.00½; May, 1.04½; June, 1.01½; July, 95c.

DULUTH.

The week was rather a quiet one in wheat here, and dullness was apparent on each day. There were only 977,448 bushels in store on Jan. 2, against 7,578,527 bushels on the same date last year. No. 1 Northern was worth \$1.04 on Monday, but declined and for the balance of the week ruled at about \$1 per bushel. Closing prices for No. 1 hard on each day of the week were:

	Cash.	Jan.	May	June.
Monday	1.17	—	1.25	1.24½
Tuesday	—	—	—	—
Wednesday	1.15	1.16	1.23	1.22½
Thursday	1.15	1.16	1.23	1.22½
Friday	1.15½	1.16	1.23	1.22½

Closing on Saturday: Cash, 1.15; Jan. 1.16; May, 1.22½; June, 1.22½.

MINNEAPOLIS.

Closing quotations on Friday for wheat were from one to two cents higher than a week ago, as follows:—

	Jan.	May.	On track
No. 1 hard	1.17	1.23	1.10½-17
No. 1 northern	1.08	1.11½	1.03-10
No. 2 "	97	1.03	98

Closing quotations for flour were: Patents, sacks to local dealers, \$6.35 to \$6.50; patents to ship, sacks car lots, \$6.15 to \$6.30; in barrels, \$6.35 to \$6.50. Delivered at New England points, \$7.00 to \$7.15; bakers, here, \$4.20 to \$5.30; superfine, \$3.00 to \$4.25; red dog, sacks, \$1.60 to \$1.65; red dog, barrels, 1.80 to \$1.85.

Barley—Good No. 3 brought 50 to 54c according to quality, choice when offered held at 60c with feed stock down to 25 to 35c.

MONTREAL WHEAT MARKET.

Wheat was dull, and quoted at \$1.21 to \$1.23 for Manitoba No. 1 hard; No. 2 hard, \$1.18 to \$1.21; No. 1 northern, \$1.21.

MONTREAL STOCK MARKET.

The following quotations on Jan. 4 as compared with prices on Dec. 27 will indicate the course of the stock market:

	Dec. 28.		Jan. 4.	
	Offered.	Bid.	Offered.	Bid.
Montreal	225	224½	226½	226
Ontario	123	125	125	126
Toronto	—	—	209½	209
Merchants	135½	134½	136½	135½
Commerce	117½	116½	118	117½
Molson's	165	—	165	—
Union	—	—	66	64½
N. W. Land Co.	—	—	—	52
C. P. R.	52½	52	52½	52

CANADIAN SECURITIES IN ENGLAND.

The *Canadian Gazette* of Dec. 20, gives the following quotations of leading Canadian securities in the London market:

	Price.	Rise.	Fall.
Bank of British Columbia	34½	—	—
Bank of B. N. A.	74	—	—
British Columbia 4½ per cents	112	—	—
Canada 3½ per cents	102	—	1
Ditto 3 per cents	92½	—	1
Canada North-West Land	3½	½	—
Canadian Pacific shares (N. Y. register)	53½	½	—
Ditto shares (London register)	53	½	—
Ditto first mortgage bonds	106	—	—
Grand Trunk ordinary stock	10½	½	—
Ditto first preference	65½	—	½
Hudson's Bay	18½	½	—
Land Corporation of Canada	3	—	—
Manitoba 5 per cents	113	1	—
Manitoba Mortgage	—	—	—
Manitoba Northwestern bonds	102	1	—
Quebec 6 per cents	108	1	—
Trust and Loan of Canada, £5 paid	6	—	—
Ditto £3 paid	2½	—	—
Vancouver Coal	6½	—	—
Winnipeg 5 per cents	109	—	—

Toro Markets.

Grain—Wheat, Manitoba No. 1 hard, quoted at \$1.22 to \$1.25; barley, No. 1, sold at 67 to 68c, No. 2 at 63 to 64c and No. 3 at 56 to 57c; oats quoted at 36 to 37c.

Dressed hogs were selling at from \$6.75 to \$7 per 100 pounds.

Provisions—Quotations were: Mess pork per barrel, \$17.50 to \$18; bacon, long clear, 9½ to 10c; lard, tubs and 3 pails, 11 to 12c; hams, 1

to 12c; rolls, 10½ to 11½c; tallow, common, 5½ to 6½c.

Poultry—Turkey, 8 to 8½ for ordinary, at 9 to 10c for good to choice; geese, 6½ to 8c per lb.; ducks, 50 to 75c, and chickens, 25 to 40c pair.

Butter—Choice scarce, creamery 22 to 24c selected dairy, 18 to 20c; good 15 to 18c; common to medium, 12 to 14c; rolls, 10 to 11c.

Cheese—Five August, 10½ to 11½; medium 9 to 10c; skims, 8½ to 9c.

Eggs—Fresh were scarce and in demand, 21 to 23c; lined, 16c.

Apples—Green, \$1.75 to \$2 per barrel; dried in small lots, selling at 4 to 4½c, dealers offering 3½c outside; evaporated, 7 to 8c, with car lots at 6½c.

Hides—Cured offering at 6 to 6½c; sheepskins, \$1.25.

The Manitoba Railway Crossing Case.

Telegrams from Ottawa on Saturday announced that the railway committee of the Privy Council has issued an order granting the application of the Portage extension of the Red River Valley railway to cross the Pembina Mountain and the Southwestern branches of the C. P. R. The crossing of the main line of the C. P. R. at Portage has been held for further consideration. Shaughnessy, for the C. P. R., submitted a copy of the agreement between the Grand Trunk and the C. P. R., which fully set forth the terms and conditions of crossing, as a precedent for the guidance of the committee. According to this arrangement, the junior railway has to bear the expense of making the crossing, to maintain it and adjacent semaphores for all time, to make all reasonable safeguards, to protect life and property, to bear the expense of labor and repairs, and to pay an annual rental for the right of way as well as to give precedence to trains of senior railways.

Sir John Thompson said: As regards the two crossings over the Pembina Mountain branch and the Manitoba and Southwestern railway we have come to the conclusion that the crossings should be put in by the C. P. R. at the expense of the Railway Commissioner of Manitoba, that the crossings shall be maintained and lights maintained at the expense of the Commissioner, and that the C. P. R. shall have precedence of trains. We decline to allow a rental and have nothing to do with costs. Work to be executed under the supervision of the officers to be appointed by the Minister of Railways.

Application to cross the C. P. R. at Morris and Brandon was made, but the committee refused to give a decision at once.

FLEURY & Co., dry goods and clothing, Winnipeg, are in financial difficulties. An assignment was expected on Saturday.

THE Royal hotel building, Carberry, Man., now used as a tenement house, was damaged slightly by fire on Friday last. Loss about \$100.

FLUMERFELT & POWERS, boot and shoe dealers, Brandon, have dissolved partnership. The business will be carried on by W. E. Flumerfelt. Powers will likely go into the stationery trade.

The Travelling Men.

Over 300 guests were present at the recent dinner of the Dominion Commercial Travellers' association, at the St. Lawrence Hall, Montreal. The association now has a membership of nearly 2,000, and a surplus of \$68,000.

The Western Ontario Commercial Travellers' Association has elected the following officers: S. Munroe, president, re-elected; W. S. Case, first vice; Geo. H. Walker, second vice; R. H. Green, Hamilton, third vice; S. N. Sterling, treasurer. All the directors were re-elected. The president stated that an increase of fifty had been made in the membership of the Association during the year, and the total rest fund was now \$11,300.

Winnipeg *Siftings* has the following:—J. D. Roberts, the Pure Gold Co.'s hustler, got the laugh on a Calgary bank manager the other day. When presenting a cheque to be cashed he was told that he would be required to be identified. This was a stunner to Jack, as he was a stranger in the town, but nothing daunted he entered the private office with a Henry Irving stride, and disarranging his draperies, he exhibited the latter end of his inner garment to the astonished banker, who read thereon the legend "John D. Roberts, Winnipeg," emblazoned in big letters. He got the cash.

At the Annual Meeting of the Commercial Travellers' Association of Canada, held in Toronto recently, the following officers were elected: president, A. A. Allen, Toronto; 1st vice-president, John Burns, Toronto; 2nd vice-president, C. C. Van Norman, Toronto, 391 votes; R. H. Cosbie, Toronto, 382; treasurer, R. H. Gray. Directors for Toronto Board: Joseph Kilgour, R. J. Orr, H. S. Davidson, James Haywood, Joseph Devaney, John Orr. Directors for Hamilton Board: W. G. Reid, E. A. Dalley, F. A. Ashbaugh, George E. Hamilton, H. G. Wright, R. F. Steele, J. S. Reid, J. H. Herring. Directors for London Board: M. T. Lester, P. J. Watt. Directors for Brantford Board: J. S. Hamilton, D. G. Waterous. Messrs. R. L. Patterson, John F. Ellis and Warring Kennedy were re-elected representatives on the Industrial Exhibition Board.

The third annual meeting of the Dominion Commercial Travellers' Mutual Benefit society was held recently at Montreal. According to the annual report, during the year 154 applications for membership were received, of which 148 were accepted and six declined as undesirable risks. The mortality rate for the year had been small, only three members having been removed by death, the claims arising therefrom having been met by two assessments and one call on the reserve fund. The total receipts had been \$811.09; disbursements, \$698.30; leaving a cash balance on hand of \$112.79. The assessment account showed receipts, \$4,198.03; disbursements, \$2,160; balance on hand, \$2,029.88. A few changes were made in the by-laws, the most important of which was the amendment to No. 3, requiring all applicants to pass medical examination if required by the board, and limiting the age of applicants to 55 instead of 60 years, and allowing members to retain their membership in the society who have severed their connection with any of the different associations.

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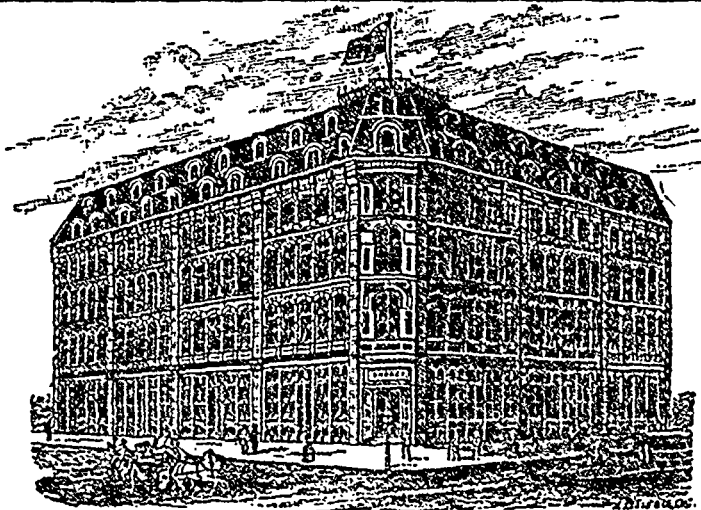
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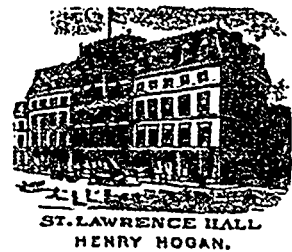
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the public have manifested their appreciation

The Pembina Mountain Branch.

(Continued from last week.)

Leaving Morden and continuing westward, the next station on the railway reached is Thornhill. This is a small place, with one general store, conducted by Thos. McInroe, and a blacksmith's shop. A new grain elevator has been established here, and Jas. Stirton buys grain for R. Ironsides, of Manitou. Quite a quantity of good wheat will be handled here this season.

After passing Darlingford siding, the next point reached is Manitou, one of the best towns on the line, with a name familiar throughout Manitoba. Manitou is a little over 100 miles from Winnipeg, and was the terminus of the railway from the fall of 1882 to the summer of 1885. The vicinity of Manitou is noted for several real estate schemes, worked by A. W. Ross and other schemers. The first surveys of the Pembina Mountain branch were made during the real estate boom days. According to the charter, 100 miles of the road had to be completed in 1882, and of course a city would grow up at the terminus of this 100 miles. Land was at once in demand in the vicinity of the prospective railway terminus, and by working little schemes well known to real estate boomsters, parties were enabled to sell out to advantage, the purchasers being under the impression that they were buying up the site of the future town.

Unlike Morden, Manitou did not spring up from the ruin of another town in the neighborhood. The railway reached the place in the fall of 1882, and the town has grown steadily since that time, the growth not being of a "boom" nature, but solid and substantial. The uncertainty as to the exact location of the railway depot retarded the growth of the place for some time, but finally a selection was made by the railway authorities, and the business places which were first established some distance away were moved to the present town site. The town is now a compact and progressive one, with a population of about 500, and some 40 to 50 business institutions of one kind and another.

The business men of Manitou mostly commenced with limited means, and as a rule have advanced steadily. There are five general stores. Jas. Huston claims the honor of having established the first store. This business is now carried on under the style of Huston & Betts, a partnership having been formed in October last. A general stock of merchandise is carried. Mr. Huston is agent for the Canada Permanent Loan Co. Fullerton & Ross, general merchants, commenced business in Manitou with the very beginning of the town. They carry a large stock and import goods in car lots. The firm occupy a new store, their original store being used as a warehouse for surplus goods, and in addition to this another building is used as a warehouse. A large quantity of farm produce is handled, and a special apartment is used for butter, to prevent it from becoming tainted from contact with other goods. In regard to butter, this firm adopts what is probably the wisest plan, namely, to ship the article just as soon as a sufficient quantity is taken in, instead of holding for a length of time

for high prices. If this plan was carried out more extensively, the quality of Manitoba butter would be greatly improved, and probably in the long run the merchants would receive more satisfactory returns. The firm of Fullerton & Ross is also interested in the business of Fullerton, Ross & Gordon, hardware dealers, stoves, tinware, etc. This business was commenced as a separate branch last spring, with Mr. Gordon in charge. W. D. Ruttan, general merchant, started the first store west of Nelson, at a point about ten miles south-east of Manitou. The post office at this point still bears the name of Ruttanville. He moved to Manitou shortly after the station was located there. He carries a full stock of general merchandise, and uses the upper portion of his store building, and also a warehouse, for storing goods. John Wooton commenced business at Manitou with a stock of general merchandise in May, 1884. He had the misfortune to be burned out the following year, but pluckily purchased a new site and built again. The Hudson's Bay Co. selected Manitou as a desirable point, and opened a store there about four years ago. The usual general business of the company is carried on, with E. De Pencier as manager.

Chalmers Bros. & Bethune is an old established house, handling hardware, stoves, tinware, lumber and building material, etc. The firm also does quite a shipping trade in cattle, dressed meats, etc. A branch business is carried on at Pilot Mound by this house in all the lines handled at Manitou, and with the addition of grain buying, the firm having built an elevator at Pilot Mound last summer. In the drug, stationery and fancy goods line, F. C. Vanbuskirk carries a large stock, in connection with G. W. McLaren, of Morden, Mr. Vanbuskirk acting as manager of the Manitou business. The business was established early in the history of the town. A good prescription trade is done here, as the resident doctors have given up the custom of compounding their own prescriptions since Mr. Vanbuskirk took charge of the drug business. S. E. Watson, who has been in business at Manitou about three years, carries a varied stock of goods, consisting of groceries, fancy lines, stationery, fruits, and confectionery, nick-nacks of one kind and another, etc. He is continually adding to his business.

Cruthers & Co. do a general banking and brokerage business, insurance, etc. This business was established last spring, and has prospered. Mr. Cruthers has just completed a fine new residence and business offices adjoining.

Kerr & Magee carry a full stock of furniture and undertaking goods. They also do building and contracting, altogether making quite an extensive business. They manufacture sash and doors to some extent, in connection with their contracting branch. N. Vrooman also does business in furniture and undertaking. Wm. Bradley, who is an old timer, having been twelve years in the district, does the butchering business. The staff of life is supplied by A. B. Howie, who is now adding a stock of confectionery to his bakery business. Manitou is well supplied in the hotel line, there being two good houses, where more comfortable quarters

may be found than in a good many of the towns in Manitoba. The Ellis House, kept by E. Arnold, is convenient to the depot, and trains stop for meals here. Sample rooms are at the disposal of travellers. The Stewart House was taken over by Rountree & Connor last spring, and since then has gained an enviable reputation all along the line. It is a large three-storey building, with thirty-two bedrooms, good parlors, etc., and three sample rooms. The house has been newly carpeted and furnished throughout in first-class shape. A free baggage delivery for the convenience of travellers is provided.

Manitou is not without its industrial branches of business. In the harness and saddlery line, C. MacNamara has been doing business since the railway arrived in the fall of 1882. He employs three men. R. McKenzie carries on business in carriage making and blacksmithing on a considerable scale. This last year he has turned out about 100 rigs, and now employs eight to ten men. The new work is mostly in carriages. He has shipped some rigs to Vancouver, B. C., but most of his rigs are sold to farmers in the vicinity, which shows that the agricultural population is in a prosperous condition, when carriages can be indulged in. This year about 150 rigs will be turned out, and an addition of 30 feet will be made to the carriage shop at once, to be used as a show room, with paint shop above. Robert Waldie carries on business as general blacksmith, in which line he has quite an extensive trade. He also turns out new work in carriages, cutters, sleighs, etc., and handles a full line of Fairchild's implements, wagons, etc. Among the industrial lines is a cheese factory, conducted by Rockett & Burrows, which has had a successful season. Three factories are operated in the district by Rockett & Burrows.

Manitou is an important farmer's market for grain, produce, stock, etc. A large quantity of butter, eggs, poultry, meats, live stock, etc., is annually shipped from the place. From the crop of 1887 about 370,000 bushels of wheat were shipped out, but not over one-third of this amount is expected from last season's wheat crop, owing to the lighter yield and damage from frost, from which nearly all the country along the line west of Morden suffered severely this season. However, the farmers are not discouraged, and the acreage sown next spring will be larger than ever. The farmers in the district have made money in past years, and most of those who lost their wheat, will be able to get along all right, as they are nearly all in good circumstances. Besides, they have cattle and other produce of the farm which they can dispose of. There are three grain elevators. One of these is new, having been built this season by Robert Ironsides, who handles grain, stock and lumber. The other two elevators are owned by the Ogilvie Co. and McBean Bros., respectively, of Winnipeg. The settlers in the district are unconvinced a good deal from the want of a flour mill. A mill for custom grinding would do a large business, and where so much wheat is marketed, flour could be manufactured to advantage for shipping. Here is an excellent opening for a flour mill.

Several other lines of business are represented, in addition to those mentioned, including a gen-

cies of most of the implement factories, liveries, blacksmiths, watchmakers, shoe shop, doctors, lawyers, etc. Some lies are not represented, for which there is a good opening. A tailor could do a good business, and a barber is also wanted. A shoemaker would also probably do well. In regard to the flour mill it may be mentioned that an abundance of good water is readily obtained. It is the boast of the residents that they have the best water of any point on the line, and it is readily obtained, in unlimited quantity. The press is represented by the *Manitou Mercury*, a newsy journal, published weekly by R. H. Spedding. The paper is liberally patronized, as the business people of Manitou recognize the advantages accruing to the place from the publication in their midst of a local journal.

The country in the vicinity of Manitou is well settled with a thrifty population, and consequently the C. P. Ry. and Government land in the district is pretty well taken up. Mr. Young, Dominion Land's agent, at Manitou, reports that the Mennonites are rapidly taking up lands in the Mennonite reserve. Seventy-one claims were sold in one week recently to Mennonites. The Mennonite reserve takes in townships one, two and three, in ranges one to five west, inclusive. All lands in this reserve are held exclusively for Mennonites, as these people desire that their children may be able to obtain land and settle down with them, instead of having to move away a distance, among strangers. After June, 1889, the Mennonite reservation will be abolished, and the lands remaining will be thrown open to all-comers. This will likely cause a lively scramble for the lands. The lands are now sold to Mennonites at \$2.50 per acre for old sections, and the even numbered sections may be taken up as free homesteads. The Mennonite reserve does not extend as far west as Manitou, the town being in range eight west, but the Government land office at Manitou takes in a very large district, and includes a portion of the reserve. In the vicinity of the town, private farm lands range in price from \$5 to \$10 per acre, as to quality and distance from town. Lands quite close, would hardly be disposed of at the top figure mentioned, while some lands a considerable distance from market, and not of best quality, are offered as low as \$2.50 per acre.

One move which could be taken to advantage at Manitou would be to provide some system of fire protection. At present little provision has been made of this nature. Insurance rates are high, amounting to as much as 4½ per cent., which makes insurance quite a tax to the merchants.

Ten miles west of Manitou is located La Riviere station. This place is situated in the valley of the Pembina river, near the point where the railway crosses the river. The valley is quite wide, sometimes over a mile, enclosed with high hills. As it cannot be bridged, the railway follows a winding ravine down to the level of the valley, and up again in the same way to the level prairie, thus affording the traveller some very fine scenery, as the railway curves through the wooded hills. The approach to La Riviere from either direction is therefore quite romantic, and the location of the little village is very picturesque. The bus-

iness places of La Riviere are not many. There are two general stores, one of which is kept by James Pritchard, who opened out a new stock of general merchandise here in September last. Mr. Pritchard was formerly with J. Thompson & Co., of St. Paul and St. Andrews, Man. The other business places are: Isaac J. Johnston, blacksmith, Rockett & Burrows, cheese factory, and Fargey & Swales, general store. There is also a temperance hotel. Quite a quantity of wheat is purchased at La Riviere, and this season three buyers are purchasing here, representing Roblin & Atkinson, of Winnipeg, R. Irouside, of Manitou, and the Keewatin Milling Co.

(To be Continued.)

Curiosities of the Canadian Fur Trade.

The *Manitoba Colonist* has the following article on the fur trade:—

White men are better trappers than Indians. Both use feed or bait before the season opens, the red man using the refuse of fish or meat, but the white employs scent to allure. A trapper usually makes a round trip of six days, three out and three return, setting as he goes, making an irregular circle of traps of from fifty to one hundred miles. He must be a close student of animate nature, for instance, in moving about bodies of water, the mink frequents points, but other furred prey approach the water from the bottoms of bays. For all land animals, fox, fisher, marten, etc., etc., fish is the best bait, while for water dwellers, the poplar is most enticing, or silver birch. The natural color of the skin side of the fur is about that of the hand, and if colored can be detected at once by any good buyer. But in case a buyer has to inspect and buy a quantity of furs quickly, he makes a discount for the risk to himself. The beaver, it is thought, will be very rare in ten years, the chief fur trading firm, the Hudson's Bay Company, having formerly held a partial check over the Indians' trapping of this animal, but latterly competition has annulled this desirable protection, and in the past season one Indian trapped 90. Trapping is chiefly done by Indians, though there are some white. Each owns his own outfit. The Indians are usually alone while whites generally go in pairs. The outfit consist of a good gun, mostly muzzle loaders, and plenty of ammunition, a good bark canoe, with from 12 to 50 traps, number 2 and 3 sizes, costing about \$1.50 each on an average, and will last for years, being neither lost or burnt, or left and forgotten. They will also have from 40 to 60 lighter traps, No. 1, for smaller game, mink, muskrats, etc., these traps costing about 40c each. Then come a tent, a blanket, a small axe, 100 lbs. flour, 25 lbs. pork, one pound tea, 10 to 15 do. of sugar.

The fall hunt lasts October, November and December. Little is done in January and February, but they work again in March, April and May, the heaviest catch being made in November and April. It must be remembered that Manitoba and the western Territories of Canada are being spoken of herein. Beaver, otter and muskrats are prime in October, as soon as the water becomes cold, and until it gets warm again, and so with all water families, "prime" being the trade term for first quality. In buy-

ing there are three classes and the culls, and commonly three divisions in a class. The classes are known as primes, seconds and thirds, and take for instance the beaver. The first would be divided into extra large, two years old and older. The seconds into large yearlings and two year olds; and the thirds into kits and small yearlings.

Black bear fur is used for ladies' trimming and for army uniforms, lynx goes largely to China, or is used here for men's coats, and also furnishes, when dyed, a good imitation bear. The muskrat is too common to be costly, but it is a fine fur, and is plucked, dyed, and is issued as otter, beaver, seal, and other high-priced relations, and is also much used in its own garb for coat linings. Furs caught up to and including December, are of the best quality, as after that time, if a land animal the long fur wears and rubs out in frequent passage through the bush, and with water animals the same injurious work goes on against the ice, and the hide is also thicker at this time, and towards spring the coat becomes thinner and the skin shines.

The marten is plentiful and used for trimmings and muffs. The mink was at one time very fashionable and expensive; from \$9 to \$10 a skin weighing about four ounces, and measuring say nine inches long by five inches wide.

The cross fox is so called from a black cross on the shoulders. Fisher skins are plentiful. Beaver in their special districts are the most numerous, but otherwise muskrats are. Beaver skins range in weight from one to two and a half pounds, or an average of 24 ounces. But they have been caught with over three pounds weight of skin. In the trade a parchment skin is so called from its thinness, and is preferred by them because it goes further, but it is not so serviceable for general use. Beaver skins were formerly sold by weight, but now by the skin, their usual length being from 30 to 40 inches. The Hudson's Bay Company gather three-quarters or more of all the catch and send all to London, England, for sale. All other buyers are known as free traders, and their collections usually go to New York. The Hudson's Bay Company ship their furs as "peltries," but the trade knows them as "skins." The muskrat, the mink and the red fox increase as the country settles, but the fisher, beaver, otter, marten and black fox decrease as man advances. It is not known whether the black fox, which is the rarest and costliest fur, is a "sport" or a fixed type, but the silver fox is supposed to have a cross of fisher blood in it. A trader may not get a black fox skin in two or three years' buying. They weigh about three pounds, are black all over and are worth from \$60 to \$100 each. The silver grey fox is fairly plentiful, a trader doing a business of say \$7,000, may get three or four of them in a year. They go largely to California. One peculiar feature of this fur is that it will remain in whatever position it is stroked, like South Sea seal.

Of the otter, the black is only found in the wooded country, and is most used for caps and trimmings, and an occasional coat. The brown is about as plentiful, the darker being the most valuable though. At one time the Hudson's Bay Co. rented Alaska from Russia, and sent otter skins as part payment.

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Wholesale Dealers in
HIDES !
SHEEPSKINS AND WOOL
JOHN HALLAM
88 Princess St., WINNIPEG
83 and 65 Front Street East, TORONTO.
PROPRIETOR.
Frank Lightcap, - Traveler.
We will be in the market this season
as usual for all classes of Wool, and
are prepared to pay the highest mar-
ket prices.

E. A. SMALL & CO.,
MANUFACTURERS OF
CLOTHING
WHOLESALE,
203 and 210
McGILL STREET, MONTREAL
SAMPLE ROOMS :
30 AND 32 McINTYRE BLOCK,
WINNIPEG.

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

ROYAL SOAP MFG. CO.
WINNIPEG.
BRANDS: Hardwater, Dominion, Linen, Ivorine
and Electric, also a full line of Toilet Soaps.

Protect HOME Industry !
DOLL
W. F.
WHOLESALE JEWELER.
Watches, Diamonds, Clocks, Spectacles,
Gold-headed Canes, Silver-plate, Watch
Material, Tools, etc., etc.
525 Main St., WINNIPEG.

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

EVERY VARIETY OF
Painters Brushes,
Artist Brushes,
Household Brushes,
Stable Brushes,
Toilet Brushes,
—MANUFACTURED BY—
Chas. Boeckh & Sons,
TORONTO.
All our Brushes are branded **BOECKH**
to distinguish them from inferior imitations
and as a guarantee of their quality.

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

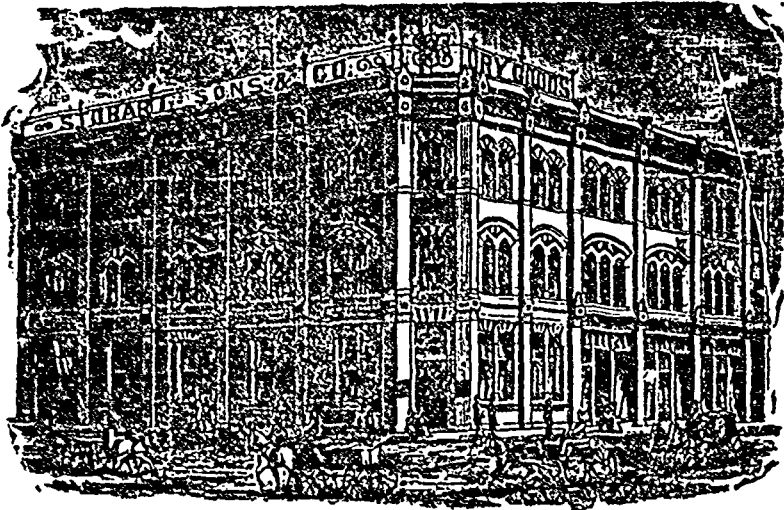

Home Production
WF MANUFACTURE
BARB WIRE,
PLAIN TWISTED WIRE, WITHOUT
BARRS
And are Agents for the
Woven Wire Fencing.
We are in a position to fill all orders promptly.
Ours is the only wire manufactured in the Dominion of
Canada on which is found the GENUINE LOCK BARB.
A personal inspection will convince you of this fact. Qual-
ity of wire the best ENGLISH BESSEMER STEEL.
Every pound guaranteed.
Manitoba Wire Company

OGILVIE MILLING CO.
Mill at Point Douglas.
Capacity - - 750 Barrels per day.
OFFICE:—Corner King and
Alexander Streets, Winnipeg.
A Full Stock of Patent Hungarian, Strong
Bakers' and Spring Extra Flour; Oatmeal, Pot
and Pearl Barley, Graham Flour, Cracked
Wheat, Bran, Shorts, Ground Feed, Oats,
Barley.
Wheat buyers at all C.P.R. Shipping Stations

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

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

Importers British & Foreign Dry Goods



A Full Range of Canadian Staples
Always in stock.

STOBART, SONS & CO.
PORTAGE AVENUE, WINNIPEG.

Grain and Milling.

Snider & Recket have put in machinery, in connection with Woodworth's elevator at Deloraine, for grinding feed and Graham flour.

Edmonton Bulletin: It is estimated on the authority of the threshers that 160,000 bushels of grain have been threshed in this vicinity this fall, of which about 100,000 bushels is oats and the remainder about equal quantities of barley and wheat.

A public meeting was held at Cartwright, Man., recently to discuss the advisability of granting a bonus to a roller mill of a capacity of not less than 50 barrels. There is a general feeling favorable to a bonus of \$3,000 or \$4,000 for a mill. A committee has been formed to push the matter.

The Northwestern Miller says:—It may be confidently asserted that the mills of the northwest will not run over half capacity during January. It is probable that their output will be even less than this. The recommendation of the Milwaukee meeting as to output will therefore be followed generally.

In accordance with an agreement entered into at the Milwaukee convention of millers all flouring mills in St. Louis save one, have closed down. The Anchor mill will shut down as soon as it fills two or three orders it has on hand. Under the Milwaukee agreement 250 mills in the fall wheat belt will either close down or run on half time during the present month.

At the last meeting of the Winnipeg city council, a motion was passed unanimously, offering Messrs. Hastings Bros. & McGaw exemption from taxation for fifteen years upon all buildings and machinery erected by them in building and operating a flour mill and elevator in the city, the mill to be of a capacity of at least 600 barrels per day, the exemption to be conditional on the carrying of a by-law to that effect by popular vote. Ald. Riley explained that Messrs. Hastings and McGaw proposed investing \$100,000 in buildings, etc., and would pay from \$20,000 to \$25,000 annually in wages. This places the proposed mill on the same footing as the Ojivie mill, which received a like exemption.

The Winnipeg Call is in a great flutter about the damage which will be done to the reputation of Manitoba wheat, if shipping to Duluth is to go on. The Call tells Manitoba farmers that they will be ruined, as the Minnesota dealers will mix the Manitoba wheat "with their own inferior grades and send it abroad as Manitoba hard, thus injuriously effecting the reputation of the Manitoba article." Now, this is all pure bosh. Manitoba wheat exported via Port Arthur is more likely to be mixed in transit through eastern Canada, than it would be at Duluth, and the mixing would be with a very much more inferior article than Manitoba wheat would be likely to come in contact with at Duluth. If eastern Canada dealers can make anything by mixing Manitoba wheat they will certainly mix it, and with their inferior soft wheat at that. But Manitoba wheat shipped via Duluth is forwarded in bond, and is placed in separate bins, so that there is no likelihood of its being mixed at Duluth. The danger of mixing is not at Duluth, but at eastern Canada points. When the wheat is shipped on from Duluth to eastern Canada, as it must be, it will very likely undergo the doctoring process, just the same as wheat forwarded via Port Arthur. The Call is probably more troubled about the C. P. R. losing a little freight, than it is about the reputation of Manitoba wheat, and this leads it into making these stupid blunders.

Business East.

ONTARIO.

Fred. Mossop, hotelkeeper, Toronto, has sold out.

James D. Miller, builder, Toronto, has assigned.

Hicks & Son, hotelkeepers, Brighton, have sold out.

A. J. Campbell, physician, Blackstock, has sold out.

Ballantyne & Boyd, tailors, Atwood, have assigned.

Threlkeld & Dwyer, tailors, Toronto, have sold out.

W. E. Kemp, general storekeeper, Norman, has sold out.

GRANT AND HORN,

PRODUCE and
COMMISSION

• • **MERCHANTS.** • •

56 Princess Street,
WINNIPEG, MAN.

EXPORTERS

Of Flour, Butter, Eggs and Cheese.

Always carry in Stock

BAGS

For Flour, Bran, Oats, etc.—Jute and Cotton.

SALT

Canadian and Liverpool Consignments Solicited

Frost Proof and Cold Storage.

Hy. Hutchinson, general storekeeper, Lakeside, has sold out.

H. G. Bean, dealer in fruit, etc., New Hamburg, has sold out.

Dunbar Bros., dealers in groceries, Wallaceburg, have sold out.

Depencier Bros., general storekeepers, Merrierville, has assigned.

George Buck, dealers in boots and shoes, Whitby, has assigned.

Bannister & Smith, general storekeepers, Hawtrey, have dissolved.

McClellan Bros., general storekeepers, Alton, have dissolved partnership.

Donald McNub, general storekeeper, Beaverton, has made an assignment.

Thomas Menzies, dealer in books, etc., Peterboro, has made an assignment.

Stumpf & Marchand, dealers in furniture, Stratford, are giving up business.

Fraser & Brabeau, grocers, Wallaceburg, have sold out, and are moving to Toronto.

The Ammonia Company (Limited), Toronto; works have been damaged by an explosion.

M. Starrs & Son, wholesale grocers, Ottawa, have dissolved; R. A. Starrs continues the business.

Eby, Blain & Co., wholesale grocers, Toronto, have had their stock partially destroyed by fire and water.

QUEBEC.

Jacob Hurwick, trader, has had a meeting of creditors.

J. A. Brunet, tailor, Valleyfield, has made an assignment.

M. H. Fanteux, dealer in dry goods, Montreal, has made a demand for an assignment.

Harriss, Levy & Mills, wholesale dealers in hats, etc., Montreal, have dissolved partnership; Simon Harris continues as S. Harris & Co., and Isaac Levy starts in his own name.

Prices in British Columbia.

The following were wholesale prices at Victoria recently: Flour—Hungaria, \$7.40; strong bakers, \$7.20; Oregon flour, \$5.20 to \$6.20; wheat, per ton, \$35.05; oats, per ton, \$25.05; barley, per ton, \$30.05; middlings, per ton, \$28.00; bran, per ton, \$28.00; ground feed,

per ton, \$32.50; oil cake, per ton, \$37.50; corn-meal, Canadian, per 100 lbs., \$2.70; oatmeal, Canadian, per 100 lbs., \$4.20; oatmeal, native, \$3.50; potatoes, per ton, \$15.00; hay, baled, per ton, \$20.50; straw, per bale \$1.25 to \$1.50; eggs, per dozen, 50c; eggs, imported, per dozen, 30c; butter in roll, native per lb., 40c; imported, per lb. 27c; tub or firkin, creamery, 29c; dairy, 24c; cheese, local, per lb., 15c; Canadian, 12½c to 15c; California, 17c to 18c; hams, local per lb., 15c; American, 17 to 18c; bacon, local, breakfast, per lb., 14 to 16c; American, 10½c; rolled, 14c; shoulders, per lb., 12½c; lard, 12½c; Meats, beef, 8c; mutton, 8c; fresh pork, 12½c; dressed veal, 12½ to 15c; tallow, 2½c; hides, 4 to 7c; sheep skins, each, 25 to 35c; salmon, 7c; halibut, 8c; apples, Gravenstein, per 50lb. box, \$1.50; melons, must, per crate, \$3.75; water, \$4.05; bananas per bunch, \$4.00; pears, choice Bartlett, per box, \$2.00; peaches, \$1.25; plums, local, per lb. 2 to 3c; grapes, Muscatello, 25 lbs. \$1.50; coconuts per 100, \$11.00; tomatoes, California, 25lb. box, \$1.00.

Quotations at Vancouver were: Flour—Manitoba patents, \$6.75 per bbl.; Manitoba bakers', \$6.35; Columbia Milling Co's. patents, \$6.25; straight grade, \$5.75; bakers', \$5.25; Oregon family, \$6. Oatmeal—Standard, 100 lb. sacks, \$3.00, granulated, \$3.25, rolled, \$4.00. Potatoes—\$13 to \$18 per ton; cabbage, \$12; carrots, \$20; parsnips, \$20; onions, \$30; beets, \$15; turnips, \$15 to \$20; sweet potatoes, \$6 per cwt. Feed—bran, \$33 to \$35 a ton; shorts, \$28; chopped stuff \$33; oil cake meal, \$40; oats, \$26 a ton; wheat, \$35. Butter—creamery, 29c and 30c per lb.; dairy, 25c; cooking, 18c; eggs (pickled), 28c; fresh, 30c. Cheese, 13 to 15c per lb.

THE following statement, shows the value of goods exported, imported and entered for consumption, and duty collected up to the end of the 29th December, 1888, and also for the whole month of December, 1887:

Description.	Value 1887.	Value 1888.
Exported	\$65,874 00	\$63,646 00
Imported, dutiable	72,014 00	95,857 00
Imported, free	43,523 00	20,663 00
Total imported	\$115,537 00	\$116,520 00
Entered for consumption, dutiable	\$76,471 00	\$94,563 00
Entered for consumption, free	43,523 00	20,663 00
Total entered for consumption	\$119,994 00	\$115,226 00
Duty collected	\$ 22,107 05	\$ 30,782 21

INLAND REVENUE COLLECTIONS.

The inland revenue collections for the Winnipeg port last month were:

Tobacco	\$ 5,391 80
Cigars	405 60
Spirit	13,339 31
Malt	1,504 30
Inspection of petroleum	549 20
License fees	50 09
Total	\$21,240 21

GOVERNMENT SAVINGS BANK.

The transactions at the Dominion Govern-

ment Savings Bank for the month ending 31st December were as follows:

Deposits	\$28,312 40
Withdrawals	31,857 99
Withdrawals exceed deposits	\$ 4,545 59

The transactions for the half year beginning 1st July, 1888, and ending 31st December, 1888, were:

Deposits	\$158,703 40
Withdrawals	196,248 58
Withdrawals exceed deposits	\$ 38,455 18

Balance to credit of depositors 31st December, 1888 \$910,645 66

A VERY important judgment was given at Winnipeg last week, in the case of Schultz vs. Winnipeg, in which it is held that interest on arrears of taxes cannot be imposed in excess of 6 per cent. It appears that the question of interest is subject to Dominion legislation, which fixes the legal interest rate on arrears of taxes at not in excess of six per cent. Provincial legislatures cannot legally grant authority to charge interest in excess of the stipulated amount. This will effect a large number of municipalities in Manitoba, which have been in the habit of charging interest on arrears of taxes greatly in excess of 6 per cent.

THE volume of business done by the Watson Manufacturing Co. at Minnedosa, Man., during the past season was only exceeded by two other towns in Manitoba, namely, Gretna and Brandon. This shows the development going on in the Minnedosa district.

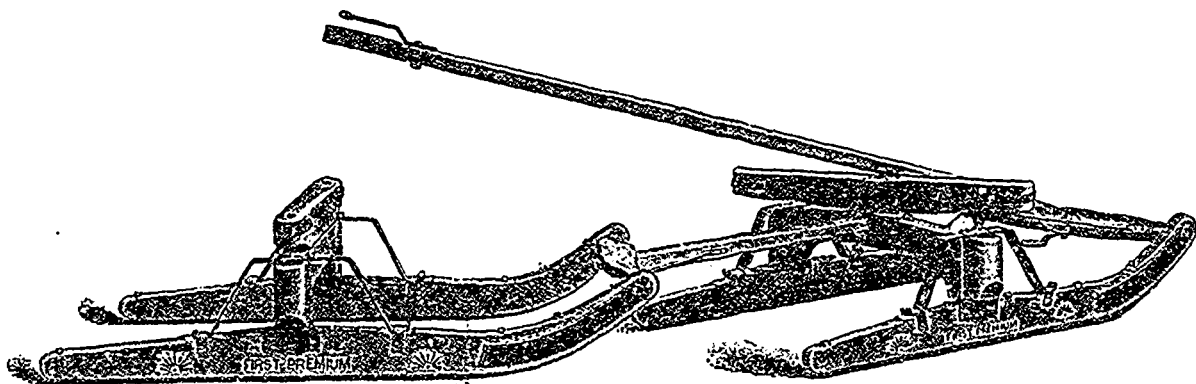
F. A. FAIRCHILD & CO.

—WHOLESALE DEALERS IN—

AGRICULTURAL IMPLEMENTS,

CARRIAGES, SLEIGHS, &c

PLOWS, SULKY PLOWS, GANG PLOWS, HARROWS, SEEDERS, FEED CUTTERS, CRUSHERS, WAGONS
BUGGIES, BUCKBOARDS, PHAETONS, SURREYS, ROAD CARTS, CUTTERS,
SLEIGHS, RUNABOUT WAGONS,



CLOSE PRICES TO DEALERS.

SEND FOR ILLUSTRATED CATALOGUE AND PRICE LIST.

WINNIPEG.

J. R. Sutherland and Fred. Walker, lumber merchants, Winnipeg, have formed a partnership.

W. J. Macaulay, one of Winnipeg's pioneer lumberman, but now a resident of British Columbia, has let the contract for a fine residence at Beacon Hill, the fashionable quarter of Victoria.

Sheriff (to doomed man)—I must now conduct you to the scaffold. Will you have a glass of whisky to stimulate you?

"No, thank you; when I drink whisky I always have a horrible headache next morning."

The base burner stove, the telephone and other improvements of a like kind have worked a domestic and social revolution within the last few years. Among these improvements it is no unfair to include the "Myrtle Navy" tobacco. The great majority of men smoke tobacco; have done so for centuries past and will continue to do so. It is important, therefore, that they should smoke the best quality of the article. That is what they are supplied with in the "Myrtle Navy." All smokers who have used it know that its flavor cannot be surpassed, that its quality is always uniform and that the only care they have to exercise in its purchase is to see that the trade mark T & B. is stamped on the plug.

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

TIME TABLE.

Head Down. GOING EAST. No. 1 Daily.	STATIONS.	Head Up. OO. NO. WEST. No. 2 Daily.
14 00 De	Lethbridge	Ar 1 30
16 55	Woodpecker	23 35
18 50	Purple Springs	22 40
17 45 Ar	Grassy Lake	21 45
18 00 De	Cherry Coulee	20 55
20 00	Winnifred	De 20 00
20 55	Seven Persons	Ar 19 55
22 10 Ar	Dunmore	Da 17 30

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

Northern Pacific & Manitoba Ry.

ARRIVE DAILY	LEAVE DAILY
6 15 p.m. Winnipeg	9 10 a.m.
6 05 " Portage Junction	9 20 "
6 48 " St. Norbert	9 40 "
5 27 " St. Agathe	10 20 "
4 42 " Silver Plains	10 47 "
4 20 " Morris	11 10 "
4 04 " St. Jean	11 23 "
3 43 " Catharine	11 55 a.m.
3 20 " West Lynne	12 20 p.m.
3 05 p.m. Pembina	12 35 "
3 25 a.m. Winnipeg Junction	8 50 "
8 35 p.m. Minneapolis	6 35 a.m.
8 00 " St. Paul	7 05 "
6 40 " Helena	4 00 p.m.
3 40 " Garrison	6 15 "
1 05 a.m. Spokane	9 45 a.m.
8 00 p.m. Portland	6 30 "
7 40 " Tacoma	3 20 "
4 30 " "via Cascade"	6 40 "

P.M.	A.M.	STATIONS	A.M.	P.M.	P.M.
2:30	8:00	St. Paul	7:30	3:00	7:35
P.M. A.M.	A.M.	Chicago	9:00	3:10	8:10
7:45 10:15	6:00	Detroit	7:15	10:45	6:10
A.M. P.M.	P.M.	Toronto	9:10	9:05	
A.M. P.M.	P.M.	New York	7:30	8:50	8:50
A.M. P.M.	P.M.	Boston	9:35	10:50	10:50
A.M. P.M.	P.M.	Montreal	8:15	8:15	

Pullman Palace Sleeping Cars and Dining Cars on every train.
J. M. GRAHAM, General Manager. H. SWINFORD, General Agent



Northern Pacific Railway.

Pemona, Grand Forks, Helena, Butte and all Prominent Montana points.

POPULAR TRANS-CONTINENTAL

DINING CAR ROUTE
To Spokane Falls, Portland, Seattle, Victoria, B.C., All Puget Sound Points and Alaska.

Express Trains Daily

To which are attached Pullman Palace Sleepers and Free Colonist Sleeping Cars.

The only rail line to the Yellowstone National Park. For full information, address,

CHAS. S. FEE,
Gen. Passenger and Ticket Agent,
ST. PAUL, MINN.

Manitoba and Northwestern Ry.

CHANGE OF TIME.

Taking Effect November 29th, 1888.

PASS Tuesday Thursday and Saturday	Miles from Portage	STATIONS.	PASS Monday Wednesday and Friday
LEAVE			ARRIVE
16 00		Portage la Prairie	13 30
17 45	35	Gladstone	12 05
18 45	61	Neepawa	10 38
19 45	79	Minnedosa	9 55
20 50	94	Rapid City	8 30
21 30	115	Shoal Lake	8 00
22 30	138	Birtle	7 00
23 30	155	Binscarth	5 55
24 10	160	Russell	5 15
24 40	180	Langenburg	7 15
1 15	200	Saltcoats	3 40
ARRIVE			LEAVE

Meals. Trains for Binscarth leave Birtle Tuesdays and Saturdays only at 22.50; returning, leave Binscarth Wednesdays and Mondays only at 5.55. For Russell leave Birtle Tuesdays only at 22.50; returning, leave Russell Wednesdays only at 5.15. For Langenburg and Saltcoats leave Birtle Saturdays only at 22.50; returning, leave Saltcoats Mondays only at 3.40. For Rapid City leave Minnedosa Tuesdays, Thursdays and Saturdays at 20.00; returning, leave Rapid City Mondays, Wednesdays and Fridays at 8.30. Above trains connect at Portage la Prairie with trains of the Canadian Pacific Railway to and from Winnipeg. For information as to Freight or Passenger Rates apply to A. Macdonald, Assistant Freight and Passenger Agent, Portage la Prairie, or to W. R. BAKER, General Superintendent.

THESE VESTIBULED TRAINS go in service May 15th.

Chicago, St. Paul, Minneapolis & Omaha Ry
THE NORTHWESTERN LINE,

The best equipped line to CHICAGO, OMAHA AND KANSAS CITY.

The ONLY line to Chicago running Pullman and Wagner Vestibuled Trains.

These Vestibuled Trains are limited as to time but not limited as to number of passengers. All classes of Passengers carried, with separate apartments in each class, and NO EXTRA FARE.

Trains Eastward will run as follows: Leave Minneapolis 6.50 p.m.; St. Paul 7.30 p.m. Arrive Milwaukee 7.40 a.m.; Chicago 9.30 a.m.

The Sleeping Cars on these trains have been prepared especially for this service, and together with the Vestibuled Dining Cars, Coaches and Baggage Cars are the finest equipped trains of their class in the world.

Tickets at LOWEST RATES, and good on these Vestibuled Trains, can be secured at the following offices: St. Paul, 169 East Third Street; Minneapolis, 18 Nicollet House Block; Duluth, 112 West Superior Street; also at St. Paul and Minneapolis Union Depots and at offices of connecting lines. Sleeping Car accommodation secured in advance.

NOTE—The above advertised time is the actual running time, and the motto of the Northwestern Line is "ALWAYS ON TIME."

E. W. WINTER, General Manager. F. B. CLARKE, General Traffic Manager. T. W. TEASDALE, General Passenger Agent.



Owens and operator 5,650 miles of thoroughly equipped road in Illinois, Wisconsin, Iowa, Missouri, Minnesota and Dakota.

It is the Best Direct Route between all principal points in the Northwest, Southwest and Far West.

For maps, time tables, rates of passage and freight, etc. apply to the nearest station agent of the CHICAGO, MILWAUKEE & ST. PAUL RAILWAY, or to any Railroad Agent anywhere in the World.

ROSSELL MILLER, General Manager. A. V. H. CARPENTER, Gen'l Pass. and Tkt. Agt. J. F. TUCKER, Ass't Gen'l Manager. GEO. H. HEAFORD, Ass't Gen'l Pass. and Tkt. Agt. MILWAUKEE, WISCONSIN.

For information in reference to Lands and Towns owned by the CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, write to H. G. HAUGAN, Land Commissioner, Milwaukee, Wisconsin.

What! This!

A great many persons of late have been trying to determine which would be the most advantageous thing to do, to enjoy health and pleasure.

After careful investigation it has been ascertained that the most practical is to purchase a ticket to one of the numerous Winter Resorts of the South or West via

Minneapolis & St. Louis Railway, Albert Lea Route

ST. PAUL, MINNEAPOLIS & ST. LOUIS SHORT LINE which are now on sale at all principal Points at greatly reduced rates.

Your especial attention is called to the fact that the "Albert Lea Route" is the ONLY LINE making daily connections with the vestibuled Trains of the "Great Rock Island Route," which run through without change to Colorado Springs, Pueblo and Denver.

The sold through train service of the St. Paul, Minneapolis & St. Louis Short Line is unsurpassed for parties desiring to visit the Winter Resorts of the South, and is positively the ONLY LINE running Pullman Buffet Sleepers and First-Class Coaches through to St. Louis via Burlington.

For detailed information concerning rates, routes, etc., call upon your nearest Ticket Agent, or write to

E. A. WHITAKER, Gen. Ticket and Pass. Agent, MINNEAPOLIS, Minn.