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WINNIPEG, AUGUST 22, 1892.

The Canal Toll.

The report that the government has decided to restore full tolls on the canals has excited both surprise and indignation on the part of Montreal grain shippers. Any other reception of the rumor would have been inconsistent with the efforts made from year to year for some time past to secure such a reduction of charges as would enable Canadian carriers, or, it would be more correct to say the Canadian route, to compete for the transport of the surplus cereal product of the north-western states. It has been contended ever since the abolition of tolls on the Erie canal that unless the Dominion Government extended equal facilities to forwarders by the Canadian route the task of building up a commerce by the St. Lawrence might as well be abandoned, or, at any rate, that in the future little could be hoped for beyond merely local traffic. Appreciating the force of this contention the Government conceded, seven years ago, a practically free passage through the canals to all grains destined to Europe which found an egress by way of Montreal, and there is no doubt but that the settled policy of the Government pending the enlargement of the St. Lawrence canals, had come to be the concession of practically a free passage from the upper lakes to the seaboard. Whether that policy has realized its full expectation is not easy to determine. Mere figures of the grain transportation prove little upon this point, since their bearing on the problem is dependent upon the quantity of surplus crop in the Northwest. Thus we find that the quantity of grain passing down the canals to Montreal decreased from 333,806 tons in 1880 to 96,569 tons in 1885, the first season in which a rebate of tolls was granted, and that in no subsequent year has the traffic attained the proportions of 1880. It is true that the last mentioned year was an extraordinary good one for forwarders, and that

the traffic through the Erie canal to New York reached its highest dimensions at that time, but the statistics fail to prove that Montreal, or the St. Lawrence route, is making the proportionate headway in the competition for the export grain trade which circumstances warrant us in expecting. Montreal has undoubtedly held her own as an exporting point since the Government reduced the tolls on grain coming down the canal, but that is the utmost to be claimed.

The government has, however, a new problem to deal with, namely, the threatened imposition of heavy tolls on all traffic at the Sault destined to Canadian ports. It is too late to say that the Americans are playing a mere game of bluff. The expedition with which Congress put through the bill shows the earnest determination to give it speedy effect, and since its signature by President Harrison circulars have been issued to all collectors of customs in the United States, informing them of the contemplated retaliation, and instructing them to be governed accordingly. Thus we are brought face to face with a new situation, one quite within the lines of the Washington treaty, or at any rate consistent with the Canadian interpretation of that convention, except upon the point that the United States proposes to make a heavier discrimination in favor of its ports than the Canadian regulation makes in the interest of Montreal and the St. Lawrence route. As we have more than once said, it is profitless to discuss whether or not the Canadian rule contravenes the letter or the spirit of the canal clause of the Washington treaty. It is enough to know that in kind, if not in degree, the Americans have pursued the same course, and the practical problem set us is a way out of the difficulty thus created.

It has been suggested in some quarters to meet reprisals with reprisals. That is within our power. The Canadian government may impose a toll of \$2 per ton on freight through the Welland canal between ports in the United States, which would yield a revenue of nearly half a million dollars on the basis of the traffic in 1890, when 245,932 tons were so transported, but the serious or practical question arises would this course be profitable in the long run? The United States can shut Canadian vessels out of Lake Michigan if it so chooses, for there is nothing to the contrary in the Washington treaty, and it may strike a blow at the railways of the Dominion by placing an embargo on transcontinental and inter-state traffic through Canada. No one familiar with the trend of trade will encourage action liable to precipitate these contingencies, and, however much we may dilate upon our powers of reprisal, we are ultimately driven to the common sense conclusion that both countries require for their mutual interest freedom of transportation by land and water.

The Dominion Government can stay the impending imposition of tolls at the Sault canal by abolishing the rebates, or by making a nominal rate of toll for all traffic through the Welland. If the former course is pursued, it will be necessary to protect existing contracts, in other words to extend the present nominal toll to all shipments already arranged for, and if this is done, the policy of retorting full tolls will not fail of approval pending a settlement of the whole question before another season of navigation opens.—*Montreal Gazette.*

Wheat Prices in England.

The London *Miller*, of August 1, reviews the course of prices in British markets during July as follows:—

The month's trade began with 30 markets out of 60 steady or firm on the first four trading days, but with the other moiety more or less in buyers' favor. The price of No. 2 Calcutta wheat in London on the 8th was 30s 3d, while No. 1 northern spring made 32s 6d per quarter. The tone of the market was weak. At Liverpool value declined a penny per cental from the first, and 6s 11d was taken for Californian, 6s

6d for American red winter, both per cental. On the 9th the country markets were weak in tone but not notably cheaper in price. On the 11th London buyers obtained No. 2 Calcutta wheat at 30s and Californian at 34s per quarter, value being 3d lower from the 8th. Top price flour was put down from 36s to 33s per sack. On the 12th at Liverpool, 6s 10d was accepted for Californian, 36s 5d for red winter, being 1d per cental decline from the 8th. On the 13th 29s 9d was accepted in London for No. 2 Calcutta. On the 14th Birmingham and Bristol wheat prices were 1s per quarter lower on the fortnight. On the 15th London was steady, and Liverpool picked up to 6s 6d for red winter wheat. The country average or the 18th was only 29s 1d per quarter being 4s 2d below the septennial or tithe average. At Mark Lane on the 18th a rather better business was doing, especially in flour, the very low rates quoted on the 13th and 15th having brought in buyers. Calcutta wheat No. 2, recovered to 30s 6d, as the fresh shipments from India showed a remarkable falling off. At Liverpool on the 19th Californian wheat advanced to 7s, and red winter to 6s 7d per cental. On the 20th Glasgow advanced 1s per quarter for wheat and 6d per sack for flour. Some of the country markets, like Bury St. Edmunds and Hereford, were 1s dearer for good heavy lots of English wheat. On the 21st Birmingham and Bristol recovered the decline of the 14th. On the 22nd, red winter wheat at New York being better in price, Liverpool followed suit and raised value to 6s 9d per cental. On the 23rd the imperial average was only 29s 3d for English wheat, but sales were brisk at these low rates. On the 25th Mark Lane was 6d dearer for wheat and flour, with the exception of Californian, which was sold for 33s 6d on spot, although for the new crop, prompt shipment, 34s 9d was paid. On the 26th Liverpool was firm for Californian at 7s per cental, but reactionary for red winter, which sold for only 6s 7d per cental. The last few market days of July were quiet and uneventful.

July as a month will be remembered for the British wheat average falling as low as 29s 1d per qr. A lower price was recorded in June, 1889, but with the exception of that one brief epoch we must go outside the present century for a like cheapness. In 1761 the average was 26s 10d, but as money had double its present purchasing power, this in reality stands for 53s 8d, and would be to-day a remunerative price. The rally of value from its lowest price does not yet amount to a full shilling, though it is a general sixpence. The large stocks are a great drag upon the market, but the quantity of wheat on passage, which stood at 2,460,000 qrs on the last day of June, has fallen by the 25th July to 1,662,000 qrs. The rye crop has been secured on the continent, but it is not a large yield anywhere. In France it is probably an average, and the price is only 27s per qr.; in Germany and Russia a higher price prevails. The French wheat crop is rather under average, but of good weight and quality, and many good judges say that such will be the general character of this year's wheat both here and in America, as well as on the continent. The new winter wheat in America is giving satisfaction to millers.

August has plenty of grain wherewith to carry on into a new cereal year. The situation has few dangers apart from the increasing difficulty of holding large stocks, and the pressure which heavy forward purchases may put upon the trade. If the importing element would refrain from giving any fresh orders for a couple of months the market would right itself automatically, the present stocks going healthily into use, and supplies on passage finding buyers as soon as the ships could unload. If such a healthy pause is not possible it may at least be hoped, and indeed expected, that the warning of last autumn will not be lost upon traders, and that orders for October and November shipment from Atlantic ports, for prompt shipment from remoter sources, will be made with something like a due regard for the unsold grain which the country has already in hand.



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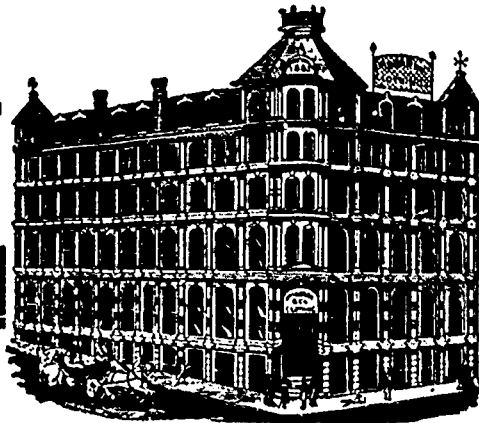
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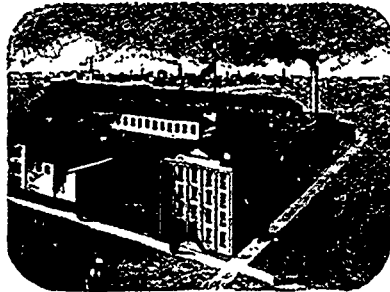
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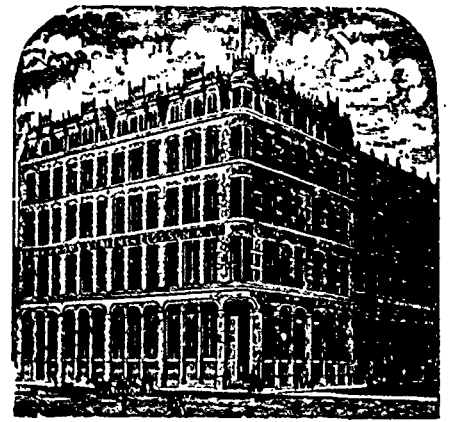
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WINNIPEG, AUGUST 22, 1892.

THE CANAL QUESTION.

The Erie to *v* canal appears to be falling into disuse, according to reports from Buffalo. The railways are said to be taking freight through from Buffalo to New York almost as cheaply as it can be handled by the canal, while the railway service is much more expeditious, and superior in other respects. The canal boatmen are said to be tying up their boats and abandoning their property for other pursuits. They say that unless the canal is deepened so they can carry larger loads, there will be no use in trying to compete with the railways.

The condition of traffic on the Erie canal, which was once such a great thoroughfare of commerce, has an important bearing on the whole question of our border canals, which at the present time is attracting so much attention in the United States and Canada. Not long ago a convention was held at Detroit, to consider the question of deep water communication between the great lakes and the seaboard. Various schemes were proposed for a route through United States territory, connecting the lakes with deep water on the Atlantic seaboard.

But when all other propositions are fully considered, the fact still crops up that Canada holds the key to the situation. The only natural route is through Canadian territory. The fact that the Erie canal is falling into disuse, while the traffic via the Canadian route and Montreal is steadily increasing, only emphasizes this fact. The outlet of the great lakes is through the St. Lawrence river. This is not only the natural outlet through which the waters of the lakes find their way to the ocean, but it is also the only route at once feasible for purposes of navigation. This route is now open for steamers of considerable size, and it can be so improved at a moderate cost as to provide for the passage of the largest size of lake steamships, from Chicago or Duluth to Montreal. We say this can be accomplished at a moderate cost, and by this we mean moderate in proportion to the importance of the work. It may be practical to cut a water highway from the lakes through United States territory, on a sufficiently large scale to allow of the passage of fairly large steamships, but it would be a gigantic undertaking. It would involve the cutting of a deep canal from Lake Erie to the Hudson river, or an alternate route would be a canal from Buffalo to Lake Ontario, and thence from some point on Lake Ontario to the Hudson. Many in the United States who have looked into the matter, no matter how much they would favor a route through their own territory, have come to the conclusion that the Canadian route is the only feasible one. Accordingly they urge that some arrangement should be made by their government with Canada, for the use of the Canadian route. Some time ago a committee presented a report to congress, admitting that the St. Lawrence system is the most practical way of reaching tide water, and urged some way of securing a permanent right or way for United States shipping through Canadian territory.

Our highway to the ocean is therefore of vast

importance to the United States. The great inland shipping interest of that country is seeking to extend its usefulness in the direction of the sea. The vast exporting and importing interests centering about the great lakes and to the west thereof, are demanding the opening of the lake route through to the ocean for large steamers. What then is to be the route? is the question which is agitating many a mind in the United States. Shall untold millions be invested in (perhaps squandered) in a possibly feasible route through United States territory, or shall an effort be made to come to terms with Canada, for the further improvement of the natural route, for the advantage of the people of the two countries.

Citizens of the republic naturally see a number of objections in their being dependent upon Canada for a waterway to the sea. These are to a considerable extent sentimental, as may be supposed. The Detroit convention, referred to in this article, decided in favor of a route through the United States, and at this convention the terrible results of British supremacy on the lakes, through the control by Canada of the route to the ocean, was much talked about. A canal through United States territory was demanded as an offset to the favorable position of Canada.

Leaving the sentimental aspect of the question aside, and considering it solely as a commercial matter, there is much to be said in favor of the further improvement of the Canadian route to allow of the passage of large steamships, under an agreement which would open it on the same terms for the shipping of both countries. Canada, however, is practically independent of the United States in this matter. At present we are obliged to use the United States canal at Sault Ste Marie, but as soon as our own canal, which is now under construction at that point, is completed, we will have our own highway from the head of the lakes to the ocean. On the other hand, the United States is dependent upon our Welland canal for connection between Lakes Erie and Ontario, and United States shipping is further dependent upon our St. Lawrence canals to reach an ocean port.

If the United States is willing to use our waterway to the sea, that country should certainly be prepared to pay something for it. When our Sault canal is completed, we will be quite independent of the republic. We have spent \$60,000,000 on our canals, and we must count upon further large expenditures to increase the size of the canals to permit of the passage of a larger class of steamers than they are now capable of floating. If the United States is to have the privilege of using our canals on the same terms as our own people, the republic should be prepared to grant us some substantial advantage in return.

INJURIOUS LEGISLATION.

In this country business men do not always expect wise legislation concerning commercial matters, from our federal and local parliaments. Legislation very injurious to commercial interests has occasionally emanated from these bodies. In fact there is a general feeling of mistrust among business men, when any important commercial question is before federal parliament or local legislature. When these bodies are in session, the commercial organizations throughout the country are obliged to be on the alert, and many times they have

been called upon to fight against measures injurious to commerce. Much evil legislation has been averted in this way, but injurious measures frequently slip through unobserved, or are passed in the face of strong protests from the commercial bodies. In the United States commercial interests are also frequently seriously menaced or injured by adverse or threatened adverse legislation. In this connection we find the following paragraph in the *Bankers' Magazine*, of New York:—

"The defeat of the silver bill, and the approaching adjournment of Congress is reflected in improved values and a more confident feeling prevails. It is humiliating to be compelled to admit it, but it is nevertheless a fact that Congress is an incubus to trade and a deterrer of general prosperity. Politics have taken the place of patriotism, and legislation is based more upon partisanship than upon a desire to enact such laws as will be to the best interest of the country and people. It is to be hoped that after the election the situation may be reversed, but as it now is, the whole country will feel relieved when Congress adjourns."

Such a situation is certainly humiliating, as the paragraph quoted expresses it. Our legislative bodies should be the first to advance the commercial interests of the country on sound principles, but unfortunately such is not the case. Machine politics rules the situation, and the desire to keep in office, is the controlling factor in politics. The desire to please various factions, with the object of securing votes, sometimes calls forth peculiar legislation, damaging to commercial interests. This has been more apparent in the United States perhaps than in Canada. All sorts of fads are brought up, and it is surprising the following some of these measures secure. Legislation in the interest, or rather we may say the supposed interest of classes, is one of the most objectionable features from which the commercial interests of Canada and the United States are obliged to suffer. We say supposed interest, for very often the measures utterly fail to accomplish the pretensions put forth by those instrumental in bringing them forward. A cry is got up, however, that such and such legislation is demanded in the interest of a certain class of persons, and forthwith there is a large following in favor of the proposed measure. In deference to this following, which is measured by the number of votes represented, very shady legislation is sometimes passed. The silver bill referred to in the paragraph quoted above, is a good sample of pernicious class legislation. If our governing bodies were made up and conducted more upon common sense business principles, and much less upon the idea of party expediency, it would be very much better for the country.

EDUCATION IN MANITOBA.

The decision of the Privy Council in the Manitoba school case has revived intense interest in this important question, and from one end of the Dominion to the other the press has been actively engaged discussing the issue. The case is one of the most important which was ever sent to the Privy Council from Canada, and the result has been a complete triumph for the Manitoba government.

All our readers may not be familiar with this colored case, the particulars of which are briefly as follows: Up to two years ago a denominational school system prevailed in Man-

itoba, Protestants and Catholics each having control of their respective schools. In 1890 the provincial legislature passed an act providing for one national school system. A department of education was provided for, and a board of seven members was also established, to have the direction of educational matters. The public schools act, passed by the legislature at that time, provided that all Protestant and Catholic schools should be subject to the provisions of the act, and that all schools should be free. The advisory board was entrusted with providing religious exercises which may be conducted in the schools, but it was not made compulsory that these religious exercises be carried out in any school. The introduction of the religious exercises provided by the advisory board in any school, is left at the option of the local trustees. It was further provided that the schools should be entirely non-sectarian.

The opponents of the act at once proceeded to attack the legality of the measure, claiming that it exceeded the powers of the legislature, as defined in the acts establishing Manitoba as a province of the Dominion. The Manitoba courts declared the act legal, but their decisions were reversed by the Supreme Court of Canada. The case was then carried to the Privy Council in England, with the result that the Manitoba school act has been declared legal.

This decision has naturally been received with great satisfaction by the Manitoba government, and is also glad news to those in favor of a free public school independent of denominational dictation from any source. On the contrary, our Roman Catholic citizens, who hold to denominational schools for their own people, as a matter of religious belief, are greatly discomfited, and the matter is causing great friction among the opposing elements throughout the country. In fact the war is being waged through the presses of Eastern Canada far more bitterly than in this province, which is alone directly concerned in the matter. Some even go so far as to demand that the Dominion Parliament should pass coercive legislation restraining Manitoba from interfering with the denominational school system. That anything of this nature will be attempted, we do not for a moment believe. At the same time, no matter how firmly a portion of the people may believe in a non-sectarian, national system of free schools, all good citizens will regret that the question has created so much discord in the country. In a school system where all are placed on an equal footing, where no religious denomination has any advantage over another, and where the schools are made free to all, it is difficult to see wherein any have cause for complaint. At the same time, those who believe that education is a matter for religious rather than state control, are entitled to some respect for their conscientious scruples.

The government will no doubt go on with the more thorough enforcement of the new school act, now that all doubts as to the legality of the measure have been swept away. This should be done with as little show of ostentation as possible, and every regard should be given to avoid unnecessary cause for further ill feeling. If those opposed to non-sectarian

schools can by any means be reconciled to the measure, without sacrificing the principles of the act, it will be a happy consummation. It is worth while making an effort to accomplish such a desirable result, in the interest of the harmony of our people.

THE CANAL TOLLS.

The report came from Ottawa a few days ago that the cabinet had decided upon abolishing the rebate of eighteen cents a ton on grain shipped to Montreal. This would mean that all grain going through to Montreal would pay the full duty of twenty cents per ton. This would do away with the discrimination complained of by the United States, but it would increase the tax upon all grain passing through the canals. The announcement therefore created consternation among the grain shipping and carrying interests. It was claimed that the imposition of the full toll would drive the grain trade from the Montreal route to the Erie canal, or by rail to New York.

Later came the announcement that the previous report was untrue. It was further stated that the government had decided to make a proposition to the United States government assuring it that Canada was desirous of having the most friendly relations, and that in order to avoid all difficulties the rebate on grain passing through the St. Lawrence should be withdrawn at the end of the present season of navigation. An effort will then be made to have a conference between the two governments, so that all differences may be arranged. The government is anxious to appease the United States government, and at the same time act fairly with the grain men who have made large contracts for the present season on the basis of the rebates.

The final decision not to interfere with the rebate this year, has been received with satisfaction by the shipping interest, as the imposition of the full canal tax in the middle of the season, would be a serious matter for those who have made contracts ahead. Regardless of this, the imposition of the old rate of toll, cannot be regarded with favor in the west, as it means an increased cost in transporting grain eastward, equal to $\frac{1}{2}$ cent per bushel on wheat. If a change is to be made in the canal rates, a decision to make the canals entirely free, would be received with favor in the west.

It is to be hoped the United States will receive this friendly overture from Canada with favor. Canada is giving a great deal more than she receives in this matter of canals. At present we have the use of one mile of artificial navigation owned by the United States in the Sault canal, and we also have the privilege of using the St. Clair ditch. In return for this we give the United States the use of over seventy miles of canal, costing an enormous sum of money. We are building a canal of our own at the Sault, and when this is completed we will be practically independent of the United States along the entire distance of the great inland water stretches, from the head of Lake Superior to the sea. If the United States is to have the use of our canals on the same terms as our own people, they should be prepared to grant this country some equivalent privileges.

Latest Wheat Crop Totals.

The bull speculators in wheat were probably a little disappointed in the government wheat crop report made public late on the 10th inst. This is purely a matter of inference, however, owing to the report not being as unfavorable as many had claimed it would be. The returns are for spring wheat, concerning which so much rumor of danger has been heard of late, showing a declining average during July from 90.9 per cent. on the first of that month to 87.3 per cent. on August 1. In Wisconsin the reduction was from 93 to 86, in Minnesota from 92 to 87, and in North Dakota from 90 to 85. In Iowa there was no change, and in South Dakota and Nebraska the condition of the crop actually improved some. The condition is said to have been high in what are known as the mountain states. In Washington the drop was from 90 to 87, the result of "a blighting heat," and in Oregon from 91 to 76. Spring rye is said to have deteriorated in condition during July from 92.7 to 89.8, oats from 87.2 to 86.2, and barley from 92 to 91.1.

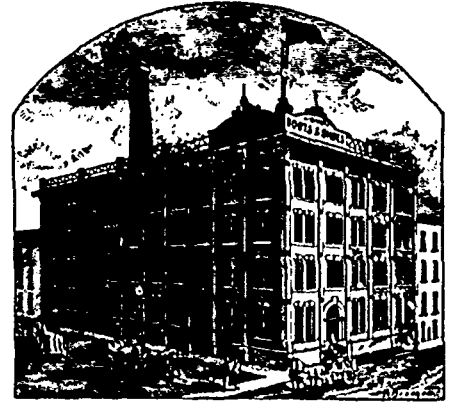
If the foregoing data respecting spring wheat, together with those made public a month ago respecting winter sown wheat, may be translated into the probable yield, based on like records in previous years, they would seem to point to the probability of a winter wheat crop of 345,000,000 bushels and a crop of spring wheat amounting to 170,000,000 bushels, or a total of 515,000,000 bushels—say 97,000,000 bushels fewer than in 1891. But as we carried over fully 35,000,000 bushels of wheat on July 1, 1892, more than on July 1, 1891, it follows that the total net decrease of available wheat raised and on hand in 1892 as compared with 1891 is only about 62,000,000 bushels. But this points to no shortage, for 515,000,000 bushels of wheat, the indicated yield of the United States in 1892, plus 35,000,000 bushels surplus reserves on July 1st last (as contrasted with July 1, 1891,) indicate a total available supply this year of 550,000,000 bushels, from which 360,000,000 bushels may be deducted for food and seed, leaving 190,000,000 bushels nominally available for export. Last year we exported 224,000,000 bushels, the largest quantity in any year in our history, the next largest being twelve years ago, with a total of 186,000,000 bushels. It certainly looks as if we would be able to send abroad a very large quantity of wheat within the next twelve months if anyone should want it.

The Beerbohm estimate of the production of wheat in eight leading countries for 1892 is as follows, compared with the reported yields in 1891 and the harvest of 1887:

	Bushels.	
	1892.	1891. 1887.
United States.....	520,000,000	612,000,000 456,000,000
Russia.....	208,000,000	188,000,000 272,000,000
France.....	288,000,000	224,000,000 324,000,000
India.....	208,000,000	256,000,000 232,000,000
Hungary.....	182,000,000	124,000,000 143,000,000
Italy.....	116,000,000	124,000,000 116,000,000
United Kingdom.....	64,000,000	72,000,000 78,000,000
Germany.....	104,000,000	100,000,000 104,000,000
Totals.....	1,610,000,000	1,700,000,000 1,728,000,000

Should the 1892 estimates given in the foregoing prove to be practically accurate, and should the interpretation of the government report just given prove to be within bounds, it becomes plain that 35,000,000 bushels may be added to the total available from the United States, the surplus above minimum reserve requirements "carried over" on July 1 last, which would just about bring the total yield of the eight countries in question up to their estimated total production in 1891.—*Bradstreet's*.

It does not seem to be generally known by the trade, but tweeds are good barometers. This is especially so of Scotch woollens. On a damp day the wearer, if he watches, will observe that his suit fits him much closer, and he may have to let out a reef in his braces. With dry, mirm weather they expand again.



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Manitoba.

T. Donaldson, of Winnipeg, has opened a blacksmith shop at Deloraine.

Geo. A. Jenkins, Carman, is moving into his new store, where he has greatly improved quarters.

W. A. Pierce, saddler, Winnipeg, is in the hands of the sheriff, and stock advertised for sale on Aug. 27.

The county of Dennis board of trade has taken steps to secure accurate crop reports from every section of the county.

Whitehead & Green, general store, Neepawa, have admitted D. A. Stewart into partnership, under style Whitehead, Green & Co.

Gardiner & Connolly are opening a new undertaking establishment in Winnipeg. Mr. Gardiner was for many years with Hughes & Co.

W. G. McLaren, general merchant, of Bois-savain, will move to Souris, where he has leased the new brick store which is being built by Mr. Snowden.

E. B. Eddy, the great manufacturer of Hull, whose wares are known throughout the Dominion, is on a visit to the west. He arrived in Winnipeg last Tuesday.

The National hotel (formerly the New Douglas,) Winnipeg, which has been undergoing extensive repairs, was re-opened for business on Thursday last under the management of Harry McKittrick. The hostelry has been fitted up in good style.

The Pilot Mound *Sentinel* says: "Although a considerable number of swine are shipped from this place by dealers, there will be a large trade in dressed hogs this winter, and farmers, as well as merchants, will receive benefit from this restored branch of business.

Owing to a hitch in the contract for the Manitoba fish hatchery, by which the lowest tenderer failed to give his security for the completion of the work, proceedings have been somewhat delayed. The contract, says the *Selkirk Record*, has been let to the next lowest tenderers, F. Walker & Co., of Winnipeg.

The catch of Whitefish on Lake Winnipeg this summer has been unprecedented. The fishing companies are unable to handle the large quantity caught, and one company have withdrawn half their boats, while another company have withdrawn all their boats for a while. Capt. Robinson will finish up his pack this month.

The Virden board of trade is agitating for a special train to convey members of Manitoba and territorial boards of trade and their families to the Toronto exhibition. The promoters believe that the occasion can be turned to good account by advertising the country, their idea being that each board of trade should send with their delegation products of the district which they represent.

Talk about your tall grass, says the *Neepawa Register*. Here is where you find it. We have got the longest specimen extant at this office. It is of the joint grass variety and measures 17½ feet—all this season's growth. Had not the mower laid it low there is no telling where it would have ended. It grew in a meadow six miles west of Neepawa, and was left with us by Mr. Dunsmore, secretary-treasurer of Laogford municipality.

The change of time on the Deloraine branch railway came into operation on Monday last. The train will leave Winnipeg on Tuesdays, Thursdays and Saturdays, going through to Estevan, the new town in the coal fields, and the terminus of the Souris branch. The recent completion of the link between Deloraine and Napinka, connects the Deloraine and Souris branches at the latter place. The distance is 32½ miles to Estevan, from Winnipeg.

At the last meeting of the Winnipeg Industrial Exhibition directors it was resolved that in the opinion of the board the exhibition for 1893 should be held from July 17th to 21st,

both dates inclusive. This indicates that the directors are fully satisfied with the plan of holding a summer exhibition, as expounded with this season. The date named above is a little earlier than the exhibition was held this year, this change being made in deference to the expressed wishes of many farmers, as it will not interfere with their haying operations.

According to Henderson's new directory there are in Winnipeg, of ripe enough age to be chronicled, 220 Johnstons (including different ways of spelling that name,) 120 Smiths, 96 Browns, 32 Whites, 30 Greens, 17 Blacks, 100 Andersons, 93 McDonalds, 71 Wilsons, 68 Clarks, 58 Russes, 48 Joneses, 46 Mitchells, 41 Moores, 38 Robinsons and 33 Bells. According to the directory there are 82 insurance companies represented, 59 retail groceries, 43 lawyers, 42 hotels, 33 physicians, 33 real estate agents, 23 newspapers and periodicals, 26 contractors, 23 butchers, 21 incorporated companies, 19 commission merchants, 18 grain dealers, 13 agricultural implement dealers, 13 chemists and druggists.

Alberta.

George Tompleton, of Cobourg, Ont., has purchased the drug business carried on in Calgary by John Field.

C. W. Ramsay & Co. are opening a merchant tailoring establishment at Lethbridge. Mr. Ramsay has been engaged as cutter for with Bently & Co. for the past three years.

A. Coghlan has sold out his share in the livery business of Coghlan & Bellisle, Edmonton, to Stanly McPhadden, and the business will be continued by Bellisle & McPhadden.

Several incendiary fires have been started in Edmonton recently, fortunately without serious results. The town council offers a reward of \$500 to any one who will give information that will lead to the conviction of the guilty party.

Most of the delegates, who arrived last Monday from North Dakota, says the *Edmonton Bulletin*, left on Friday's train after taking up land around the two creeks, east of Fort Saskatchewan. The majority have farms under crop this year in Dakota, so have gone back to harvest, but will return this fall and some early in the spring.

The residents of Macleod have decided to stand by the present town, rather than move to the new townsite at the railway terminus. It is to be hoped some arrangement can be made to carry the railway into the old town, instead of endeavoring to build up a competing town. The railway people should be as generous as they can in this matter.

Assiniboia.

Jos. T. Nutrie, of Maple Creek, a young man who came from Ontario a few years ago, has decided to go into sheep. He has taken up a rancho near Maple Creek and purchased from W. L. Nicol, of Walsh, 700 high grade ewes and 12 thoroughbred Oxford Down lambs.

Saskatchewan.

The Vermont delegation, after spending a week inspecting the Prince Albert district, left for the south on August 15. They presented to the government officers, who guided them over the district, lengthy reports as to conclusions arrived at, the substance of which, taken from a portion signed by every member of the delegation, is as follows: "We find that the Prince Albert district for the superior quality of soil, the magnificent crops (in fine condition during our visit) abundance of water, salubrious climate, general adaptability for mixed farming purposes and stock raising is without doubt one of the most desirable localities for the settlement of emigrants on the continent of America."

Grain and Milling.

A new farmers' elevator is being built in Holland, Man.

For the year ending June 30, 1892, the exports of wheat from the United States were 167,230,351 bushels, and of flour 15,193,769 barrels, the total representing 225,060,311 bushels.

The harvest which commences this month in England, says the *London Miller*, bids fair to produce a full average crop on many of the heavier soils, especially where there is good farming and a strong soil is well drained.

At a meeting of the members of the Montreal corn exchange it was proposed that the canal tolls remain as they are until the end of the season, but this was overruled, and it was decided to leave the matter in the hands of the government to act as they see fit.

A consignment of choice two hard wheat left here on Wednesday, says the *Times*, of Emerson, Man. This wheat was shipped in bags and goes through to England via Montreal. Mr. Griffith sends another lot next week. This wheat was grown in the vicinity of Emerson, and is shipped directly to millers, who will test its merits. It will be interesting to know the results.

According to the *Liverpool Mercury*, the first grain cargo to enter the Manchester canal, or rather that portion of it which is finished, was brought by the Francesco Gotuzzi from the River Plate, and was discharged at a point eleven miles up the canal, that is to say, at the extreme end of the section open for traffic. The description of the grain is not given, but the cargo is said to have been consigned to a firm of Warrington millers.

The failure of the large Boston grain firm of Gilman & Cheney was reported recently. Failures in the grain trade should not cause any surprise, as it is well known that the past season has been a disastrous one to the trade all over. Grain men in Great Britain and Europe loaded up with high price wheat early in the season, under the belief that the crop was short, and they have been left with large quantities of stuff on their hands which had to be sold at a loss. On this side the rule has also been losses of a heavy nature to dealers. Winnipeg dealers have suffered with the rest. A Winnipeg dealer was heard to remark the other day that if he had what the other city dealers had lost on wheat this season, he would retire from trade.

Freight Rates and Traffic Matters.

The *Montreal Trade Bulletin* of Aug. 12, says: "Very little change has taken place in grain freights during the week engagements having been made at 1s 10½d. for Liverpool. London is quoted at 2s 3d, Bristol at 2s 6d to 2s 9d, and Glasgow at 2s. Sack flour has been engaged at 10s 3½ for Liverpool. Provisions 13s 9d; butter and cheese 25s to Liverpool, London and Glasgow and 3s to Bristol. Eggs 15s, deals 40s, and cattle 45s to 60s. Lake freights from Chicago to Buffalo 2c wheat, and 1½c corn, and to Kingston 3¼c. From Kingston to Montreal, 2¼c to 2½c.

Lumber Cuttings.

The Winnipeg city council is calling for tenders for 200,000 to 500,000 feet of pine plank.

The log drive has arrived at the mill at Macleod, Alberta, and the men are busily engaged hauling in the logs. The tail end of the drive is some miles up the river still, but will be down in a few days. So far the boom has proved quite capable of holding the logs and none have yet escaped.

Five hundred passengers left the union station, Toronto, on Aug. 16 last on a special colonist train over the Grand Trunk for North Bay en route for Manitoba and points west.

Montreal Grocery Market.

Sugar is moving out in a manner fairly satisfactory to the refiners, the demand being fully up to the average for this season of the year. There is considerable talk about wholesale cutting; but of course both refiners deny that they are selling under quotations, which are 3 3-16 to 3 1/2 for yellows, and 4 1/2 for granulated.

Syrups are dull and neglected, but the French houses are still cutting in the price of molasses, sales of single puncheons being reported at 30 1/2c. One of the large French houses took possession of a cargo of Barbadoes to-day, which costs them 32 1/2c, so that it will be seen that the present retail price means a heavy loss. The movement is fairly good.

All Japan teas worth from 16 to 22c are moving well. Stocks here are light and the offerings will, it is expected, be below last year. The falling off will be principally in low grades, the pick of which will be small owing to the unsatisfactory manner in which they turned out last year. Blacks are dull and unchanged.

A steady movement is reported in coffee at firm figures. The New York market is reported strong, and advices from primary markets are generally stiff. We quote Rios 18 to 20c, Java 23 to 25c, Mocha 24 to 25c, Jamaica 19c to 21c, Maracaibo 22 1/2 to 23c, and Santos 17 1/2 to 19c.

A fair movement is reported in rice at the following prices: Standard, \$4.00 to \$4.20; Japan, \$4.50 to \$5; Patna, \$5 to \$5.50, and Carolina, \$7 to \$8.

The green fruit market is in good condition. The auction sales have had a good effect on the market and all arrivals are moving out freely. Green apples are becoming more plentiful and sell at \$3 to \$4 per barrel and 60c per basket. There are practically no oranges on the market, but other lines are offering in sufficient quantities to meet all requirements. We quote: Canadian pears, 50 to 75c per bushel; Canadian peaches, \$1 per basket; California pears, \$4 to \$4.50; California peaches, \$2.25 to \$2.50; California plums, \$2.75 to \$3, and California grapes, \$3.25 per box; good lemons, \$5 to \$6; common do, \$3.50 to \$4.50; Malta onions, \$1 per hamper; Egyptian do, 2 1/2c per lb; raspberries, 90c to \$1 per pail; blackberries, 13c per quart; bananas, \$1 to \$1.50 per bunch; water-melons, 20 to 35c each.

The local market is bare of raisins and currants, and the trade is anxiously looking for Valencia. A recent cable quotes 16c for off stock fall shipment f.o.b. The crop promises to be a good one, a great deal now depends on how it is gathered.—*Gazette*, Aug. 12.

Toronto Grain and Produce Markets.

Millfeed—Efforts are being made to establish values on bran, which are \$1 to \$1.50 apart. On call to-day a car sold east at \$9.50 f.o.b. At the same time bids were reported of \$10.50 middle freights and \$11.10 Toronto freights.

Wheat—Dull, with very few enquiries. There were sales of choice white at 75c on the Northern. White and red was generally held at 77c straight, but without sales. Midland spring offered at 75c in odd cars and at 74c in lots. Manitoba wheats quiet. No. 1 hard held at 97c Montreal freights lake and rail: For No. 3 hard there were several enquiries at 76c all rail North Bay, with sellers at 79c.

Oats—were easier. Local sales were made at 33 1/2 and 34c. A lot of \$10,000 bush. sold west at 31c.

Grain and flour—Car prices are: Flour (Toronto freights), Manitoba patents, \$4.80 to \$4.90; Manitoba strong bakers', \$4.25 to \$4.40; Ontario patents, \$3.90 to \$4.10; straight roller, \$3.65 to \$3.75; extra, \$3.20 to \$3.25; low grades, per bag, \$1 to \$1.50. Bran—\$11.50 to \$12.00. Shorts—\$13 to \$14. Wheat—straight west and north points—White, 76 1/2 to 78 1/2c; spring, 71 to 72c; red winter, 76 to 77c; goose, 63 to 64c; No. 1 hard, lake and rail, 93 to 95c; No. 2 hard, 86 to 87c; No. 3 hard, 75 to 76c;

No. 1 regular, 69 to 60c. Peas—No. 2, 64 to 65c; Barley—No. 1, 52 to 54c; No. 2, 48 to 49c; No. 3 extra, 45c; No. 3, 42 to 43c; two-rowed, 54 lbs averaging about No. 3 extra in color, (outside, 45 to 50c. Corn—56c. Buckwheat—Nominal. Rye—Nominal. Oats—33 to 34c.

Apples, dried—Quiet, but steady. Small jobbing lots are held at 4 1/2c. Evaporated are unchanged and slow at 6 1/2 to 7c.

Beans—Steady. Dealers are asking \$1.25 to \$1.30 for small lots c.i.f. store.

Eggs—Receipts were larger and prices ruled easier. Most commission houses are selling at 11 1/2c, although early in the day 12c was asked.

Hay, etc.—Fair demand at steady prices. New baled sells on spot at \$9; old at \$10 to \$10.50. Straw—The demand is good at \$6.50 \$7 for car lots on track here.

Hides, etc.—Unchanged. Cured in car lots sell at 5c; green are quoted at 4 1/2c; No. 2 at 3 1/2c; No. 3 at 2 1/2c. Skins—Lambskins and pits sell at 45c; calfskins at 6 to 7c for city inspected.

Honey—Dull. New extracted sells at 7 to 9c in a jobbing way.

Hops—Stocks of '91 Canadian hops held here are light; they sell at 20 to 22c. Yearlings are nominal.

Dressed meats—Trade quiet; prices easy. We quote: 9 1/2 to 10 1/2c; beef, fores, 3 to 4 1/2c; hinds 7 to 8 1/2c; mutton 6 to 7c; veal 6 1/2 to 7 1/2c per lb by the carcass.

Poultry—Slightly easier, although a fair demand is reported. Turkeys sell at 10 to 12c per lb; chickens at 50 to 55c, and ducks at 50 to 65c per pair.

Potatoes—Dull and easy. They sell in lots at 80c to \$1 per bbl. Dealers are asking \$1.25 per bbl in small lots.

Tallow—Easy. Rendered sells at 5c; rough at 2c. Dealers ask 5 1/2 to 5 3/4c for rendered in trade lots.

Wool—Unchanged and quiet. New clothing sells at 19 to 20c; fleece at 17c. Supers are held at 22c; extras 25 to 26c, and pulled combing at 18c.

Butter—The market was unchanged and steady, all offerings being absorbed by an active local demand. Several lots of choice selected dairy in tubs sold to-day at 16c; fair to good grades are held at 14 to 15c. The supply of roll butter is light; the best large rolls sell at 14 to 15c. Store packed tub butter was steady at yesterday's quotations, viz., 14 to 15c for choice and 11 1/2 to 12 1/2c for common grades.

Cheese—Firm. Dealers are holding small lots at 9 1/2 to 10c.

Provisions—The demand for provisions was fairly active. Prices were steady to firm. Quotations are: Mess pork, United States, \$15 to \$16; short cut, \$16.50 to \$17; bacon, long clear, per lb, 7 1/2 to 8c; lard, Canadian, tubs and pails, 9 1/2 to 9 3/4c; compound, do, 7 to 9c. Smoked meats—Hams, per lb, 11 1/2c; bellies, per lb, 12 1/2c; rolls, per lb, 9 1/2 to 9 3/4c; backs, per lb, 11 1/2 to 12c.—*Empire*, Aug. 12.

Toronto Hardware Markets.

No sales of Scotch pig iron are reported. In this interim between the spring and the fall trade consumers are not placing orders freely. The prices of Scotch irons have to be lower for business to make headway. It is expected they will be lower. That leads to reserve in ordering, and the low freights obtainable in winter make it less of an object than it used to be for buyers to purchase for delivery before St. Lawrence navigation closes. The prices now quoted are \$21.70 to \$22 for Summerlee, \$21.25 for Gartsherrie, \$20 to \$20.25 for Carnbrae. United States brands have also had quiet week of it. Same Canadian Siemens is reported to have sold at \$21.50. In bar iron there is no change, 2c being the inside price for round lots. Sheet steel has been in considerable request, several cars of pig lead at about \$3.10 have been sold. Some round lots of spelter are also among the week's considerable transactions.

Tin keeps up the see-saw movement in its price, latest purchases reported at the Straits being made at a lower price than any quoted since the break, while shipments from New York to London have firmed the prices on this side of the water. Copper is a shade firmer outside. Sales of coke tin plates have been more numerous than usual on this market.

Iron hardware trade is rather quiet. Iron pipe is scarce and enquiries for it are frequent. Some large lots of bright wire for trimmers' use have been sold. Copper-steel wire for mattresses has been also in request. Orders for guns and ammunition are good. Shovels, particularly for the North-west and the coast, have had a good week's call.

Antimony—Cookson's, per lb 13 1/2 to 14c—other makes, per lb, 13 to 13 1/2c.

Tin—Lamb and flag, 56 and 58-lb ingots, per lb 24 to 24 1/2c; straits, 100-lb ingots 24 to 25c; strip 24 to 25c.

Copper—Ingot 13 to 13 1/2c; sheet 16 to 18c.

Lead—Bar 4 1/2 to 5c; pig 3 1/2 to 3 3/4c; sheet, per roll \$4.75 to \$5.25; shot, Can. dis. 12 1/2 per cent.

Zinc—Sheet 6 1/2 to 6 3/4c; zinc, spelter 4 1/2c do; mestic; imported, 5 1/2c; solder, hf and hf., 18 to 19c.

Brass—Sheet 21 to 23c.

Iron—Bar, ordinary \$2.00 to \$2.10; bar, refined, 2.60; Swedes, 1 in. or over, \$4 to \$4.25; Lowmoor 5 1/2 to 6; hoops, coopers' \$2.60 to \$2.65; do band \$2.50 to \$2.60; tank plates \$2 to \$2.25; boiler rivets, best \$4.50; sheet, 10 to 20 gauge \$2.75 to \$3; 22 to 24 do \$2.75 to \$3; 26 do \$3 to \$3.25; 28 do \$3.50 to \$3.75; Russia, sheet, per lb 10 to 12c.

Galvanized iron—16 to 24 gauge 5 to 5 1/2c; 26 do 5 1/2 to 5 3/4c; 20 do 5 1/2 to 5 3/4c.

Iron wire—Market bright and annealed. Nos. 1 to 16 net list, from stock, 12 1/2 per cent. discount from Montreal; for Hamilton or Toronto add 10c per 100 lbs; market tinned, per lb, 4 1/2 to 5c; galvanized fence, same discounts as bright and annealed; barbed wire, 4 1/2 to 4 3/4c; coiled chain, 1/2 in., 5 1/2 to 5 3/4c; 3/4 in., 4 1/2 to 4 3/4c; 1/2 in., 4 1-5 to 4 1/2; 1/4 in., 3 1/2 to 3 3/4c; 3/8 in., 3 1-5 to 3 1/2c; iron pipe, off list, 60 to 62 1/2 per cent. discount; galv. off list, 35 to 37 1/2 per cent. discount; boiler tubes, 2 in., 13; do, 3 in., 18 1/2c.

Steel—Cast, 13 to 14c; boiler plate 1/2 in., \$2.30; 5-16 do, \$2.25; 3/4 do, \$2.25; sleigh shoe, \$2.50 to \$2.75.

Nails—American list basis, \$2.30 f.o.b. Toronto and Hamilton; brads, mouldings and wire, 75 per cent. off the new list.

Horse nails—Can. dis. 60 off for C. and 60 and 5 off for P.B. and M.

Horse shoes—Per kog, \$3.60.

Canada plates—Blaine, \$2.80 to \$2.90; other, \$2.90 to \$3.10.

Tin plates—IC coke, \$3.65 to \$3.75, IC charcoal, \$4.25 to \$4.50; IX charcoal, \$5.25 to \$5.50; IXX charcoal, \$6.25 to \$6.50; DC charcoal, \$4 to \$4.25.

Gunpowder—Can blasting, per keg, \$2.50 to \$2.75; can sporting, FF, \$5; can sporting, FFF, \$5.25; can rifle, \$7.25.

Rope—Manilla, 1 1/2c basis; sisal, 9 1/2c basis.

Axes—Per box, \$7 to \$12.

Glass—Fourth quality star. 1st break, \$1.35 to \$1.40. 2nd do, \$1.50; 3rd do, \$3.50; 4th do, \$3.60; 5th do, \$3.90.

For old material we quote dealers paying prices as follows: No. 1 heavy scrap, 65 to 70c per 100 lbs; stove cast scrap, 40 to 45c; burnt cast scrap, 15 to 20c; No. 1 wrought iron, 60 to 65c; No. 2, including sheet iron, hoop iron and mixed steel, 20 to 30c; new scrap copper, 9 1/2c; heavy scrap copper, 9 1/2c; old copper bottoms, 8c; light scrap brass, 5 1/2c; heavy yellow scrap brass, 7 1/2c; heavy red scrap brass, 8 1/2 to 9 1/2c; scrap lead, 2c; scrap zinc, 2 1/2 to 2 3/4c; scrap rubber, 2 1/2 to 2 3/4c; country mixed rags, 80 to 85 per 100 lbs; clean, dry bones, 50 to 60c per 100 lbs; ploughshares, 60 to 65c; railroad iron, 65 to 75c; malleable scrap, 25c.—*Empire*.

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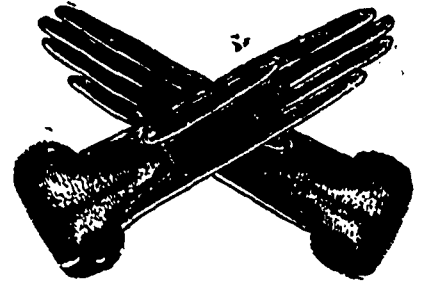
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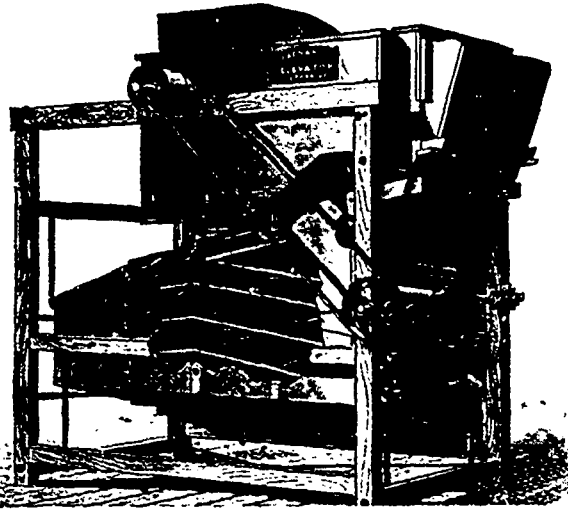
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WINNIPEG MARKETS.

SATURDAY AFTERNOON, August 20.

[All quotations, unless otherwise specified, are wholesale for such quantities as are usually taken by retail dealers, and are subject to the usual reductions for large quantities, and to cash discounts.]

FLOUR—There is no change in the local market, and prices are still held at about last quotations. Prices are quoted as follows to the local trade in small lots per 100 pounds: Patents, \$2 30; strong baker's, \$2 10; XXXX, \$1.10; some special brands of XXXX range up to \$1.20. Less than 100 pounds sacks 5c. extra per hundred.

MILLSUFFS.—Prices are nominally the same. We quote bran \$3 to \$9, and Shorts \$9 to \$10 per ton to local trade.

OATS—Owing to the scarcity of choice oats, the bulk of the offerings being damp or musty, clean sweet oats are held higher. We quote choice, selling here at 24 to 26c per bushel, and held as high as 20c on track at country points, these being for strictly sweet quality.

GROUND FEED—There is a wide range in the quality of offerings, and likewise in the price. We quote ground oats and barley chop at \$10 to \$14 per ton, as to quality and quantity.

MEALS, BEANS, ETC.—Oatmeal unchanged in this market. There is a wide range in prices at which the product of different mills is held, some holding rolled and granulated at \$1 80 to \$1.90 per sack, and other brands are held up to \$2 to \$2.05 and standard meal 5c lower. Cornmeal \$1.65 to \$1.70 per 100 lbs. Split peas \$2.60 to \$2.65 per 100 lbs. Beans \$1 60 to \$1.65 per bushel. Pot barley, \$2 60 to \$2.65 per 100 lbs. Pearl barley, \$4.15 to \$4.20.

BUTTER—Unchanged in price, but the cooler weather has made shipping less risky. Dairy quoted at 12 to 13c for good to fine quality, and up to 14c for fancy selected.

EGGS—Jobbing at 13 to 14c as to quality.

CURED MEATS—Prices continue very firm and recent advances are held. Dry salt long clear bacon, 9½c; smoked long clear, 10½c; spiced rolls, 11c; breakfast bacon, 13 to 13½c; smoked hams, 12½ to 13c; mess pork, \$16 to \$17 per barrel. Sausage quoted: Pork sausage, 10c; bologna sausage, 9c; German sausage, 9c; ham, chicken and tongue sausage, 9c per half lb packet.

LARD—Compound held at \$1.70 per pail. Pure at \$2.20 per 20 pound pail. In tins, 12 to 12½c per pound.

DRESSED MEATS—Prices are not changed from a week ago. We quote beef by the side or carcass at 6 to 7c as to quality and demand, the top price being rather an extreme range; mutton steady at 12½c; hogs are steady at 7 to 7½c, and veal 5 to 5c.

VEGETABLES—Potatoes have dropped heavily in price. There is abundance of native vegetables of all kinds offering; following are prices at which dealers buy from growers on the market: New potatoes 50 to 65c per bushel; cabbages 40 to 60c dozen; cauliflower 40 to 60c dozen; celery 25c dozen; cucumbers 25 to 40c dozen; rhubarb 20c dozen bunches; green beans 60c bushel; peas in pod, 75c bushel; beets, carrots, turnips, radishes, onions, etc., sell at about 15c per dozen bunches; green corn 15 to 20c dozen ears. Imported tomatoes bring \$1.50 to \$1.75 per crate of 4 small baskets, and ripe onions 2½ to 3½c lb.

POULTRY—Chickens easier at 50 to 65 per pair, and spring chickens at 30 to 50c per pair, and becoming more plentiful and easier in price. Turkeys 11 to 12½c per lb live weight. Ducks and geese 10c lb live.

HIDES AND TALLOW—There is no change in prices. We quote: No 1 cows, 3½c; No. 2, 2½c; No. 1 steers, 5c; No. 2 steers, 4c; No. 3, 2c lb. Real veal, 8 to 13 lb skins, 4 to 5c per pound or about 4c per skin. Kips about same as hides. Sheepskins—25c each. Lamb skins, 30c each. Tallow, 4½c rendered; 2½c rough.

WOOL—Dealers still quote their paying price at 10 to 10½c for unwashed Manitoba fleece.

SENAGA ROOT—We quote 25 to 27c per pound for good root.

HAY—The showers during the past week have not been favorable to haying, but a great deal of hay was put up in prime condition previous to this week. Loose on the street market held at \$5 to \$6 per ton. Baled \$6 to \$7 per ton.

Chicago Board of Trade Prices.

[Quotations below are per bushel for regular No. 2 wheat, which grade serves as a basis for speculative business. Corn and oats are per bushel for No. 2 grade; mess pork quoted per barrel, lard and short ribs per 100 pounds.]

Wheat opened steady at about Saturday's closing prices on Monday, but later there was a declining tendency, prices closing ½c lower. The visible supply increased 2,174,000 bushels. Cables lower. Closing prices were:

	Aug.	Sept.	Oct.
Wheat.....	77½	77½	—
Corn.....	53½	52½	—
Oats.....	3½	3½	3½
Pork.....	—	12 35	—
Lard.....	—	7 9½	—
Short Ribs.....	—	8 00	—

Wheat declined on Tuesday, on liberal receipts, fine weather and lower cables. Prices gradually receded and closed about ½c lower. Wheat on passage decreased 720,000 bushels. Closing prices were:

	Aug.	Sept.	Oct.
Wheat.....	77	77½	—
Corn.....	52½	52½	—
Oats.....	3½	3½	3½
Pork.....	—	12 45	—
Lard.....	—	8 1½	—
Short Ribs.....	—	8 10	—

Wheat was weak on Wednesday, on heavy receipts, fine weather in Europe, railway strikes, etc. The price fluctuated within a range ½c lower than Tuesday and closed ½c lower. Cables lower. Closing prices were:

	Aug.	Sept.	Oct.
Wheat....	76½	76½	—
Corn.....	52½	51½	—
Oats.....	3½	3½	3½
Pork.....	—	11 87½	—
Lard.....	—	8 00	—
Short Ribs.....	—	7 95	—

Wheat was slow on Thursday, but closed ½c higher. Closing prices were:

	Aug.	Sept.	Oct.
Wheat.....	76½	77½	—
Corn.....	52½	52½	52½
Oats.....	3½	3½	3½
Pork.....	—	11 75	11 55
Lard.....	—	8 00	8 00
Ribs.....	—	7 95	7 50

On Friday wheat closed ½c lower. Receipts continue heavy and the railway situation is retarding business. Closing prices were:

	Aug.	Sept.	Oct.
Wheat.....	75½	75½	—
Corn.....	52½	52½	52
Oats.....	3½	3½	3½
Pork.....	—	11 37½	12 47½
Lard.....	—	7 77½	7 77½
Short Ribs.....	—	7 57½	7 70

Saturday September wheat closed at 75½c.

Duluth Wheat Market.

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

Monday—August 31½; September 30½.
 Tuesday—August, 29½; September, 29½.
 Wednesday—August, 29½; September 29½.
 Thursday—August, 29½; September 29½.
 Friday—August, 27c; September 27c.
 Saturday—August 26½c; September 26½c.

A week ago August closed at 75½c and September delivery at 79c.

Manitoba Crop Outlook.

The weather has been unsettled during the past week, with some heavy general rains and frequent local showers. Following two showery harvests in succession, with serious damage resulting to crops, the situation this week has caused great uneasiness. The public mind was further disturbed by a telegram from the weather department at Toronto, on Thursday, stating that there was danger of frost the

night. Those familiar with climatic conditions here were rather amused or annoyed than alarmed at the message, as there were no indications whatever of frost at Winnipeg, though it was admitted that possibly the weather department might have information pointing to a danger of frost at some remote points. Reports from the country the day following, however, showed that the minimum temperature did not vary materially from Winnipeg, and the lowest point recorded at the observatory here was 50 degrees, thus showing the temperature was everywhere well above the danger mark.

Considerable wheat has been cut during the week, and more would have been cut but for the delay caused by wet weather. Reports from the country indicated from 5 to 20 per cent. of the crop cut at the end of the week, according to district. In some districts wheat cutting was only beginning, while in a few early districts it was general. One week of fine, dry weather now would put a vast quantity of the crop out of danger, so far as frost is concerned, and that is what we are now anxiously hoping for. The showery weather of the past week, while not doing material injury, cannot continue long without endangering the condition of the crop.

Board of Trade Delegates Report.

A meeting of the Winnipeg board of trade was held on Wednesday evening last. The delegates of the board to the recent London congress presented the following report:

To the members of the Winnipeg Board of Trade:

In presenting this, our report of our labors as delegates to the Second Chamber of Commerce of the British Empire, held in London from June 28th to July 2nd, we have concluded that owing to the fact of a complete verbatim report of the congress having been published by the London Chamber of Commerce Journal, copies of which can be had by members, only a brief report is necessary from us, and that confined mainly to matters connected with our own actions while at the congress.

It proved a very unfortunate coincidence that with the opening of the congress in London came the announcement of the parliamentary general elections throughout Great Britain and Ireland. It proved unfortunate, because it evidently drew the political party lines on questions to be brought before the congress, which required discussion in the calmest spirit and without the taint of party. Thus, upon the first question discussed, namely, "Commercial Relations of the Mother Country and Her Colonies and Possessions," the discussion swung upon pure party hinges, and narrowed down to a choice between the following resolution moved by G. W. Medley, of the London Chamber of Commerce:

"That in the opinion of this congress any fiscal union between the mother country and her colonies and dependencies, by means of preferential duties, being based on protection, would be politically dangerous, and economically disastrous; and that the arrangement which more than any other, would conduce to an intimate commercial union, would be by our self-governing colonies adopting, as closely as circumstances will permit, the non-protective policy of the mother country."

And the amendment as follows, moved by Sir Charles Tupper:

"Whereas the British Empire, covering one eighth of the habitable globe, with a population of 351,000,000, can amply supply the home market with the productions of every clime at the lowest possible cost, and whereas a national sentiment of mutual interest and brotherhood should promote more extended commercial relations between the mother country and its many colonies and possessions, Resolved, That in order to extend the exchange and consumption of the home staple products in every part of the British Empire, a slight differential duty should be adopted by the Imperial and Colonial Governments in favor of the home productions against the imported foreign articles."

The acceptance further on by the mover of the amendment of five per cent. as the limit of the differential duty did not broaden the aspect of the discussion, or draw it out of the political party groove it had taken. The middlemen of London and other seaports, who collect the

manufactures of Europe and bring them into England free of duty, thence to be distributed over the eastern and western world, as a natural result stood stoutly against any tariff arrangement likely to interfere with their business, while the bulk of the representatives of the manufacturing districts, who are now feeling keenly the loss of one foreign market after another, and the effects of the McKinley bill in the United States, stood firmly by the amendment calling for discrimination within the empire. Owing to the strong political party tinge of the discussion, and the great amount of time occupied by Canadians your delegates deemed it wise not to take any prominent part therein, but in keeping with their instructions voted for the amendment; which on a division, in which each chamber or board had but one vote, was lost by 58 against 33 votes. Evidently there were a number of Ishmalitish votes, for the original resolution was carried only 47 against 34 votes on a division being made in the same manner. Thus an amendment in favor of trade reciprocity within the British Empire met with the support of over one-third of the delegations present at the second congress of the chambers of commerce of the British Empire, while a motion to that effect could not have found a mover and second at the first congress, five years previously. The feeling in favor of such a policy is decidedly growing, and it is sinking its roots deep in the manufacturing districts of England, where men are feeling the load under which they have to meet the competition, under the one-sided system of free trade still clung to in Great Britain. A visiting tour made by your delegates through a number of the manufacturing districts of England after the closing of the congress added further strong proofs of this latter fact.

On the question of boards of conciliation for labor disputes and on factory legislation throughout the empire, your delegates, as instructed, took no active part, leaving their discussion to delegates from localities where the questions were matters of more immediate interest.

On the question of the codification of the commercial law of the empire, your delegates also kept in the background, believing the matter could be more clearly discussed by representatives of centres, where the value of such a move could be more clearly comprehended, and more immediately felt.

The resolution, brought forward by the Sheffield chamber of commerce, in favor of the adoption of the Merchandise Marks' act throughout the empire, your delegates gave their support unflinchingly, the act being already in force in Canada, and it having been found a great protection to the consumer as well as to the shipper and manufacturer. The only opposition to this resolution came from the British middlemen, who found the act, when enforced, only posted the colonial and foreign buyer where to buy direct from manufacturers instead of through British middlemen. Opposition based upon such selfish grounds was not powerful, and the resolution here subjoined was passed practically without question.

"That in the opinion of this congress the general interests of the trade of the empire render it eminently desirable that the provisions of the Merchandise Marks' Act should be adopted and actively carried out in all British Colonies and Dependencies in the same manner as has produced such beneficial results in the Mother Country."

On the subject of bills of lading reform your delegates supported the following resolution moved by Mr. N. A. Nathan, of the Auckland chamber:—

"That this congress desires to urge upon Her Majesty's Government the desirability of effecting by legislation that any ship or ships carrying goods or merchandise where a through bill of lading has been given, shall each or any of them be deemed to be contracting parties under the said bill of lading, and be made responsible to the consignee for any loss or damage that may arise during the transmission of said goods to final port of destination."

The discussion of this subject showed that the shipping interests of Great Britain was now a well organized and formidable combine, which did not scruple to us its power to escape the

just claims of shippers and consignees, and unfortunately possessed a parliamentary influence which made its power most dangerous. Your delegates naturally supported the resolution which would make clear the responsibilities of common carriers, and leave the smallest loophole for escape therefrom. They found that in the above resolution.

On the subject of emigration and colonization Sir Frederick Young, K. C. M. G., introduced the following short but pithy and comprehensive resolution:

"That colonization, while equally desirable as an outlet for our congested population and for the development of the colonies, can be carried out most successfully by individual energy and enterprise and private agencies supplemented by state aid."

Sir Frederick supplemented the resolution with a strong speech in favor of directing the surplus population of Great Britain into British colonies, and your delegates took strong ground in the same direction, besides advising great care in the selection of settlers for the different colonies. The resolution was unanimously and enthusiastically carried by the congress.

The following resolution in favor of a decimal system of currency, weights and measures was moved by Mr. Rowlatt of Leicester:—

"That the introduction of a decimal system of weights, measures and money is urgently needed, in order to increase our foreign trade, facilitate commerce, and render elementary education more effective and less expensive."

There was some keen discussion upon this resolution, and some of our Canadian delegates insisted upon the Canadian dollar being the standard on which to fix currency values. Some English delegates favored the separating the currency from the weights and measures, and some amendments put forward were voted down. Your delegates supported the original resolution, and advocated strongly the acceptance of the same, as broad and clear in principle, and leaving, as it ought to do, all details for statesmen and legislators to arrange. The resolution was carried.

The original resolution in favor of direct telegraph communication throughout the empire being withdrawn, the only other subject of great importance was that of an imperial system of penny postage, and to the resolution in favor of such your delegates gave a firm support, although again there was division in Canadian ranks upon this matter, one delegation being over solicitous about the difficulties such a move would bring upon the Canadian Government. Their opposition did not develop into an amendment and the following original motion was unanimously passed:

"That in the opinion of this congress the establishment of a uniform penny rate of postage between the mother country and her colonies and dependencies, would not only tend to promote trade and freedom of intercourse throughout Her Majesty's dominions, but would in an eminent degree, foster and extend the cordial relations which at present exist between the various parts of the empire. This congress therefore respectfully urges her Majesty's government to take steps to secure, as speedily as may be, the establishment of a system of uniform penny postage throughout the whole of the empire."

Your delegates take this opportunity of expressing their appreciation of the board's wisdom in sending representatives to the congress, and their belief in the value of such gatherings, not merely for the power they may exercise in the furtherings of selfish interests, but for the knowledge of the colonies and colonial life they are the means of conveying to the British mind, besides the removal of any misapprehensions of the old land imbibed by the colonial mind. In fact such gatherings are more likely to conduce to true unity, than can be reached by any other means within reach of both Britain at home and Britain in the colonies. We also desire to express our gratitude for and admiration of the magnificent arrangements made for the reception and entertainment of delegates to the congress by the London chamber and their friends. We could not but feel that we were welcome, and as we looked upon the delegates from every clime in this globe, comprising the ebony skinned African and the flaxen haired Anglo-Teuton, we felt we belonged to a grand old empire, which could afford to discard

color lines and all such relics of heathenism; and for the unity of which we must all air, bear, and forbear, work and sacrifice if necessary. In short, while we have in no way lessened our desire to be true Canadians, and especially true Manitobans, we have learned that we could be both, and at the same time be true to the grand old empire, which has laid the foundations and formed the safeguards of the world's true liberty.

For details of the proceedings of the congress we must refer you to the supplement to the London Chamber of Commerce Journal of July 14th. This document, which we now lay before you is the report of our own labors as delegates, which we respectfully submit for your approval.

Delegates { JAMES PORTER.
JAMES E. STREN.

The report was accepted, with thanks to the delegates.

Mr. McGinnis, of Grand Forks, North Dakota, was then introduced and addressed the board regarding the reciprocity convention to be held at Grand Forks, September 1st and 2nd, speaking as follows:

Mr. McGinnis said he was very glad to have the opportunity of meeting the Winnipeg board of trade, and he was grateful for so many of them turning out on such a disagreeable evening. The subject before them was a very large one of many sides. It was one of the deepest interest to people of the United States and of Canada, that of closer trade relations. It was not in accord with the principles of the highest civilization that barriers should exist. For such reasons the idea of the convention at Grand Forks had been conceived, that representatives of both countries should consider what is best for them. The great question of reciprocity was of the deepest possible interest. At the last meeting of congress the president had been permitted to enter into closer trade relations with other countries of the two Americas, and Cuba, Venezuela and Brazil had entered on mutual agreements with the States. If this were possible with such different people, why was it impossible with people of their own flesh and blood? To-night he felt perfectly at home with men of the same kind and he believed of similar ideas. That day when he had crossed what was called the international boundary, he could discern no difference in the people. It was an imaginary line of man's device. Mutual trade between mutual people creates mutual prosperity. Their aim must not be to drift further apart, but to come closer together. He could not now present to them any specified plan, nor did he desire to go into small details, but on the broad grounds of humanity he asked for their co-operation at the meeting at Grand Forks, and he hoped that important results in the commercial history of North America might accrue. They had sixty-four millions of people, a pushing, energetic race; so far they had had fallow lands, but now settled to the very confines of the arid region. Whether then should the current be turned? English speaking people were natural to northern countries. The answer then was northward and northwestward instead of towards the tropics. He allowed there were some narrow-minded men in the States who spoke slightly of this country as a cold frozen country, but the majority looked at the question in a broad manner, and a broad way of looking at things brings broad results. They would become acquainted with one another by mutual trade. Couldn't they spare some of their people. A share of their surplus population and a bigger share of their surplus money, of a country which was estimated at being worth sixty billions of money, would be directed hitherward to a country where nature has been so prolific in her blessings. When the business man in Boston wished to move westward, thanks to the education of the public schools, he regards the international boundary the end of the world and thinks the United States bigger than Asia. The speaker believed that from the 45th to the 50th parallel should be the centre of American trade.

As to the frosts, there were drawbacks everywhere no agriculture in any country is perfect; one hot wind in Kansas would destroy millions of property; the man who was looking for perfection might as well despatch himself to heaven at once.

Reciprocity would of course be the most important question that the convention would discuss, but there would be other questions; and they had felt they had no right to lay down any hard or fast programme for discussion; what they wanted was free discussion between two free people. Their transportation interests were congested at certain seasons of the year. From St. Paul to the Peace River Valley was the greatest producing country of the continent and nature paid no attention to tariffs. They wanted outlet, first, by way of the great lakes, secondly, in the other direction to the N. E. They should and would have two great water outlets to this black-earth country for its surplus products. He could assure them his people were as much interested in the Hudson's Bay question as themselves. Why had investigation been deemed necessary, when the H. B. Co.'s vessels, sailing vessels at that, had been able to navigate the bay for 150 years?

The United States had a scheme to improve the navigation of the Red River; to make a reservoir of Lake Traverse, which should relieve them in time of the drought and protect them in time of flood.

The Grand Forks board of trade would be represented at the convention by twenty-five members. He desired to see at all events the same number from Winnipeg, better one hundred, if they could send them. They had known each other; trade had fallen away, and they must suggest some way for its improvement. Let them come and see them, meeting as practical business men in a social and business way. Their deliberations need not be conclusive. He thanked them very warmly and profoundly for the opportunity they had given him of presenting his views.

The matter was referred to the council, to report at a subsequent meeting of the full board, regarding instructions to delegates who may be appointed to attend the Grand Forks convention.

Toronto Dry Goods Trade.

The few merchants who have reached Toronto from Manitoba and the far west have given a little fillip to trade. While not placing very extensive orders the indications are that they will have to be increased. Very few Ontario merchants have so far been down to buy, and as the exhibition season is only a few weeks away many will put off visiting the market until they can combine business with pleasure, relying in the meantime upon buying from sample. The indications for a lively fall trade are still pointing in that direction, and a greater degree of confidence is expressed than at the same time last year. Wholesale houses in Toronto certainly have shown that they are willing to risk considerable upon present appearances. As below indicated, the largest stock of dry goods ever held in Toronto is to be seen here this season.

A good sign of the improved condition of trade and affairs in Canada is that two years ago at this time fully 25 per cent. of the cotton and woollen mill machinery was lying idle. At the present time every piece of machinery in the country is fully occupied.

The smallwares departments of the various wholesale houses have been doing a remarkably good business for the dull season. Both mail and travellers' orders from every part of Canada have been numerous, and in many instances surprisingly large in volume.

The combination on rubber garments has broken. The manufacturers in the agreement were the Gutta Percha Rubber company, the Granby company and the Canadian company. Prices have nominally declined fully 33 1/2 per cent., but there seems to be no bottom to the market. Manufacturers claim that they are losing money on every sale they make. Buyers

are holding off and will not take any more than they require to fill immediate orders.

Payments from Ontario are fully up to last season, which means that about 50 per cent. of maturing paper is met promptly and the balance renewed for 30 or 60 days, but from Manitoba and the west we hear constant complaints of slow payments, there being a very general desire for renewals until after they have threshed and sold their grain.—*Empire*.

Metal Market.

COPPER Producers of Lake Copper, says the *Chicago Journal of Commerce*, are keeping up a bold front in New York, and their attitude is preventing business, as buyers have no confidence in the market and are ordering only to meet immediate necessities. There is no speculative interest and we hear of no offerings from second hands except at 11 1/2 cents. The London market is favoring buyers and the feeling is expected to sympathize, but in the meantime the non-committal policy of the producers is a mystery; they continue to ask 12 cents.

LEAD—The market has been an uneventful one, with nothing of consequence to mar even tenor of values. Among producers there is no anxiety to sell and the trades made are spot and near by delivery. CHICAGO—At this center values have ruled quiet at 4c asked with 3.97 1/2c bid, and sales of some 400 tons were made.

SILVER—The preparations for the International Silver Conference have certainly failed to impart strength to the commercial position of the metal, while the acute commercial disturbances in India and China have seriously curtailed the buying demand from that quarter. The decline of the price of bars in London this week has been from 38 3/4d. to 37 1/4d. per ounce, with a corresponding fall in New York bullion dealers' price from 83 3/4c to 82c per ounce. Rumors were current that the action of the market had seriously disturbed the British Indian government authorities and that steps would be taken to arrest the decline in exchange. No sign of effective support from this source was, however, apparent. The only activity in silver bullion certificates during the week consisted in some alleged attempts to sell them short in the market. The transactions however, were very limited in amount.—*Broad-streets*.

Montreal Metal Market.

No transactions of importance are reported in pig iron. Scotch warrants are cabled a little higher at 42 1/2 lb, and some makers have advanced their prices from 3 to 61 stg., while Summerlee is unaltered.

Bar iron is dull and unchanged at \$1.90 for Canadian manufacture.

The nail strike is now practically over, and it is not likely there will be any change in prices before early in September, when the Nail association will meet and decide on prices for the fall trade.

Considerable cast scrap iron has been sold during the past few days at prices ranging from \$12 to \$16.50 per ton.

A round lot of about 1,000 boxes of tin plates has been sold to a local consumer for importation this fall at an exceptionally low figure which can leave little profit to the importer.

Ingot tin is weak as is also copper, and there is no change to note in pig lead, which sells easy at \$3 to \$3.25 as to quality and brand.

There is no change to note in terns plates or sheet iron.—*Gazette*.

Paint and Oil Prices at Toronto.

The price of spirits of turpentine has been reduced 1 1/2c. The quotation now authorized by the association of jobbers is 46 1/2c delivered. We quote on large lots only. Pure white lead, ground in oil, association guarantee, 5 1/2 to 5 3/4c. Prepared paints (1, 2 and gal tins)—Fair, per gal, \$1.10; second qualities, per gal, 90c. Col-

ors in oil (25-lb tins, standard quality)—Venetian red, per lb, 5c; chrome yellow, per lb, 14c; chrome green, per lb, 8c; French Imperial green, 14c. Colors, dry—Yellow ochre (J.C.) in bbls, per cwt, \$1.35 to \$1.40; Venetian red (R. C. 2), per cwt, \$1.50; English oxides, in bbls, per lb, 3 1/2c; American, in bbls, per lb, 2 1/2c; Canadian, in bbls, 1 1/2c; Paris green 12 to 15c; burnt umber, per lb, 5c; chrome yellows, per lb, 11 to 12c; chrome greens, per lb, 12c; Indian red 6c for ordinary, 10c for pure; Agricultural red, 20 to 22c; golden ochre, 3 1/2 to 4c. Tube colors—First break, 80c; second break, \$1.25; third break, \$2.40. Linseed oil, in bbls—Raw, 1 to 3 bbls, 57 1/2c; 4 to 10 bbls, 57c; boiled, 3c over these figures; at Toronto, Hamilton, London and Guelph 2c is allowed for freight. Turpentine, in bbls—Selected packages, per gal, 48c, freight allowed. Glue—Common, broken, in bbls, 10 to 11c; French medal, 11 to 12c; cabinet makers', 17 to 18c; white, 16 to 17c. Castor oil per lb, 8 to 8 1/2c. Putty, \$2 per cwt. Resin, \$1 per cwt. Pine tar (pint tins) \$1 per doz.

Ruby & Hilker, general store, etc., Port Elgin; Mr. Ruby, of this firm, was drowned.

Perley & Pattee, lumber manufacturers, Ottawa, have sold their mills and plant in Ottawa to J. R. Booth.

It is proposed to put the extensive business heretofore carried on by James Robertson & Co. at Montreal, Toronto, Winnipeg and St. John, N. B., as manufacturers of saws, lead products, barb wire, etc., into joint stock shape, under the style of "The James Robertson company," with a capital of \$750,000. An application for a charter has been made, to which the following names are appended. James and Alexander Robertson, of Montreal, James Robertson, jr., of Winnipeg, John Robertson of St. John, and Alexander McMichael, of Toronto.

According to press dispatches the Niagara tunnel, which will cost \$5,000,000, and by means of which the power of Niagara will be utilized for manufacturing purposes, will be completed during July by the contractors. Late telegrams says that wheels will be turned by October 1. The Contract Construction Company in New York, projectors of the scheme, will probably develop the power on the Canadian side of the river, where they have obtained exclusive power privileges, with a capital of \$3,000,000.

Regarding the high prices asked for coal at the Pennsylvania mines, the *Chicago Journal of Commerce* says: "While coal continues in small demand there is talk of a further advance in prices, which are already very high. Production is being shortened and no effort, apparently, is being spared to shove up prices. The combination has all the machinery in their hands and can dictate rates which consumers must pay or go without. There seems to be no chance for relief."

725,000 bushels of wheat have been marketed in Morden to date, says the *Monitor*. It is questionable whether much more will be added, as the Ogilvie's and two other elevators have ceased buying and only a few smaller grain men are still offering 60c. for good wheat. The harvest will commence in this district next week, and by the 20th August will become general. From all appearances the crop will be above the average in quantity, while the quality will be No. 1 hard.

SPECIAL TRADE NOTICE.

No man ever smoked "Myrtle Navy" tobacco for a fortnight and then took to any brand in preference to it. It bears its own testimony of its qualities, and it is testimony which is always convincing. The smoker who uses it is never annoyed by getting it sometimes of good quality and sometimes of bad. The arrangements of the manufacturers for keeping its quality equal are very elaborate and complete, and are the results of many years of experience and close observation.

An advancing rice market is cabled from Japan: quotations are now 9d per cwt above lowest recent price.

There is still a good deal of uncertainty in United States markets as to the canned salmon situation. There are many who doubt that the packers will adhere to their agreement to curtail the pack.

THE CANADA SUGAR REFINING CO. (Limited,) MONTREAL.

MANUFACTURERS OF REFINED SUGARS OF THE WELL-KNOWN BRAND.

Redpath

OF THE HIGHEST QUALITY AND PURITY.
Made by the Latest Processes, and Newest and Best Machinery, not surpassed anywhere.

LUMP SUGAR,

In 50 and 100 lb. boxes.

"CROWN" Granulated,
Special Brand, the finest which can be made.

EXTRA GRANULATED,
Very Superior Quality.

CREAM SUGARS,
(Not dried).

YELLOW SUGARS,
Of all Grades and Standard's.

SYRUPS,

Of all Grades in Barrels and half Barrels.

SOLE MAKERS,

Of high class Syrups in Tins, 2 lb. and 8 lb. each.

Dairy Matters.

At Brookville, Ont., on Aug. 11 the cheese market was brisk and very firm. Offerings were: White 1,905 boxes, colored 2,421 boxes, a total of 4,325 boxes. Sales were: White cheese, 115 boxes at 9 11-16c; 1,100 boxes at 9 3c; colored 1,278 boxes at 9 3c; 230 boxes at 9 3c. Some salesmen refused the ruling figures for both white and colored.

At cheese fair at Listowel, Ont., on Aug. 11 the offerings were light, most of the factories having sold their July between fairs during the week. Thirteen factories offered 3,225 boxes last half of July. The sales were: 360 boxes at 9 3c, 370 at 9 3c, 475 at 9 11-16c, 325 at 9 3c and 750 at 9 3c. The market was fairly active, with five buyers present.

Excitement in Apples.

The indications point to lots of excitement in the apple market before the season closes, says the Montreal Gazette, or before the season fairly opens. Buyers are now in the country in swarms and they have already got the farmers' heads in a whirl, and the man who has a large crop is already calculating on receiving almost unprecedentedly high figures for his fruit. The shippers will have themselves to blame if they have to pay prices which will mean heavy losses to them. Last year was a profitable one and each shipper, judging from the action of their buyers, is anxious to secure the whole crop in the expectation that this is to be another money maker. The competition was never so keen. The quality of the growing crops is fairly good, but the season is hardly far enough advanced to make any definite predictions. One reason for the anxiety of shippers to buy was the report that the crop would be light on the continent, but it has since been stated that France will have the largest crop for years and that England will have a fair crop. A careful investigation shows the crop in eastern New York will be half a million barrels, while the crop in the western part of the state will be below the average. In Maine, New Hampshire and Vermont the crop will be the heaviest for years; but in Missouri, Michigan and Ohio the crop will be light. It is said that the crop in the Annapolis valley will also be the heaviest for years. Taking Canada as a whole it is estimated that the crop will be very large, but at the same time there will be a large proportion of inferior fruit which will have a depressing effect on the market. A large shipper, who has made a specialty of this trade, gives the following as his opinion:—"We will have more apples to handle in Canada this season than we had last year and we will have at the same time a larger proportion of poor apples, which will have a depressing effect. There is no prospect of better prices in England, because the crop there is larger. In fact, all indications point to an erratic year, such as we had about three years ago."

WHOLESALE ONLY.

For Watches,
Diamonds,
Jewelry,
Clocks,
Silverware,
Watchmakers'
AND
Jewelers'
Supplies, &c.



—SEE THE—

WINNIPEG JEWELRY CO.,

433 and 435 Main St., WINNIPEG.

The only House west of Toronto carrying these Lines at wholesale.

IT IS CERTAINLY—

A GREAT TRIBUTE TO MELISSA

THAT SUCH PERSISTENT ATTEMPTS ARE MADE TO PRODUCE IMITATIONS.

Counterfeit money to pass current even among the most ignorant must be made to resemble genuine coin.

In like manner it is found necessary to even copy Melissa patterns and styles in the frantic effort to place imitation goods on the market.

ALL IN VAIN.—The public are not so easily humbugged, and regard with undisguised contempt such an underhand and paltry manner of doing business.

Our Melissa Cloths are manufactured by the largest and best mills in the country. Our our patterns are made specially for us and the mills guarantee they will neither reproduce them in any other cloth, nor sell them to any other firm.

WE NEITHER DEAL IN COUNTERFEITS NOR PLAY SECOND FIDDLE.

Copies of Melissa patterns must therefore be obtained from some of the smaller inferior mills in lower grades of cloth.

Nothing Equal to Melissa has ever Heretofore been Produced either for Ladies' Cloakings or Men's Ulsterings. There is a large range of the most fashionable colorings and patterns to choose from. The Cloth being thoroughly Rainproof you get, in a Melissa Cloak or Overcoat, a beautiful fine soft Woolen Garment having all the advantage of a Waterproof without any of the disagreeable or unhealthy qualities.

— WE HAVE PLACED IN THE HANDS OF —

Leading Wholesale Dry Goods, Millinery and Woollen Houses

A beautiful range of Melissa Cloths, suitable for Ladies' Cloakings and Men's Wraps, which are now being shown by their travellers.

IN FUTURE Genuine Melissa Cloths can only be obtained through the above mentioned channels

All Genuine Porous Rainproof Cloths are stamped in wax with the Melissa trade mark seal, and Melissa Garments have the trade mark label attached. None other genuine.

Men's Rainproof Garments will, as heretofore, be sold through J. W. MACKEDIE & Co, MONTREAL.

THE MELISSA MANUFACTURING CO.

GREENE & SONS COMPANY

WHOLESALE

F U R N I S H I N G S

HATS, CAPS,
Etc., Etc.

MEN'S
FURNISHINGS

Manitoba Fall Trade, 1892.

Merino and Woolen Underwear
SCARFS, TIES, SHIRTS, COLLARS,
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BRITISH COLUMBIA.

[This department is in charge of R. E. Gosnell, who is permanently engaged as a regular member of THE COMMERCIAL staff, to represent this journal in British Columbia. Parties in British Columbia who wish to communicate in any way with this paper, may apply directly to Mr. Gosnell at Vancouver.]

British Columbia Business Review.

Tuesday, August 16th, 1892.

Trade is decidedly better. Collections are still slow, but the situation all around is firmer and a feeling of strong confidence is restored. The summer travel has been almost completely rendered nil on account of the small-pox, and this feature of itself represents a great loss to the province, but it is, however, past that stage of advancement where it is dependent upon the incidental droppings from the hands of tourists. As trade returns show the volume of business, notwithstanding all the hard knocks of the past year, is larger than ever it was. Messrs. Dun Wiman & Co. reporting in regard to the Vancouver district, says, and the remarks apply generally to the province:

"The commercial pulsation in this district is healthy. Freight traffic, both local and transcontinental, largely increasing notably heavy carrying of merchandise to and from this port for transshipment to China and Japan. The customs returns for the port of Vancouver for the past six months of 1892 show 50 per cent. increase in the number of entries, and 33½ per cent. in revenue (exclusive of additional traffic in dutiable goods) as against the first six months of 1891. The inland revenue returns for the same periods show an increase of 28 per cent. in the number of entries, and 53 per cent. in duties. Much activity has been maintained in lumbering interests; the supply, however, is larger than the demand in every direction, and consequently marginal profits are not sufficient to provide for increased facilities. The salmon fisheries and canneries, a staple industry of the province, promise to be less active this season, as anticipated, owing to the off run of fish this year. Fruit growing now has a decided place among the agricultural pursuits, and large tracts of land available are under studied cultivation. Mining operations are being carried on more vigorously in the Kootenay country, and present prospecting promises very rich returns. Bankers have become a little stringent in their attitude towards old loans, yet money is plenty, and easily obtained for legitimate business purposes, in some directions at a lower rate of interest. Collections in some localities have been poor, while in others they have been satisfactory. Spring activity was late in coming, yet a general feeling of confidence is expressed in the outlook for fall trade. There is a large amount of local building under construction; the electrical street car service has been widely extended, the city encompassed by a five-mile circuit, and the cities of Vancouver and New Westminster are linked by a twelve mile hourly electrical railway service. Aside from good property investments, real estate speculation has ceased."

It will be observed by readers of THE COMMERCIAL how closely the above tallies with the remarks made from week to week in these columns.

Victoria has suffered another severe loss, this time in the way of fire. Last week the works of the Victoria Tramway and Electric Lighting Co. were completely destroyed by fire at a very heavy financial loss. This means the cessation of tram cars and the cutting of the light supply for some time. However, with commendable energy plans for a new building have been approved, contracts let and new machinery ordered; so that very shortly street railway traffic will be resumed.

All that can be said about the salmon trade has already been said. The unusual run of spring or tyhee salmon continues, that is the run of unusually large fish, many of which weigh between fifty and sixty pounds. The run

of sockeyes, however, has been very poor on the Fraser and the big run of last week was only of a few days duration, and it is questionable if the canneries will fill the small pack allotted to them this season. The northern pick has been completed, and the salmon is already being delivered for shipments to England. Prices are expected to rule high, and already most of the entire pack of the Pacific coast has been contracted for.

Harvesting is general all over the province and heavy yields are reported. It has been housed in better condition than was supposed possible at first on account of the heavy rains, and the crop will be a heavy one.

Recent arrivals from Kootenay and Okanagan confirm the reports being sent out from there of the activity in prospecting for and development of mineral properties. The activity is general and the probabilities the mining fever in the initial stages will remain unabated until the more important work of active mining on a large scale is in operation.

News has been received of the purchase of the Nelson and Fort Sheppard charter by D. C. Carbin, president of the Spokane and Northern Railway, and the making of the necessary deposits with the provincial government. Surveyors are out and the work of building the road practically commenced. News has also been received of the commencement of the new short line of the C.P.R. through the Crow's Nest Pass. Two more important items of news affecting more especially the southern portion of the British Columbia interior, cannot well be imagined.

How flimsy the pretence of the closing of the Behring sea against British sealers on the score of the destruction of seal life, with probable extermination, is, may readily be seen if the reports which come from the sealing grounds this season are correct, not through Canadian but American sources. Capt. Curthaus, who has just returned to San Francisco after six months sealing and a heavy catch, was interviewed by the reporter of the *Examiner*, and his statements are a revelation in view of the terrible predictions and the scientific nonsense of Judge Elliott. Among other things he says:

"The waters are full of seals. Millions of them are to be seen. We saw them all the way down from near the edge of the Yellow sea to close to the Straits of Fuca. Passengers on the Canadian Pacific steamship line to Japan see them, not for hours, but for days, just as far as the eye can reach every way. Thick is no name for it.

"Talk about the seals dying out," continued the captain. "It's the veriest balderdash, uttered in nine cases out of ten by people who wouldn't know a seal if they saw one. When the fish are all caught out of the Pacific then the seals will be. Nobody need worry about them till then. We got our seals on the Alaska and American coast, 250 this side of Cape Flattery and 1,598 between there and Cross sound.

"The quality of the skins this year is first class. The seals are all in fine condition, and there are many bulls. I never saw finer fur than during this season. The skins are averaging about \$14 each at Victoria. That is now the best market on this coast. You can get more for them there than here. This is probably the greatest year for seals that has been known for a long time. They are so plentiful that every vessel has done well. Let me give you some figures: The Henry Dennis has taken 1,826; the Viva, 1,818; City of San Diego, 2,268; Webster, 1,840; Charlotte Cox, 2,029; E. B. Marvia, 1,825; Walter Earl, (not yet in) 1,400, and the Penelope, 1,100. This is a total of 14,136 for those vessels.

"The entire fleet of sixty-eight vessels sailing out of Victoria will average 1,000 skins sure. Besides this Seattle has four or five sealers out, Vancouver, seven, Port Townsend, two, Astoria, three, Portland, two, and Tillamook, Yaquina and Coos Bay one each. Then there are fifteen or twenty from here, making, approximately 110 vessels.

"The catch for the entire Canadian and United States fleet I estimate at from 150,000 to 160,000. It certainly will not fall under 150,000.

"Besides this the Alaska Commercial Company takes twice this amount every year off the Copper and Behring Islands, and don't say a word about it. This Company also controls the otter hunting. There are lots of otter up there. More have been seen this year than for years. Their skins average about \$230 each year."

B. C. Market Quotations.

HIDES AND SKINS—The San Francisco price, which is one cent in advance of that in Victoria, is as follows: Dry hides, sound, 9½ per lb; culls 6½; brands 6½; kip 9½; culls and brand 6c. Heavy salted steer, sound, 7½ to 8½; brands and culls 6 to 6½; do medium 6½; brands and culls 4½; do light 4c; do brands and culls 3½. Salted cows 4 to 4½; do brands and culls 3½. Salted kip 4c; do brands and culls 3c. Salted veal 5c; do brands and culls 4½. Salted calf 7c; do brands and culls 5c. Long wool pelts 90c to \$1.40 each; medium do 70 to 90; short 40 to 70c; shearing 10 to 25c. Deer skins, summer, 37½c per lb; do medium 30 to 32½; do winter and long haired skins 20 to 25c. Elk hides 10 to 13c. Goat skins, prime and perfect, 30 to 50c each; damaged 10 to 25c; kids 5 to 10c.

FLOUR AND FEED, etc.—There is no change to chronicle this week. Quotations are: Manitoba patents, \$5.85; strong bakers, \$5.45; ladies' choice \$5.75; prairie lily, \$5.70; Oregon \$5.75; Spokane \$5.65; Eader-by mills—premium \$5.85; three star \$5.75; two star \$5.40; oatmeal eastern \$3.40; California granulated, in gunnies, \$4.35; National mills, Victoria \$3.65; rolled oats eastern \$3 to \$3.25; California \$3.75; National mills \$3.75; cornmeal \$3.10; split peas \$3.50; pearl barley \$4.50. Rice—The Victoria rice mills quote wholesale: Japan rice, per ton, \$77.50; China rice, do, \$70; rice flour, do, \$70; chit rice, do, \$25; rice meal, do \$17.50; chopped feed \$33 to \$31 per ton; bran \$24; shorts \$25; oats \$23 to \$32; wheat 25 to \$32; oil cake \$40; hay, \$20. Wheat is quoted in car lots for feed No. 2 regular at \$23 to \$27 per ton; oats \$26; chop barley \$25. California malting barley \$26 to \$27 f.o.b. in San Francisco. California chop \$32 to \$33; The Western Milling Co.'s patent flour is quoted at \$5; strong bakers, \$4.60.

EGGS—Eastern eggs are worth 14 to 15c. The market is well filled and the stock satisfactory.

VEGETABLES—No change. B.C. potatoes are very much depressed in price and find slow sale at \$16 a ton. California potatoes ask \$20, but are hard to sell. Onions are 1½c. The market is well supplied with all kinds of small garden stuff, for which no quotations can be given.

LIVE STOCK, DRESSED MEATS, ETC.—Live steers are quoted 4c; cows, 3½c; dressed beef, 7½c; lambs \$4.50 piece; dressed 5½; sheep 5½; mutton, 12c; hogs 8c; pork, 11c; calves, 7c; veal, 11c.

LUMBER—Export trade still continues very dull. Quotations for export are: Rough merchantable, ordinary sizes, in lengths, to 40 feet, inclusive, \$9 per M; rough deck plank, average length 35 feet, \$19; dressed T. and G. flooring, \$17; pickets, rough, \$9; lath, 4 feet, \$2. Local prices quoted are: Rough merchantable lumber, per M, \$12, double dressed and edged, \$22.50; single, do, \$20; No. 1 tongued and groove flooring, 1 x 4, \$22.50; Rough deck plank, \$14; laths, per M, \$2.25; shingles, common, per M, \$2.25. Special prices quoted contract.

SILVER—The silver market is thoroughly demoralized, the lowest prices in New York ever known having been reached. Quotations have been as low as 38½d per ounce fine in London and 84½c per ounce fine in New York.

DAIRY—Absolutely no change in quotations or indications. Eastern creamery is 26c in 20

and 25 lb tubs and 25; in 50 lb tubs. Mavitoba and north-west dairy, 18c; cooking butter is 14c; cheese 12½c.

FRUITS, NUTS, ETC.—There are a few inferior oranges in the market still offering at about \$5; cocoanuts \$1 per doz; bananas, \$1 to \$1.25; Turkish figs, 14½c; almonds, 18c; walnuts, 15c; filberts, 15c; pine, 20c; peanuts, 10c; evaporated apples, 11c; evaporated peaches, 11c; evaporated apricots, 11c; evaporated prunes, 11c; California pitted plums, 11c; strained honey, 13c; raisins, \$2 to \$2.75; apricots, \$1.50; peaches, \$1.50; tomatoes, \$1.50; plums, \$1.30; watermelons are 40c each; prunes \$1.75 a box, apples (Gravenstein and Red Astrakan) \$2 00; pears, \$2.10; all the last named are from California. Canneries have been paying 7c per lb for raspberries and strawberries; 4c for red and black currants and expect to pay about 2c for plums. The B. C. fruit crop is not moving yet, but will be in a few days. Apricots are about out of the market. Speaking of dried fruits a San Francisco dealer says:

"When apricots, the first fruit dried in the state, began to move, prices opened at 10 cents per pound for average bleached sun-dried fruit, and under heavy orders from the east promptly advanced to 13 cents, at which price probably three-fourths of the season's dried product has been moved. With the exception of the Santa Clara valley, drying is practically over, and the few cars now being offered from other sections are generally the tail end of the season's dry and rather inferior goods. These are now being offered at about a cent per pound less than good fruit is bringing, yet it is safe to say that none of the unsold fruit in the Santa Clara valley can be bought a fraction less than it could have been a week ago.

"There having been no deliveries made of either peaches or prunes, prices that have thus far been made have been entirely for future delivery. There is always more or less sold long or short among dealers in dried fruit, as there is in any commodity, and many who sold for early delivery have paid higher prices than the condition of the market now or at any time would warrant.

"In the absence of an active present demand for either peaches or prunes prices on these articles are rather easier, for the simple fact that under brisk inquiry for futures prices were advanced higher than at any time the market east or crops here would warrant.

"Fully three-fourths of the apricot crop has been moved, which is something unusual for thus early in the season, and possibly a few growers who are always anxious to sell when the market is declining and firm holders when it is advancing, in their anxiety to realize, have offered some stock a trifle under market quotations, but with the small stocks on the coast there is no reason to believe that apricots will recede from their present standing position."

SALMON—San Francisco prices are quoted as follows: Barrels—large northern smokers, \$12; red Alaska, \$10; pink northern, \$9. Half barrels—Red Alaska, \$5 50; pink northern, \$5. Canned—Columbia River, 1-lb, \$1.25 to \$1.50 per doz; 2-lb, \$1.75 to \$2; Alaska, 1-lb, \$1.05 to \$1.10; 2-lb, \$1.75 to \$1.90. Salmon Trout, \$1.50 per kit.

Etmore, Sanborn & Co., who have compiled returns of the salmon pack at the Columbia river canneries in Astoria and along the river on both the Oregon and Washington shores, report as follows:—

"The season which has just closed has been remarkable for the scarcity of the Columbia and Chinook salmon. It is found from careful estimates that the twenty-two canneries on the Columbia have packed 448,600 cases of all grades. The proportion of royal Chinook is 248,000 cases, the remaining 200,000 cases being composed of steelheads and bluebacks. As compared with last year's picks there is a decrease this season of 100,000 cases of royal Chinook. The total pick, however, exceeds that of last year by 48,000 cases. This decrease is largely due to the larger production in the canneries at Cascades and The Dalles, where a

large percentage of the pack was steelheads and bluebacks."

The season has been stormy, and there has been a freshet in the river all summer owing to the tardy melting of snow in the mountain ranges. The canneries have sold all their best salmon at an advance on last year's prices. Two ships are now loading here with salmon for London and one for New York. Advices from Alaska indicate that the pack will be limited to one-half of that last year, as was agreed upon. In British Columbia the pack on the Fraser river is said to be a comparative failure, and the total product of that country will not exceed one half of last year's pack.

MEATS, ETC.—Meats remain firm and strong. Quotations are: Wiltshire cured hams, 15c; do bacon, 15c; do backs, 14½c; do sides, 15c; Eastern hams, 14c; bacon, 14c; backs, 12½c; rolls, 11½c; smoked slices, 12c; dry salt baeks, 11½c; long clear 11c; 3, 5 and 10 lb. tins lard, 13c; 20 lb. pails lard, 12½c; 50 lb. tubs lard, 12c; tierces, lard, 11½c. Lard Compound is 11c.

POULTRY—Poultry is scarce and in demand. Hens sell at \$3 a dozen; spring chickens, \$5 to \$6, and ducks, \$7 to \$9.

FISH—Salmon is quoted at 7 to 8c; sturgeon, 5c; smelt, 6c; cod, 7 to 8c; (ounders, 5c; halibut, 8c.

SUGARS—B. C. sugar refinery, granulated 5½; E. C. 5½; fancy yellow 5c; yellow 4½; cube 6½; powdered, sacks 7½c; do boxes 7½c; syrup 4c. Redpaths syrup, 2 lb tin, 15c; do, 8 lb tins, 50c; do, kegs, 3½c per lb.

SEALSKINS.—Dealers are waiting for the whole fleet to arrive before setting a price, and no sales are reported. Skins will be sent to London for sales in October.

The skins that come from the Cooper Island rookeries will not be allowed in London on account of the cholera that has visited the Russian cities. In fact, all furs from Russia will not be in the London sales this fall. This will make a great difference to sealing men and sealers on this coast. The number of sealskins sold in London in the October sales yearly is 200,000, of which number Russia sends 100,000. The other 100,000 comes from the Pribylof Island rookeries and the catch of this coast.

This year the Russian government has restricted the catch on Copper Island from 80,000 to 40,000 skins, which will make a great difference in the market, and if the skins are not allowed in London, the only skins for sale will be the 10,000 from the Alaska Fur Company, and the catch of the Pacific coast fleet, which in all will not total 50,000 skins. A big price will certainly be realized for the market demands yearly more than what will be sent off this coast.

Brief Business Notes.

W. G. Potter, tailor, Northfield, is closing out.

M. A. Bucko, assayer, has started business at Kaslo.

N. C. McKeen, Westminister, grocer, has assigned.

Cross Bros., New Westminister, are reported in difficulties.

W. J. Meakin, hotel, Vancouver, advertises business for sale.

W. J. Weems, fruits, etc., Northfield, has moved to Nanaimo.

The Indian art gallery, Victoria, is in the hands of the sheriff.

E. H. Jones has been appointed sub-collector of customs at Kamloops.

G. Milligan, hotel, Vernon, has leased the premises to C. C. Newhard.

G. H. Sproule has bought out the Vancouver carriage works, Vancouver.

James Delancy & E. C. Corning, Nelson, hotelkeepers, have dissolved.

The bonds for the release of the seized steamer Coquitlam, have been arranged.

R. N. Taylor, late of Enderby, has bought out L. Draper, druggist, Vernon.

Fred. H. Robson, insurance and general agent, has opened in Westminister.

W. H. Leanie, & Co., stationers, New Westminister, are retiring from business.

T. F. Quinn, oatmeal mill, Westminister, has admitted J. E. Wise into partnership.

The American ship Gen. Skolfield is loading lumber at Hasting mill for Valparaiso.

G. J. McGrayley has bought out the Monarch saloon, Victoria, from Wm. Wolfe.

The Puget Sound board of health has raised the quarantine against British Columbia.

Shipments of iron ore from the Glen mine, Kamloops, have averaged a car load a day.

Houston & Wilson contemplate erecting a machine shop and sash and door factory at Golden.

The ship Ben Nevis will load lumber for Australia after discharging cargo at Vancouver.

The Reid & Currie Iron Works Co. (Ltd.), Westminister, are retiring from the wagon and carriage part of their trade.

The British barque Valparaiso has been chartered by R. P. Kitch, Victoria, and is in the berth at London loading.

I. Lawrence and Albert Rauch, lessees opera house building and saloon, Nanaimo, have dissolved; L. Lawrence continues.

John Newberry, manager of Hall Bros., butchery establishment, Golden has gone ranching in the Kamloops district.

Capt. Whitelaw has given up trying to raise the San Pedro. An American wrecking company of New York will attempt it.

Sivertz Bros., grocers and bakers, Spring Ridge, Victoria; stock and building destroyed by fire. Loss \$5,200; insurance \$1,500.

Slate & Walling, Golden, have leased the Canal Flats from the Kootenay Valley Company, and will run it as a tourists' resort.

A feature of Labor Day celebration in Vancouver was the immense trades and labor procession, which illustrated every industry in the city.

The firm of Port & Winch Co. Ltd., has been incorporated by Messrs. R. V. Winch, J. L. Cameron and E. H. Port, with a capital of \$25,000.

The Delaware, a steam wheel boat, formerly with Chilliwack, Westminister route, is now making bi-weekly trips from Chilliwack to Vancouver.

The Anglo-British Packing Co. had to pay a fine of \$1,500 to the American customs officials, imposed on the ss. Winnifred for taking fish inside the 3-mile limit near Blaine.

The British ship Morayshire, has been chartered by the B. C. Sugar Refining Company to load a cargo of sugar at Java. She will sail from there in September, and will bring about 2,000 tons.

The Empress of Japan is due about the 18th inst. She has on board a cargo of about 1,800 tons, including about 150 tons of silk. In the steerage are 185 Chinese and Japs. In the first and second saloons are 65 passengers.

The old established business of Mathers & Milligan, Westminister, has changed hands, the Brackman & Ker Milling Co., Victoria, having bought out the good will, business, stock, etc. The business will be run as before on the same premises. The managers will be W. J. Mathers and W. H. Ker.

The annual meeting of the Kootenay Lake Telephone Company, Nelson, has been held and adjourned to October 20th. The company is out of debt, and earning a good surplus above working expenses. Forty phones are now in use. A proposition on behalf of the town of Kaslo was laid before the meeting, and it is probable that the line will be extended to that point within 60 days.

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Use this "TEA" if you want to be positive that it is sound, clean, unadulterated and free from taints. It is treated in the cleanest and most careful manner at the gardens from which it is obtained. It is unquestionably the ideal "TEA."

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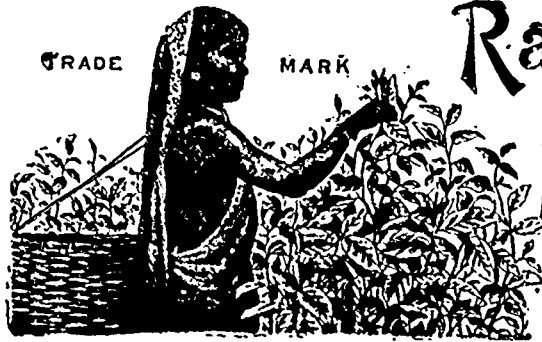
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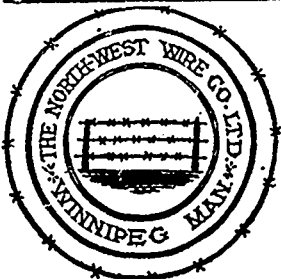
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ANDREW SCHMIDT, Winnipeg

Toronto Grocery Market

General business has been very satisfactory, as far as volume is concerned, this week. Sugars, if anything, have the call. In a few instances houses have done more in low grade Japan teas and currants, the stocks of which are in the hands of a few. Payments are moderately good.

Sugars, Syrups and Molasses—While jobbers are not getting more than cost price on most orders for sugar, there is a steadier feeling this week, as one of the leading cutters has instructed his travellers to ask for car lots. There seems to be but little doing under 33; for yellows and 43c for granulated. Raws quiet with a few sales of Jamaica at 33c. Syrups weak at 20c up. Molasses in fair demand at 38 to 42c for Porto Rico in barrels. New Orleans are selling freely at 48 to 55c. Sugars—Granulated, 4 1/2 to 4 3/4; Paris lump, boxes, 5 1/4; extra ground, bbls, 5 1/2 to 6 1/4; powdered, bbls, 4 1/2 to 4 3/4; refined, dark to bright, 3 1/2 to 4; Demarara 4 1/4; Trinidad 3 1/4 to 3 3/4; Barbadoes 3 1/2 to 3 3/4. Syrups—D. 2 to 2 1/4; M. 2 1/2 to 3 1/2; B. 2 1/2 to 2 3/4; V.B. 2 1/2 to 2 3/4; E.V.B. 2 1/2 to 2 3/4; ex. super. 2 1/2 to 2 3/4; XX 2 1/2 to 3c; XXX and special 3 to 3 1/2. Molasses—West Indian, bbls 30 to 40c; New Orleans, open kettle, 45 to 55c; centrifugals 30 to 40c; inferior low grades 25 to 28c.

Teas and Coffees—The local market is quiet, a few deals are on in lines. In Japans there is not much doing. Spot stocks are light; shippers seem to have been waiting for lower freights. A vessel is loading there now at a very low figure. Latest cables report the market active but no higher, and put the settlements at 25,000 piculs less than last year. Congous quiet. Hysons scarce and firm. Prices are: Rios 17 to 20c; Jamaica 19 to 20c; Java 25 to 31c; Mocha 23 to 30 1/2; Porto Rico 23 to 25c.

Dried Fruit—New Valencia raisins were offered to-day for shipment from Denia next week; the opening price to the retail trade will probably be 7c or less; spot Valencias are moving at 4 to 4 1/2 for off-stalk for ordinary, and 5 to 5 1/2 for choice, and are firm at that. London layers offer \$1.50, and black baskets \$2.50. Currants firmer on spot, with a light supply; cases are held 5 1/2 to 5 3/4, and 4 1/2 to 5c for bbls. New crop prunes promise to be very dear; now are expected to cost 7 1/2 to 8c in cases. The London Grocers' Gazette says: "The rainy weather continued for two or three days, inflicting considerable damage. This, together with the injury previously caused by the blight, is variously estimated at a loss of from 10 to 40 per cent (according to district) of the growing crop. It is very probable that the first arrival of the new fruit will be considerably later this year than of late, as, owing to the undue haste shown in the past to ship the fruit, much of it has come to hand in a very immature condition. To remedy this, the Greek government propose to prohibit the exportation before the 23rd of August, so that the first shipment will, in that case, not arrive before the 10th of September, or quite ten days later than usual. The market continues firm at steady prices, with a small demand for f.o.b. home and export. Quotations are as follows: Provincial, cases, 16s 6d to 17s; half cases, 17s to 19s; Patras, 20 to 27s; Gulf 24 to 33s; Island, 18 to 26s; Vostizza, 27 to 33s. "Currants—barrels, 4 1/2 to 5 1/4; do fancy 6c; half-barrels 5 1/2 to 5 3/4; Vostizza cases 6 1/2 to 9c; Patras, bbls 5 to 5 1/4; cases 5 1/2 to 5 3/4. Raisins—Valencias 4 to 5c; layers 6 1/2 to 7 1/4; Sultanas 9 to 13c; London layers \$2.50 to \$2.75. Figs—Elemes, 10 lbs and up, 11 to 16c; Malaga, 56-lb bags 5 to 5 1/2; natural, bags 4 1/2 to 5 1/4. Dates—Hallowes 5 to 5 1/4. Prunes—Cases 5 to 6 1/2; hds 4 to 4 1/2. Nuts—Almonds, Tarragona 1 1/2 to 1 5/8; Ivica 1 1/4 to 1 5/8; do shelled, Valencia 29 to 35c; filberts, Sicily 10 1/2 to 11c; walnuts, Grenoble 14c, Bordeaux 11 to 12c.

Canned Goods—The retail trade are placing orders very slowly for new canned goods to arrive. The past season's experience has not

been satisfactory as prices did not advance as was expected. Jobbers ask \$1 to \$1.05 for equal quantities of corn, peas and tomatoes, and \$1.10 for fancy. Fruits are dull and no futures appear to be selling. Salmon continues strong at \$1.50 up. Some future horse shoes sold at \$1.50 to \$1.55, and other brands at \$1.45. Lobsters firm. Crown and similar brands held at \$2 to \$2.15. Fish—Salmon, 1's flat, \$1.70 to \$1.85; salmon, 1's tall, \$1.45 to \$1.60; lobster, clover leaf, \$2.95; lobster, other 1's, \$1.75 to \$2.25; mackerel \$1 to \$1.25; finnan haddie, \$1.40 to \$1.50; sardines, French 1's, 10c; sardines, French 1/2's, 17c; sardines, American 1's, 6 to 9c; sardines American 1/2's, 9c. Fruits and vegetables—Tomatoes, 3's, \$1 to \$1.10; corn, 2's, 9 1/2 to \$1.05; peas, 2's, \$1.05 to \$1.25; beans 90c to \$1; pumpkins 75 to \$1; strawberries and raspberries, 2's, \$2.10 to \$2.25; apples, gals, \$1.75 to \$2.00; 3's 35c to \$1; peaches, 2's, \$1.00 to \$2.10; peaches, 3's, \$2.35 to \$3.25; plums, 2's, \$1.40 to \$1.75; 3's \$2.65; pears, 2's, \$1.60 to \$1.75; 3's \$1.75 to \$2.10.

Spices, Rice, etc.—Rice, bags 3 1/2 to 4c; do off grades 3 1/2 to 3 3/4; do Patna 4 1/2 to 5 1/4; do Japan 4 1/2 to 5 1/4; sago 3 1/2 to 4 1/4; tapioca 4 1/2 to 5c; pepper, black 1 1/2 to 1 3/4; do white 18 to 25c; ginger, Jamaica 18 to 20c; cloves 10 to 15c; allspice 10 to 12c; nutmeg 90c to \$1.10; cream tartar 28 to 35c.

Peels—The market is quiet and unchanged at 16 to 17c for lemon, 16 1/2 to 18c for orange and 25 to 28c for citron.—Empire, August 12.

Montreal Market.

Flour—There is still an export trade in progress both on English and Newfoundland account, but orders are being filled at very low prices, a leading miller stating that they were the lowest he ever remembered. Sales of straight rollers have been made on the basis of \$3.85 here for Ontario and United States brands; but it is said they would not stand inspection. Ontario millers will not deliver good straight rollers on track here at under \$3.90, while \$3.95 to \$4 is asked for choice. Sales of straight rollers have transpired at \$4 to \$4.15 to the local trade delivered. Extra has been placed at \$3.25 to \$3.50 as to size of lot and quality, a round lot changing hands at \$3.35 yesterday. In spring wheat flour there have been sales of choice brands of strong bakers at \$4.35 to \$4.40, and a very good lot of strong bakers ground in Manitoba was sold at \$4.25. United States flour is being shipped at this port for export to England and Newfoundland.

Oatmeal—The market has ruled very quiet during the week, and prices have been without any material change. We quote: Rolled and granulated \$4.05 to \$4.10; standard \$3.95 to \$4. In bags, granulated \$2 to \$2.05, and standard \$1.90 to \$1.95. For round lot lower prices might be accepted.

Mill Feed—The market is quiet but steady at \$13 in car lots, smaller lots being quoted at \$13.50. Shorts \$14.50 to \$15, and moultrie \$16.50 to \$21 as to grade.

Wheat—Most shipments from this port are on through bills, and in the absence of spot transactions prices here are more or less nominal, and we quote No. 2 hard Manitoba wheat \$5 to 8 7/8. No. 1 regular is quiet at 61 to 63. Some very fine samples of new Ontario winter wheat have been received and some very ordinary ones, but the majority are excellent. Ontario red winter wheat is quoted at \$2 to \$4c.

Oats—Sales reported at 36; per 34 pounds for No. 2 in store. A round lot of No. 2 was sold at 35 1/2 and another lot at 35c. The yield of oats promises to be large, and holders are inclined to sell wherever a good offer is made.

Barley—The sale of a round lot of good feed barley was made at 39c and we quote at 39 to 42c, malting grades being quoted at 48 to 55c as to quality. There has been more inquiry for export.

Butter—There can be no doubt that the price of creamery butter has been hoisted be-

yond a shipping basis, as high as 21 and 21 1/2 having been paid in the country for certain factories; but shippers point blank refuse to follow the market any further, at least for the present, and it is impossible to realize in this market to day the high figures that have been paid in the country. Still, holders are firm in their views and will not shade prices. Stocks of creamery butter in cold storage are large and are not going out as freely as they come in. The sale of a good sized lot of Eastern Townships was made at 18 1/2, said to be a very fine lot, and we quote 16 1/2 to 18 1/2, with a fraction more obtainable for single selected tubs. In western than market is steady, and sales have transpired at 16 to 16 1/2, one lot of choice selected bringing 17c. We quote 15 to 16 1/2 as to quality.

Cheese—The market continues very firm all round, and prices have taken a further upward trend, finest western going out by this week's steamers costing 9 1/2 to 9 3/4 while underpriced goods have cost 9 to 9 1/2. The offerings at the boat on Monday last, consisting of French cheese, were all snapped at 9 1/2, among which it is said were some very ordinary goods. Contracting has commenced at 10 to 10 1/2 for September and October, which does not portend a break in prices. The Liverpool public cable has moved up another 1s to 46; 6d, and the situation has a strong look all round, notwithstanding the large amount put into cold storage in this city.

Eggs—The market remains firm, with sales all the way from 11 1/2 to 12c and 12 1/2c, the latter figure being for strictly choice shipping stock. Shipments are still going forward.

Wool—Business continues about the same as for some time past, local sales being principally of a jobbing character, and manufacturers buying only as they need the raw material. At the same time merchants are fully persuaded that the advance is permanent for some time, and consequently they are not anxious sellers. We quote: Easy caps, 15 to 17c; B.A. scored, 33 to 33 1/2; Northwest, 15 to 16c.

Hides—Hide men are still paying according to the pressure the butchers can bring to bear on them, and prices are nominal. No. 1, 4 1/2; No. 2, 3 1/2; No. 3, 2 1/2; tanners are paying one cent more; lambskins, 40 to 50c; clips, 30c; calfskins, 5c.—Trade Bulletin, August 11.

Toronto Leather Prices.

There is some call for stock from eastern buyers, but locally the trade is very dull and flat. Shipments are steadily being made of sole leather to England. Prices are steady but unchanged. Prices are: Sole slaughter, medium heavy, per lb, 23 to 25c; Spanish No. 1, per lb, 23 to 25c; Spanish No. 2, per lb, 21 to 23; Spanish No. 3, per lb, 18 to 20; calfskin, Canadian light, 65 to 70c; calfskin, Canadian medium, 70 to 73c; calfskin, Canadian heavy, 65 to 70c; calfskin, French, \$1.05 to \$1.30; upper, light, medium, 30 to 33; splits, 15 to 23; harness, prime, 15 to 18 lbs, 24 to 26c; harness, light, per lb, 22 to 24c; buff, 14 to 16c; pebble, 14 to 15c; oak harness, American, 45 to 50; oak harness, English backs, 65 to 70c; oak bridle and shirrings, English, 75 to 80c; cordovan vamps, No. 1, \$5.50 to \$6; cordovan vamps, No. 2, \$5 to \$5.50; cordovan goloshes, 11 to 12c; cordovan sides, No. 1, 16c; cordovan sides, No. 2, 13c; cordovan sides, No. 3, 11 to 12c, oak cup solus, \$4.50 to \$8; hemlock taps, \$3 to \$3 7/8; cod oil per gal, 45 to 50c; degreas, per lb, 4 1/2 to 5c; japonica, per lb, 6 to 6 1/2; oak extract, 4c; hemlock extract, 3c; lampblack, 20 to 30c; sumac, per ton, \$65 to \$70; roundings, white oak, 10 to 25c; roundings, black, 18 to 20c; roundings, hemlock, 15c.—Empire.

Western buyers, says the Toronto Empire, appear to be interested in future canned goods. Several telegrams were received this week asking for quotations on leading staples. It is probable the presence of one or more Ontario packers up there may have excited them.

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ONE SECOND-HAND GORDON PRINTING PRESS!

Size Medium Quarto, 10 x 15 with Steam Fixtures.

PRICE, \$100.00 CASH.

**Wholesale Paper, Stationery and General Jobbers,
AND STEAM PRINTERS.**

134 and 136 Second Avenue North, WINNIPEG, MAN.

British Columbia Paragaphs.

(The following items came to hand too late for our last issue:—)

The S.S. Delaware has decided to run from Vancouver to Chilliwack direct.

Every effort so far has failed to raise the wrecked steamer San Pedro near Victoria.

British bark Thermopylae has been chartered to load a cargo of rice puddy for the Victoria rice mills.

Dr. Hickingbottom has purchased the livery business, owned and conducted by B. Bartlett, Chilliwack.

The tramp steamship Mascotte has arrived from China and Japan with a cargo of freight and 100 Japs on board.

A company is being formed under the Limited Liability Act, to incorporate the Parisian Store company, at Northfield.

The Empress of India on Sunday sailed for China and Japan with a small cargo of freight and a large number of passengers.

Ramsay Bros & Co., proprietors of the Vancouver Canning Co., have decided to erect larger premises for their business.

The Nanaimo soap factory is now in full running order. The building is completed, the necessary machinery has been put in. Mr. Bowen is manager.

The Chilliwack council have decided to commence operations on the Big Prairie, shortly. It is also expected that the dyking of Sumas will be proceeded with at once.

It is understood that Thomas Thompson, the well-known contractor, has secured the contract for the new C.P.R. general offices, Vancouver, at a figure not far from \$160,000.

Cope & Young have bought out the stock of dry goods, millinery, etc., belonging to A. Richardson, Vancouver, late of Nanaimo, and are disposing of it in a sacrifice sale.

A gentleman named Worren, who does a big business in Tacoma in the galvanized iron line, has bought out Mr O'Toole, Vancouver, plumbing and galvanizing iron works, and will conduct it on a large scale.

McKelvie & Co., the three members of which were connected with the Vancouver foundry and machine works, have established another machine shop in Vancouver on Westminster avenue. They are commencing modestly and will increase their plant as business justifies.

Victoria merchants are very interested in the project of George Lycurgus, the Honolulu fruit merchant who proposes to put on a line of British steamers between British Columbia, the Sound, and Honolulu in the fruit and passenger trade. Mr. Lycurgus is confident that a good trade can be built up.

The C. P. R. Co'y., it is understood, is about to undertake the erection of cattle sheds in

Vancouver, the want of which was for a long time felt. The company is also going to change the location of the freight sheds at Vancouver, and place them at the foot of Pender street, near the round house and machine shops.

J. B. Williams, owner of the famous Lucky Jim mine in the vicinity of Bear Lake, Slokan, has made a sale with Joseph Young, of Seattle, for \$40,000. The vein has been cross cut, and twenty feet below the discovery point it is said to be thirty feet wide. The vein is one of the largest in the Slokan, and shows a large body of ore in the second extension.

A strike, which is attracting considerable attention in Kootenay, has been made some distance south of Silver Queen. The name of the claim is the Anchor, located by Gay Nelson. The choppings were small, but by stripping the lode a considerable body of ore has been discovered, its character being somewhat similar to the surface croppings of the Kootenay Bonanza.

Startman, Ashfield, Cameron & Sanders are said to have struck a big thing between the head of Wilson creek and the north arm of the north fork of Carpenter creek. The ledge is traceable over two claims, and varies in width from two feet to twenty feet. The ore is free milling silver ore, and runs very high. The vein is a true fissure in porphyry and granite. The two claims are the Dolly Varden and Archie.

The Grain Markets.

The grain trade has reached the end of one of the most disastrous crop years, to speculators and shippers, that has been experienced during the last decade. And, so crippled by their losses have the importers of Europe become, and so loaded down with stocks, that had cost much higher prices, that there is little prospect of more than a hand-to-mouth demand from the other side for the coming crop year. Indeed, speculation for foreign account in our grain markets, has almost ceased, instead of being the chief element as it has been the past few years. From being the best informed people in the trade, as is usual, they have been the worst deceived the past year, as to Europe's deficit and the world's supply; and they have anticipated wants that have not been found to exist, and are left with a larger surplus of old crop on hand, at the beginning of the new, than since old times, before the grain-carrying trade of the world was done by steam, requiring the carriage of large stocks. This applies, as before stated, chiefly to food products, or wheat and flour and not to feed stuffs, or corn and oats. We are now back to nearly old bottom prices, in force prior to the last two years of short crops, here and in Europe, respectively, and the outlook to the agricultural interests, for the coming

year, are but little better than they were on the last big crop year previous to last, when, for the first time, in the history of this country, they were so large, as to be a curse to the producer, who could not, except under favored circumstances, realize the cost of production; and, the more he had to haul to market, the poorer he was. This will not yet apply, as stated above, to corn and oats, which are still bringing remunerative prices to the farmers. Wheat, also, is not yet back to the lowest figures, prior to the short crop of 1890; but flour of the lowest grades has gone below the bottom figures of that period, and the European markets are overloaded with purchases made months ago, for forward shipment, at prices from 15 to 25 per cent. or more over present figures, and new business for export on flour, except for special high grade for England, and for the West Indies and South America, has been at a standstill for the past month. The price of corn has already begun to follow that of wheat, under the improved prospects of an average crop, while oats and other grains have sympathized. The tendency on all is to still lower prices, unless damage occurs between now and harvest to the crops of this country or of Europe.—H. A. Pierce in *New York Banker's Magazine*.

Indian Wheat Shipments.

The exports of wheat from India during the last three shipping seasons form the subject of a Government report, which, like most other statistical intelligence, has its values and its dangers. Thus the news that Indian wheat had been imported into Belgium to the extent of 8,600,000 bushels against a previous maximum of 4,349,000 bushels is doubly significant, for Belgium buys largely for Switzerland and Germany as well as for her own market, and the increase argues that Germany as well as Belgium is satisfied with Indian wheat. On the other hand, the rise in Egyptian imports from 3,088,000 bushels to 9,072,000 bushels is quite deceptive. Egypt is only the nominal destination of most of this grain, and the rise from three to nine millions argues no more than the increased convenience found to exist in a "halfway house," where grain can be arrested on its passage Europe-wards and directed by telegram to the port where value shows best current appreciation of Indian wheat.

Italy, as we learn from the same return, takes from 700,000 to 1,980,000 bushels of Indian wheat, while French purchases have a still greater range, from 2,333,000 to 11,250,000 bushels. Neither Italy or France is likely to be an extensive buyer of Indian wheat during the cereal year on which, with Sept. 1 next, we shall be entering. The prohibition of Russian exports in 1891 greatly favored Indian trade.—*London Mark Lane Express*.



Before Starting on a Journey.

A person usually desires to gain some information as to the most desirable route to take, and will purchase tickets via the one that will afford him the quickest and best service. Before starting on a trip to Chicago or any point East, you should provide yourself with a map and time table of the Wisconsin Central Lines. The trains run on this route are vestibuled and are equipped with Pullman's latest Drawing Room Sleepers, elegant Day Coaches and Dining Cars of latest design built expressly for this service, and are equipped in furnishings and convenient and comfortable in arrangement and so complete in every detail that they have no superior in comfort and elegance. The Dining Car Service is pronounced by all the most elegant ever inaugurated, and is operated in the interest of its patrons.

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General Passenger and Ticket Agent, St. Paul

THE
Rigby Waterproof Clothing

Has been in the market but a short time and already its merits are appreciated beyond our most sanguine expectations.

ORDERS.

Are coming in freely from all parts of the country.

ANOTHER MONTHS SALES

Such as the last and it will tax our proofing staff to the utmost to fill the orders. We are now proofing Tweeds suitable for Men's Suits and Ladies' Ulsters and Jackets which we are offering in the

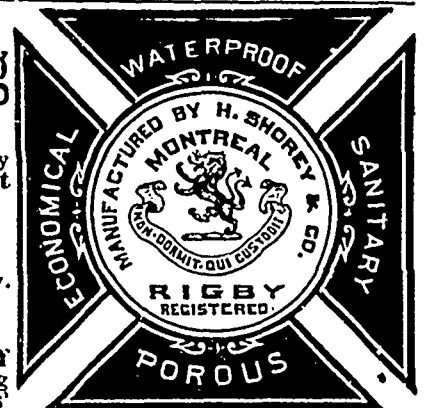
piece, samples of which are now being shown on the road by our travellers, on special trips with RIGBY Goods.

Remember that we claim RIGBY proofed materials to be waterproof, which can be satisfactorily tested by any one before purchasing.

Ladies and Gentlemen will appreciate the comfort of having a nice Tweed Overcoat or Ulster used in ordinary wear, thoroughly Porous and yet a sure protection during a rain-storm.

(SAMPLE ORDERS SOLICITED)

H. SHOREY & CO.,
MONTREAL.



He was from Havana.

He wore a Panama hat and carried a white umbrella, and before he came to Canada he never smoked anything but Havana Cigars. He's changed his mind now. He smokes Tasse, Wood & Co.'s Montreal cigars. He finds they are made better, and he can't see why he should pay duty on any inferior article.

Pure Highland Scotch Whiskies.

THE FAMOUS
LAGAVULIN DISTILLERY,
ISLAND OF ISLAY,
SCOTLAND.

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

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

ASK FOR THE LAGAVULIN.

MACKIE'S
PURE OLD BLEND
10 YEARS OLD.

GOLD LABEL
AS PATRONIZED BY ROYALTY AND THE LEADING PHYSICIANS.

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

Merchants' Protective
Law and Collection Association,

HEAD OFFICE
150 Princess Street, - WINNIPEG.
For lessening the expense and work of effectually pushing Collections.

For protecting merchants against persons who have rendered themselves unworthy of credit.

For furnishing merchants and others reliable and valuable information which cannot be obtained from any other source.

E. A. BATES & CO., Managers.

CIGARS!

Encourage Home Manufactures by smoking
Republics, Columbia, Canucks, Selects & Specials

—MADE BY—
Bryan & Co

WINNIPEG, - MANITOBA.

Express Job Printing

The Commercial Job Department
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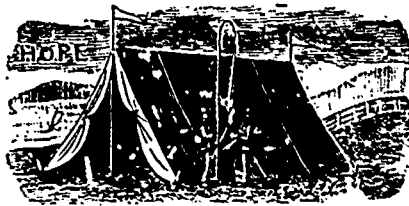
P.O. BOX 1228. TELEPHONE 674.

Office Stationery, Envelopes and small orders not requiring binding will be forwarded on day following receipt of mail order if received at office by 9 a.m.

GIVE US A TRIAL ORDER

Mail orders receive as close attention as though taken over the Office Counter.

State on order 'Express Order'



HOPE & CO.

MANUFACTURERS AND DEALERS IN

Tents, Awnings, Mattresses, Springs, Horse Clothing, Sporting Outfits, Moss, Fibre, Husks, Hair, Wool, Etc.

TENTS RENTED.

183 McWilliam St., - - WINNIPEG.

BROWN BROS.,

Wholesale and Manufacturing

STATIONERS,

64 to 68 KING STREET, EAST,
TORONTO.

SPECIALTIES.

Account Books Paper - all kinds
Office Supplies Stationery
Wallets, Pocket Books
Ladies Hand Satchels
Pocket and Office Dairies
Leather Goods Binders' Materials
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"EXTRA" BRAND.**

MONTREAL AND TORONTO.
THE J. C. McLAREN BELTING CO.

St. Lawrence Hall

MONTREAL, - - P.Q.

Every Attention paid to Guests. First-class in every Respect. Appointments Perfect. Graduated Prices.

Wm. Ferguson,

WHOLESALE

WINES, LIQUORS AND CIGARS.

Permit Orders Promptly Executed.

8th Street, - Brandon.

Gillies' Series of Pens.

NO.	DESCRIPTION.	PER GROSS.
202	Railway Pen, fine point.....	40c
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222	Queen Pen, fine point.....	70c
232	Lodger Pen, fine point.....	70c
242	Beaver Pen, turned up point.....	60c
252	Commercial Pen, medium point.....	60c
262	Electric Pen, fine point.....	60c
282	Public Pen, fine point.....	45c
302	Falcon Pen, medium point.....	40c
402	Lorne Pen, extra broad point.....	65c
502	Windsor Pen, medium point.....	50c

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WHOLESALE ONLY FROM

BUNTIN, GILLIES & CO.

Wholesale Stationers, Paper, Envelope and Account Book Manufacturers.

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THE CANADA JUTE COMPANY, LTD.

MONTREAL.

JUTE AND COTTON BAGS,

Twines and Hessians.

ALL KINDS CARRIED IN STOCK.

Write for Samples and Prices before Purchasing Elsewhere.

PRINTING SACKS IN COLORS A SPECIALTY.

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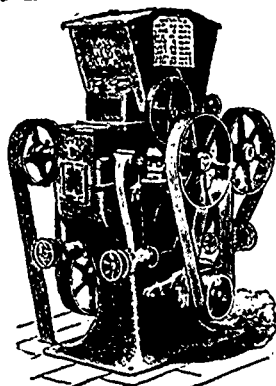
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STUART & HARPER,

(Successors to Robert Muir & Co.)

MACHINERY BROKERS.

758 to 762 Main St. WINNIPEG.



Dealers in Engines and Boilers, Flour Mill and Grain Elevator Machinery, Steam Boat, Saw Mill, Wood Working and Mining Machinery, Iron Tools, Steam Pumps, Force Pumps, Wind Mills, Hoists, Mill Furnishings and Engineers Supplies.

Sole Agents for Dodge Wood Split Pulleys, and Manilla Rope Transmissions. Western Agents for Royal Electric Co., Montreal. Latest Improved Thomson-Houston Systems of Arc and Incandescent Lighting, Electrical Supplies, &c. Second-hand Machinery bought and sold.

Telephone 324.

P.O. Box 693.

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Wholesale and Retail Dealers in

Children's Carriages,

REED AND RATTAN.

Send for Catalogue and Price List
P.O. BOX 303.

298 Main Street, WINNIPEG.

Samuel P. Russell, C. A.

SPECIALTY:

Short Cuts in **BOOK-KEEPING**

If you are weary of the Restrictions of a Bound Ledger, write for a sample sheet of my patent

'Loose Sheet Ledger,'

P.O. Box 609.

WINNIPEG, - MAN.

BROMLEY & CO.

—MANUFACTURERS OF—



AWNINGS, STACK COVERS, ETC.

Mattresses of all Kinds.

The only Manufacturer of the W. W. Springs in Manitoba.

TENTS TO RENT.

Cor. Princess and 7th Ave. north, Winnipeg.

JAS. COOPER.

J. C. SMITH

Cooper & Smith,

MANUFACTURERS,

Importers and Wholesale Dealers in

BOOTS AND SHOES!!

36, 38 & 40 FRONT ST. WEST

TORONTO.

The Barber & Ellis Co'y,

Nos. 43, 45, 47 and 49 Bay Street,

TORONTO, Ont.

Manufacturers of ACCOUNT BOOKS, ENVELOPES, PAPER BOXES.

Importers of all Grades of Staple Stationery.

—DEALERS IN—

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BOXMAKERS' REQUISITE.

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Wholesale Paper Dealers

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

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Manufacturers Fine Stationery, Aberdeen, Scotland.

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

CORNER PRINCESS AND BANNATYNE STREETS
WINNIPEG.

Morton, Alexander & Morton

Tanners, Curriers,

—AND—

BOOT MANUFACTURERS.

Sole, Harness and Upper Leathers.

BOOTS, SHOES AND BOOT TOPS.

HIDES TANNED FOR ROBES, ETC.

Highest Cash Price Paid for Hides and Skins
171 and 173 KING STREET,
WINNIPEG.

Alberta Ry. & Coal Co. and Great Falls & Canada Ry. Co.

CONDENSED JOINT TIME TABLE
In Effect March 20th, 1892.

Going South.		STATION.		Going North.	
Mixed No. 5	Daily, except Sunday.	Mixed No. 6		Mixed No. 6	
7 30a	Ar Great Falls	5 02p	De	5 02p	
6 45	..... Vaughan	5 40	.....	5 40	
6 00	..... Steel	6 15	.....	6 15	
4 15	..... Collins	7 45	.....	7 45	
2 30	..... Pondera	9 30	.....	9 30	
1 00	..... Conrad	10 45	.....	10 45	
12 05p	..... Shelby Junc.	12 05a	.....	12 05a	
10 50	..... Rocky Springs	12 55	.....	12 55	
10 00	..... Kevin	1 45	.....	1 45	
9 10	De Sweet Grass	2 35	Ar	2 35	
	(Internal bound.)				
8 10	Ar..... Couits	3 20	De	3 20	
7 20	De..... Milk River	4 10	Ar	4 10	
6 30	..... Brunton	5 00	.....	5 00	
4 50	..... Sterling	6 40	.....	6 40	
3 30	De..... Lethbridge	8 00	Ar	8 00	

Going West.		STATIONS.		Going East.	
Mixed No. 2	Daily	Frgt. No. 3	Mixed No. 1	Mixed No. 2	Daily
7 00p	De Dunmore	8 55a	10 40p		
10 30	De Grassy Lake	12 45p	2 00a		
2 00a	Ar Lethbridge	Do 4 45p	5 40a		

CONNECTIONS.

Canadian Pacific Railway at Dunmore Junction: East bound train (Atlantic Express) leaves Dunmore at 10.17 a.m.; West bound train (Pacific Express) leaves Dunmore at 5.43 p.m.

Great Northern Railway at Great Falls: South bound train to Helena, Butte, &c., leaves Great Falls at 10.45 a.m.; East bound train to St. Paul, &c., leaves Great Falls at 3.00 p.m.

E. T. GALT, W. D. BARCLAY, H. MARTIN,
Gen. Manager. Gen. Super't. Gen. Traffic Agent.

TIME CARD No. 5.

To take effect June 30th, 1892.

Columbia and Kootenay Steam Navigation Co. Limited.

REVELSTOKE, B.C.

Arrow Lakes and Columbia River Route River Steamers.

C and K S N Co's Steamer leaves Revelstoke every Monday and Thursday at 4 a.m., for Robson, Trail Creek and Little Dalles, returning to Revelstoke on Wednesdays and Saturdays making close connections with Canadian Pacific Railway at Revelstoke, the Col. and Kootenay Ry at Robson for Nelson, and the Spokane Falls and Northern Ry. at Little Dalles for Spokane Falls, Washington.

Kootenay Lake and Bonner's Ferry Route.
STEAMER NELSON connects with Columbia & Kootenay Railway at Nelson and calls at all points on Kootenay Lake.

F. G. CHRISTIE, J. W. TROUP,
Secretary. Manager.

ALLAN LINE

ROYAL MAIL STEAMSHIPS

From Montreal and Quebec to Liverpool and Londonderry.

SARDINIAN .. from Montreal .. Aug. 20
NUMIDIAN .. " .. " .. Aug. 27
PARISIAN .. " .. " .. Sept. 3

RATES: Saloon, \$45 to \$80; Intermediate, \$30; Steerage, \$20.

SPECIALLY LOW PREPAID RATES.

STATE LINE: New York to Glasgow via Londonderry. Through Tickets to all parts of Europe.

STATE OF NEBRASKA .. Aug. 25
STATE OF CALIFORNIA .. Sept. 25

RATES: Saloon, \$10 to \$60; Intermediate, \$20; Steerage, \$20.

For full information as to rates, reservations, &c. apply to any Railway or Steamship agent, or to

ROBERT KERR,
Genl. Passenger Agent, WINNIPEG.



Excursions to the East

Excursions to the Old Country

Excursions to Banff

Excursions to Nelson, B.C.

Excursions to Spokane

Excursions to the Coast

Excursions to California

Excursions to Alaska

Excursions to Japan

Excursions to China

Excursions around the World

Lake Steamers "Manitoba," "Alberta" & "Athabasca" leave Fort William every Tuesday, Thursday and Saturday. S.S Cambria, Port Arthur to Duluth every Monday, Wednesday and Saturday.

Ocean Steamers "Empress of India," "Empress of Japan" and "Empress of China" leave Vancouver every three weeks.

Send for Summer Tours, Fishing and Shooting, and Westward to the Far East, to Wm. McLEOD City Ticket Agent, 471 Main St., Winnipeg; J. S. CARTER, Depot Agent, or

ROBT. KERR,
General Passenger Agent,
WINNIPEG.

J. N. Godbout, & Co., tailors, Quebec; J. N. Godbout, only partner, dead.
Hammond & Moffatt, saw mill and checco boxes, Bolton Glen, have dissolved.
Alfred Musy, Farnham Beetroot Sugar Factory, West Farnham; trustees advertise assets for sale by auction on 10th inst.

NORTHERN PACIFIC R.R.

TIME CARD.

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

North Bound			STATIONS.	South Bound		
Brandon Ex. Tues. & Sat.	St. Paul Ex. press Daily.	Miles from Winnipeg.		St. Paul Ex. press Daily.	Brandon Ex. Mon. Wed. & Fri.	
2.20p	4.25p	0	Winnipeg	11.10a	1.10p	
2.10p	4.13p	3.0	Portage Junction	11.18a	1.20p	
1.57p	3.59p	9.3	St. Norbert	11.33a	1.36p	
1.45p	3.45p	15.3	Carlton	11.47a	1.49p	
1.29p	3.29p	23.6	St. Agathe	12.00p	2.08p	
1.20p	3.17p	27.4	Union Point	12.14p	2.17p	
1.09p	3.05p	32.5	Silver Plains	12.20p	2.25p	
12.50p	2.48p	40.4	Morris	14.45p	2.45p	
	2.38p	48.8	St. Jean	1.00p		
	2.13p	56.0	Letellier	1.24p		
	1.50p	65.0	Emerson	1.50p		
	1.35p	63.1	Pembina	2.00p		
	9.45a	108	Grand Forks	5.50p		
	5.35a	223	Winnipeg Junction	9.50p		
	8.35p	470	Minneapolis	6.30a		
	8.00p	481	St. Paul	7.05a		
	9.00p	883	Chicago	9.35a		

MORRIS-BRANDON BRANCH.

East Bound.			STATIONS.	West Bound.		
Freight Mon. Wed. & Fri.	Passenger Tues. Thurs. Sat.	Miles from Morris.		Passenger Mon. Wed. Fri.	Freight Tues. Thurs. Sat.	
12.20p	2.20p		Winnipeg	1.10p	3.00a	
7.00p	12.40p		Morris	2.56p	8.45a	
6.10p	12.15p		Low Farm	3.18p	9.30a	
5.14p	11.45a	10 0	Myrtle	3.43p	10.19a	
4.49p	11.37a	21 0	Roland	3.53p	10.39a	
4.00p	11.18a	25 0	Rosbank	4.05p	11.13a	
3.30p	11.03a	33 0	Miami	4.25p	11.50a	
2.45p	10.46a	39 0	Deerwood	4.48p	12.33p	
2.20p	10.28a	49 0	Altamont	5.01p	1.05p	
1.40p	10.08a	54 1	Somersot	5.21p	1.46p	
1.13p	9.53a	62 1	Swan Lake	5.37p	2.17p	
12.43p	9.37a	68 4	Indian Springs	5.59p	2.46p	
12.19p	9.20a	74 6	Maricapolis	6.08p	3.12p	
11.46a	9.10a	79 4	Greenway	6.20p	3.45p	
11.15a	8.53a	86 1	Balder	6.35p	4.15p	
10.29a	8.30a	92 3	Belmont	7.00p	5.07p	
9.52a	8.12a	102.0	Hilton	7.30p	5.45p	
9.16a	7.57a	107.7	Ashdown	7.53p	6.25p	
8.02a	7.47a	120.5	Wawanesa	8.00p	6.38p	
8.15a	7.24a	129.5	Rounthwate	8.25p	7.27p	
7.33a	7.04a	137.2	Martintville	8.48a	8.05p	
7.60a	6.45a	145.1	Brandon	9.10p	8.45p	

West-bound Passenger Trains stop at Belmont for meals

PORTAGE LA PRAIRIE BRANCH.

East Bound.			STATIONS.	W. End.	
Mixed except Sunday.	Miles from Winnipeg.	per.		daily	except Sunday.
11.33a	0		Winnipeg		4.30p
11.15a	3.0		Portage Junction		4.41p
10.49a	11.5		St. Charles		5.13p
10.41a	14.7		Readingly		5.20p
10.17a	21.0		White Plains		5.45p
9.29a	25.2		Eustaco		6.33p
9.06a	42.1		Oakville		6.66p
8.25a	55.5		Portage la Prairie		7.40p

Passengers will be carried on all regular freight trains.
Pullman Palace Sleeping and Dining Cars on St. Paul and Minneapolis Express daily.

Connection at Winnipeg Junction with two Vestibuled through trains daily for all points in Montana, Washington, British Columbia, Oregon and California; also close connection at Chicago with eastern lines.

CHAS. S. FEE, H. SWINFORD,
G. P. & T. A., St. Paul. General Agt., Winnipeg.
H. J. BELCH, Ticket Agent, 463 Main St., Winnipeg.