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**BANK OF BRITISH NORTH AMERICA.**

INCORPORATED BY ROYAL CHARTER.

Paid-up Capital.....£1,000,000 Stg.  
Reserve Fund.....£265,000 "

LONDON OFFICE—3 Clements Lane, Lombard Street, E.C.

COURT OF DIRECTORS—J. H. Brodie, H. J. B. Kendall, John James Oator, J. J. Kingford, Henry E. Farrer, Frederic Lubbock, Richard H. Glyn, Geo. D. Wastman, E. A. Hoare, G. Farrer  
A. G. WALLIS—Secretary.

Head Office in Canada—St. James St., Montreal.  
R. E. Grindley, General Manager. E. Stanger, Inspector.

BRANCHES IN CANADA:

London. Toronto. St. John. Winnipeg.  
Woodstock. Kingston. Fredericton. Brandon.  
Brantford. Ottawa. Halifax.  
Paris. Montreal. Victoria.  
Hamilton. Quebec. Vancouver.

H. M. BREEDON, MANAGER, MAIN STREET, WINNIPEG.  
Agents in the United States—New York—H. Stikeman, and F. Brownfield Agts. San Francisco—W. Lawson and J. C. Welsh, Agts.  
London Bankers—The Bank of England—Messrs. Glyn & Co.  
Foreign Agents—Liverpool, Bank of Liverpool. Australia, Union Bank of Australia. New Zealand, Union Bank of Australia. India, China and Japan—Chartered Mercantile Bank of India. London and China, Agra Bank, (limited). West Indies, Colonial Bank Paris, Messrs. Marcuard, Krauss et Cie. Lyons, Credit Lyonnais.

**BANK of OTTAWA**

HEAD OFFICE, OTTAWA.

CAPITAL AUTHORIZED.....\$1,500,000  
CAPITAL SUBSCRIBED.....\$1,464,800  
CAPITAL PAID UP.....\$1,223,640  
REST.....\$595,047

CHAS. MAGER, President. - ROBERT BLACKBURN, Vice-President.

DIRECTORS:

Hon. Geo. Bryson, sr., Alex. Frazer, Geo. Hay, John Mather, David MacLaren.

BRANCHES.

Arnprior, Pembroke, Carlton Place and Keewatin, Ontario; Winnipeg, Manitoba.  
GEO. BURN, - - CASHIER.

**WINNIPEG BRANCH.**

ESTABLISHED 1882.

A General Banking Business transacted.  
Accounts of Merchants, Traders, Manufacturers, Corporations and Individuals received on favorable terms.  
Interest allowed on deposits.  
Drafts issued on all the principal points in Canada, also on New York, Chicago and St. Paul.  
Sterling and American Exchange bought and sold.  
Letters of credit issued for use in Great Britain and elsewhere.  
This Branch has special facilities for making Collections in Manitoba and North West Territories. Lowest rates are charged, and prompt remittances are sent.  
F. H. MATHEWSON, Manager.

**The Western Canada Loan & Savings Co.**

CAPITAL, - - - \$1,500,000.00.  
RESERVE FUND, - - \$850,000.00.

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

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

**UNION BANK OF CANADA.**

HEAD OFFICE, - QUEBEC.

CAPITAL PAID UP - - - \$1,200,000  
RESERVE FUND - - - 225,000

DIRECTORS:

ANDREW TOMPSON, President. Hon. E. J. PRICE, Vice-President.  
Hon. Thos. McGreevy, D. C. Thomson, Esq., E. Giroux, Esq., E. J. Hale, Esq., Sir A. T. Galt, G.C.M.G.  
E. E. WEBB, Cashier.

BRANCHES:

Alexandria. Iroquois. Merrickville. Montreal.  
Ottawa. Quebec. Smith's Falls. Toronto.  
West Winchester.

MANITOBA AND NORTHWEST TERRITORIES:

Winnipeg Branch - - - F. L. PATTON, Manager.  
Carberry Branch - - - J. P. ANDERSON, Manager.  
Moosomin Branch - - - A. E. CHRISTIE, Manager.  
Lethbridge Branch - - - F. R. GOODWIN, Manager.  
Boissevain Branch - - - F. W. CRISPO, Manager.  
Neepawa Branch - - - THOS. MCCAFFREY, Manager.

Foreign Agents: London—The Alliance Bank (Limited). Liverpool—Bank of Liverpool (Limited). New York—National Park Bank. Boston—Lincoln National Bank. Minneapolis—First National Bank.  
Collections made at all points on most favorable terms.  
Current rate of interest allowed on deposits.

**OSLER, HAMMOND & NANTON**

381 MAIN STREET,  
WINNIPEG.

**Osler & Hammond,**

18 KING STREET WEST, TORONTO.

(Members Toronto Stock Exchange)

**BROKERS,  
FINANCIAL AGENTS**

-AND DEALERS IN-

DEBENTURES, LAND &c.

Real Estate Bought and Sold. Money to Loan.

E. B. OSLER. H. C. HAMMOND. A. M. NANTON.

-THE-

**Manitoba Loan and Trust Co., Ltd.**

HEAD OFFICE: 230 PORTAGE AVENUE,  
WINNIPEG, - MAN.

DIRECTORS.

R. T. ROKEBY, GEO. H. STREVEL,  
President, Vice-President.  
Alfred S. Patterson, James E. Steen, Robert  
F. Manning, Frank Burnett.

MANAGER.

W. BARCLAY STEPHENS.

**IMPERIAL BANK OF CANADA**

Capital authorized..... 2,000,000.00  
Capital Paid up..... 1,900,000.00  
Reserve Fund..... 950,000.00

DIRECTORS.

H. T. Howland, President. T. R. Merrit Vice-Pres.  
William Ramsay, Robert Jaffray, T. R. Wadsworth,  
Hugh Ryan, T. Sutherland Stayne.  
HEAD OFFICE, TORONTO.—D. R. Wilkie Cashier.  
B. Jennings, Asst. Cashier. E. Hay, Inspector.

BRANCHES IN ONTARIO.

Essex. Ingersoll. Rat Portage. St. Thomas  
Fergus. Niagara Falls. St. Catharines. Welland.  
Galt. Port Colborne. Sault Ste. Marie. Woodstock  
TORONTO { Cor. Wellington St. and Leader Lane.  
Yonge and Queen Sts.  
Yonge and Bloor Sts.

BRANCHES IN THE NORTHWEST.

Winnipeg, Man..... C. S. Hoare, Manager.  
Brandon, Man..... A. Jukes, "  
Calgary, Alta..... S. Barber, "  
Portage la Prairie, Man..... N. G. Leslie, "  
Prince Albert, Sask..... J. E. Young, "  
Edmonton, Alta..... G. R. F. Kirkpatrick, "

Deposits received and interest allowed at current rates.  
Municipal and Other Debentures Purchased.  
Agents in Great Britain—Lloyd's Bank, (Ltd) 72 Lombard street, London, with whom moneys may be deposited for transfer by letter or cable to any of the above branches.

**THE MERCHANTS BANK OF CANADA.**

HEAD OFFICE, MONTREAL.

Capital Paid Up, \$5,799,200. Rest, \$2,510,000

BOARD OF DIRECTORS—Andrew Allan, Esq., (of H. & A. Allan) President; Robert Anderson, Esq., Vice-President; Hector Mackenzie, Esq. (of J. G. Mackenzie & Co.); John Duncan, Esq. (of John Duncan & Co.); Jonathan Hodgson, Esq. (of Hodgson, Sumner & Co.); H. Montagu Allan, Esq. (of H. & A. Allan); John Cassils, Esq. (of Shaw Bros. & Cassils); J. P. Dawes, Esq. (of Dawes & Co., Lachine); T. H. Dunn, Esq., Quebec.

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NEW YORK AGENCY—Henry Hague and J. B. Harris, jr., Agents, 61 Wall Street.

WINNIPEG BRANCH:

The position of this Bank as to amount of paid-up capital and surplus is the second in the Dominion.  
Particular attention given to collections from and throughout the Dominion and the United States. Ample facilities; low rates; quick returns. Buy and sell Canadian and foreign exchange. Interest allowed at most favorable rates on Savings Bank Accounts and Deposit Receipts. Accounts of Merchants, Manufacturers, Corporations and Individuals received on favorable terms.  
A General Banking Business Transacted.

ARTHUR WICKSON, MANAGER.

**ALLAN, BRYDGES & CO.**

BANKERS AND BROKERS,

339 Main Street, Winnipeg, Man

Municipal, School and other Debentures negotiated.

SCRIP BOUGHT AND SOLD.

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

INTEREST ALLOWED ON DEPOSITS

**A. C. MACPHERSON & CO.,**

WHOLESALE FRUITS.

**ORANGES.**

We have received this day two cars of California Oranges. They are guaranteed absolutely free from frost. Seventy per cent. of all California Oranges have been badly frosted on the trees. They are light weight, pithy, and little or no juice in them. They are responsible for a good deal of sickness. Our Oranges have taken the place of Floridas and are equally as sweet.

We sell at lowest figures. Prices on application.

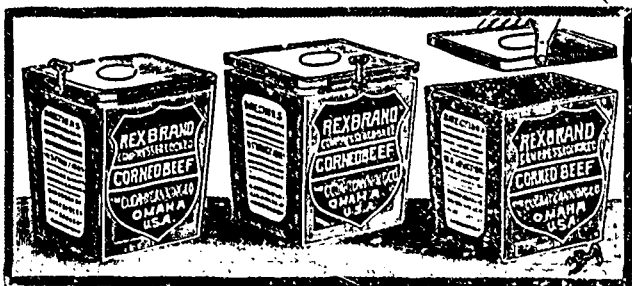
New Lettuce on hand and selling rapidly. Order sample, 5 doz. Basket. You can do well on it.

Warehouse,

493 Main Street, Winnipeg.

**New Style Patent Key Canned Meats, Rex Brand**

PACKED BY THE  
Cudahy Packing Co., South Omaha, U.S.A.



ORDER  
REX BRAND  
Patent Key.

ORDER  
REX BRAND  
Patent Key.

Retailers insist on having REX BRAND from your jobber. Every can guaranteed, and quality Strictly Uniform and Choice.

STOCK CARRIED BY

**W. F. HENDERSON & CO.** Wholesale Agents, **WINNIPEG.**

AMES, HOLDEN & CO. MONTREAL.

**The Ames, Holden Company,**

WHOLESALE

Dealers in

**BOOTS & SHOES,**

83 Queen Street,

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C. FLUMERFELT,  
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JAS. PORTER

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**PORTER AND RONALD**

DIRECT IMPORTERS OF

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**GLASSWARE**

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**CHANDELIERS.**

**CUTLERY,**

**SILVER-PLATED WARE & FANCY GOODS**

330 MAIN ST. WINNIPEG.

**MILLER MORSE & CO**

—WHOLESALE—

**Hardware, Cutlery,  
Guns, Ammunition,  
Du Pont Gun Powder,  
ETC.**

**Princess St., WINNIPEG.**

**J. H. ASHDOWN,**

**HARDWARE IMPORTER,**

**AND MANUFACTURER.**

WINNIPEG, - MAN.

—DEALER IN—

**Iron, Steel, Hardware, Paints,  
Oils, Glass, Varnishes, Fire  
Brick, Fire Clay, Portland Cement,  
Sewer Pipes, Etc.**

**MACKENZIE & MILLS,**

**WHOLESALE GROCERS**

Special attention given to

**Teas, Coffees, Canned Goods,**

**DRIED FRUITS, Etc.**

**CORNER KING AND ALEXANDER STREETS**

WINNIPEG, MAN.

Ask Your Wholesale Grocer

—FOR—

**Railroad and Steamship Brand**

—OF—

**MATCHES.**

GUARANTEED SECOND TO NONE!

**H. A. NELSON. & SONS**

TORONTO. MONTREAL.

**Mackenzie, Powis and Co.,**

WHOLESALE GROCERS.

FIRST CROP

**NEW SEASON JAPANS!**

Now in Store, consisting of Extra Choice  
Best to Good Medium Grades at  
Lowest Prices.

— ALSO NEW —

**Congous, Assams and Ceylons.**

Cor. McDermot & Princess Sts., WINNIPEG

**ALABASTINE**

To Mix in Cold Water.

Alabastine makes a permanent porous stone-like cement, that hardens with age, and every coat added from time to time in keeping walls in repair, improves them. It is made ready for use by mixing in COLD WATER.

SIXTEEN BEAUTIFUL SHADES AND WHITE.

Don't buy imitations when the Genuine Article is so Cheap.

**G. F. Stephens & Co.**  
Winnipeg, - Manitoba.

Wholesale Agents for Manitoba and the Northwest.

**CARSCADEN, PECK & CO.**

—MANUFACTURERS OF—

**CLOTHING.**

AND WHOLESALE DEALERS IN

**Men's Furnishings, Hats, Caps  
Manufactured Fur Goods and  
Contractors' Supplies**

WAREHOUSES:

WINNIPEG, Man. VANCOUVER, B.C.  
Factory—MONTREAL.

# The Commercial

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

Tenth Year of Publication  
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Publisher.

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

WINNIPEG, APRIL 25, 1892.

## Bankers Organize.

A meeting of bankers was recently held in Winnipeg at which steps were taken to organize a sub-section of the Canadian Bankers' Association. The following provisional officers were elected:

Arthur Wickson, manager Merchants Bank, chairman; F. H. Mathewson, manager Bank of Ottawa, secretary; D. McArthur, President Commercial Bank, H. A. Breedon, manager Bank of British North America, A. Kirkland, manager Bank of Montreal, executive committee.

## The Work of the Session.

The Manitoba legislature was prorogued on Wednesday. Following are the acts passed during the session:

- An act respecting the representation of the province of Manitoba at the World's Columbian Exposition to be held at Chicago during the year 1893.
- An act to amend the assessment act.
- An act to amend the municipal act.
- An act to amend the real property act.
- An act to amend the administration of justice act.
- An act to amend the registry act.
- An act respecting the devolution of estates.
- An act respecting the action of seduction.
- An act to amend the Manitoba expropriation act.
- An act to amend the municipal commissioners act.
- An act to incorporate the Western Agricultural and Arts association of Manitoba.
- An act to amend chapter 33 of the revised statutes of Manitoba, being an act respecting county courts.
- An act granting certain sums of money required for defraying certain expenses of the

civil government of the province, for the fiscal year ending December 31st, A. D., 1892, and for other purposes connected with the public service.

- An act to amend the interpleader act.
- An act to amend the university act of Manitoba.
- An act to amend the church lands act.
- An act respecting the conveyance of freehold lands and chattels real by a person to himself jointly with another person.
- An act to amend the surrogate courts act.
- An act to incorporate the Winnipeg Electric Railway company and confirm by-law 543 of the city of Winnipeg.
- An act to amend the Manitoba election act.
- An act respecting the revised statutes of Manitoba.
- An act to amend the foreign corporations act.
- An act to amend "The Public Schools Act."
- An act to amend "The Short Forms Act."
- An act to amend the law respecting executions.
- An act to amend chapter 46 of 53 Victoria, being "An act respecting the town of Portage la Prairie."
- An act respecting aid to the Canadian Pacific railway company.
- An act to provide for the establishment and maintenance of public parks in cities and towns.
- An act to amend "The Law Society Act."
- An act to amend "The Controverted Election Act."
- An act respecting the relief of the rural municipalities of Westbourne, Birtle, Shoal Lake and St. Andrews.
- An act respecting municipal waterworks.
- An act to amend chapter 42 of the revised statutes, being "An act respecting an Institution for the Education and Instruction of the Deaf and Dumb."
- An act respecting roads and station grounds on the Red River Valley railway.
- An act to amend the game protection act.
- An act to amend the land surveyors' act.
- An act to amend the act to incorporate the Norwood Bridge company.
- An act to divide the province into electoral divisions.
- An act to amend the municipal commissioners act.
- An act to amend the municipal boundaries act.
- An act to incorporate the Guarantee Land Security company, limited.
- An act respecting agricultural societies.
- An act to incorporate the Manitoba Land & Improvement company.
- An act to amend the insectivorous birds' act.
- An act to incorporate the Minneca & Northwestern railway company.
- An act to incorporate the Selkirk Electric railway company.
- An act to enable the electors of Manitoba to register their votes upon the advisability of the introduction of a law totally prohibiting the importation, manufacture and sale of intoxicating liquor as a beverage, into or in the province of Manitoba.
- An act to amend chapter 146 of the revised statutes of Manitoba.
- An act to amend the farmer's institute act.
- An act to amend the municipal boundaries' act.
- An act respecting aid to railways.
- An act to amend the Queen's Bench act.
- An act to amend the act respecting the jury act.
- An act to amend the joint stock companies act.
- An act for granting further sums of money required for defraying certain expenses of the civil government of the province for the fiscal year ending December 31st, 1892, and for other purposes connected with the public service.
- An act respecting the Law society stamps fund.

An act to provide for the appointment of a royal commission to enquire into the affairs of embarrassed municipalities.

- An act to amend the act respecting the Winnipeg Industrial exhibition.
- An act to amend chapter 51 of 52 Victoria.
- An act to amend the act to amend the Manitoba trustee act, passed during the present session.

## Montreal Grocery Market.

There is no change to note in the sugar trade. The demand is still small and restricted and is not expected to improve for some weeks yet. Prices are unchanged at 4½c for granulated and 3½c to 4½c for yellows.

The movement in syrups is slow and prices unchanged at 1½c to 2½c per pound. There is no change in the position of the molasses market. Grocers report a fair jobbing trade; but no further business is reported in the islands on Montreal account, prices there being about the same as last week, that is, equal to 28c to 29c landed in Montreal.

There is a good enquiry for teas, and a fair business has been done during the week in teas worth from 20c to 22c per pound. Holders of Japans are firmer in their ideas owing to the smaller stocks here, and are holding low grades for higher prices than a week ago. The stock in first hands is small. Blacks are dull and neglected.

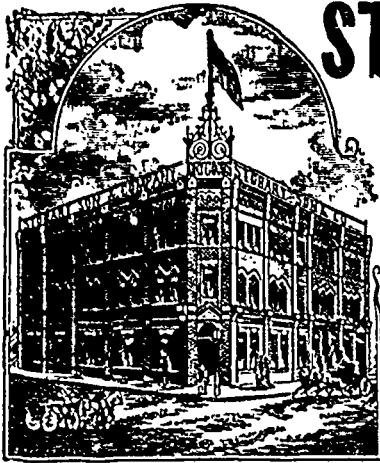
Coffee shows no activity this week, but prices are firm with stock, light. We quote Rio 17½ to 19c.

Further activity in dried fruits is to be noted and more sales of round lots from first hands transpire. One lot of 1,000 boxes low grade Valencia sold at 3½c, and several other lots of 100 boxes or so, aggregating in all with the lot above, 1,500 boxes, changed hands at a range of 3½ to 3¾c. Currants were very active also in the same way, with considerable sales at 4½c in barrels, 4½c in half-barrels and 4½ cents in cases.

A fair turn over trade is reported in rice, but the market is on the whole dull and quiet. Prices are steady and unchanged. We quote:—Standard, \$4 to 4.10; Japan, \$4.50 to \$5; Patinas, \$4.10 to 4.75, and Carolina, \$7 to \$8.—Gazette, April 15.

## Alaska, a New Route.

The Canadian Pacific Navigation Company, (limited) has opened up an attractive route for summer tourists. Their handsome Clyde built steamer the "Islander" is to make five trips from Victoria and Vancouver, B.C., during the coming season, among the inlets, fiords, &c., of British Columbia, to Sitka and the great Muir Glacier. Among other places the steamer will call at Fort Simpson, Metlakahla, Gardner's Inlet, China Hat, Fort Rupert and Alert Bay; points not visited by the other steamers that have hitherto made the trip to Alaska. In this way some of the most magnificent of the coast scenery of British Columbia will be seen, and seen from the deck of a new, well appointed steamer. The passage being in smooth water throughout; a great part, indeed, through narrow fiords where a biscuit could be thrown ashore on either side the vessel, the only drawback to such a trip is removed. Passengers so desiring are to be landed at Sitka, and of course at any of the points named in British Columbia. This picturesque and interesting portion of the North American continent is very little known; an excellent description of it was given by Lord Dufferin when he visited it as Governor-General of Canada; and the fact that the trip can now be made with every comfort and at such a reasonable cost (\$95 the return ticket from Victoria or Vancouver) ought to attract a number of those who desire to recruit their health and at the same time enjoy a novelty in travel. Tickets and berths, &c., for this tour can be obtained from any agent of the Canadian Pacific Railway.



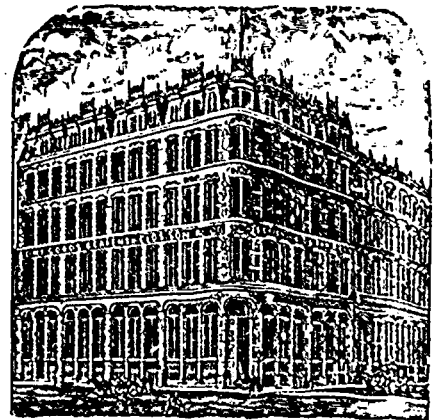
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—WHOLESALE—

## DRY GOODS

WINNIPEG, Man. ESTABLISHED 1874.

Travellers are now on the road with a full line of  
**Spring and Summer Samples.**



MEMO—

### S. GREENSHIELDS, SON & CO., MONTREAL, SORTING SEASON

Stock now Complete in all departments.  
Letter orders receive careful and prompt attention.

—SOLE AGENTS FOR CANADA FOR THE—

### EVERFAST - STAINLESS - HOSEIERY.

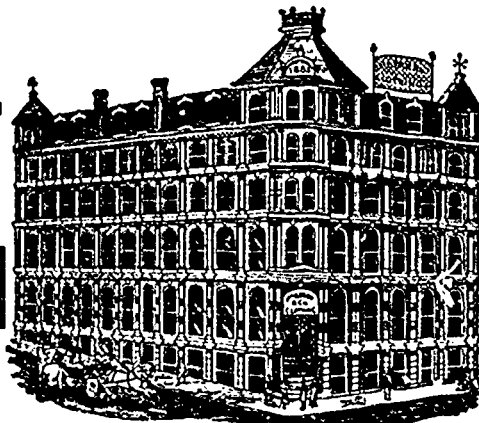
Complete set of G. J. Redmond, Donaldson - Plot.  
Samples with G. J. Redmond, WINNIPEG.

## Jas. O'Brien & Co.

—MANUFACTURERS OF—

# CLOTHING

Montreal and Winnipeg.



HEAD OFFICE AND MANUFACTORY:  
VICTORIA SQUARE, - MONTREAL.

## McAlpine Tobacco Co.

—MANUFACTURERS OF THE FOLLOWING UNEQUALLED BRANDS OF—

### CHEWING and SMOKING TOBACCO.

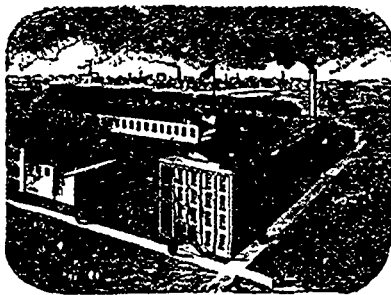
CHEWING:

**"BEAVER"**

(In 18 lb. Butts)

**TECUMSEH, 'fancy**

(In 10 lb. Buts)



SMOKING:

**'SILVER ASH,' cut**

(In 5 lb. boxes)

**'Gold Nuggets,' plug**

(In 18 lb. caddies)

If your wholesale man cannot supply these goods send for quotations **Direct to the Factory**  
TORONTO, - - ONTARIO.

## McIntyre, Son & Co.

Manufacturers' Agents and Importers of

# DRY GOODS.

Specialties: LINENS, DRESS GOODS, KID GLOVES AND SMALLWARES.

Victoria Square, - MONTREAL.

J. M. MACDONALD, Agent for Manitoba and Northwest,  
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Bar Iron,  
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LARGE STOCK IN STORE OF  
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# The Commercial

WINNIPEG, APRIL 25, 1892.

## THE LATE HON. ALEX. MACKENZIE.

The death of Hon. Alexander Mackenzie, ex-prime minister of Canada, did not come as a surprise. For many years the deceased gentleman has been in a low state of health, and it was not expected that he would long survive against the last severe attack. Though expected, however, his death has nevertheless caused widespread sorrow. Whatever may be said as to the ability and public policy of the deceased statesman, it is not too much to say that personally he was held in such esteem as few men in Canada have yet enjoyed. Public men are sure to have the voice of calumny raised against them. With or without good reason, under our system of party government they are bound to suffer from unfavorable personal comment. Character is not sacred, and is not respected in party warfare, and it is greatly to be regretted that such is the case. Of Mr. Mackenzie it may be said that he escaped the voice of calumny to a greater extent than perhaps any other leading public man in this country. He was recognized as an honest and honorable man, who strove faithfully, in and out of office, to serve his country to the best of his ability. So generally was this recognized to be the case, that except in the extreme heat of party warfare, he escaped personal charges against his character as a public man. Even under the latter circumstances, only the more daring of the calumniators would utter a word against him personally. This uprightness of character, which it is believed distinguished Mr. Mackenzie in public and private life, is now his reward—greater indeed than a long lifetime spent in political supremacy, maintained by trickery and deceit.

Though a long time in public life, Mr. Mackenzie held the exalted position of premier for but one term of parliament—from 1873 to 1878. For the balance of the time after entering Dominion politics, he was leader of the opposition and of late years, simply a private member on the opposition side of the house, his health precluding his taking an active part in public affairs. He first distinguished himself in Ontario provincial politics, and later became a member of parliament as representative for the county of Lambton. Upon the defeat of the Sir John A. Macdonald government in 1873, Mr. Mackenzie was called to form a new government, and he was sustained liberally at the polls. On the expiry of that parliament in 1878, his government was defeated on the protection cry, and the Conservatives were again returned to power, which they have ever since held. The period during which the Mackenzie government was in power, was one of the most trying times since confederation. The country, in common with the United States, was suffering from a severe commercial depression. The time was opportune for the introduction of a policy which would restore prosperity to the country. The glittering bait of protection was eagerly seized, and the administration which held honorably

to a liberal policy in trade was crushingly defeated at the polls.

The policy of the Liberal party during the supremacy of Mr. Mackenzie, was one of steadfastness. This was characteristic of the man. He was cautious and steadfast. These qualities he maintained to a degree rather beyond the liking of some of his followers. His policy was to bring about prosperity and maintain a financially strong government, by economy, rather than to undertake the development of the country by launching out into expensive undertakings. There was no inflation about his plan. Everything must be done on a safe basis, even though the development of the country might be retarded. In this respect, his policy was reversed by those who followed him. His cautiousness in undertaking public expenditures did not make him many friends in the west, and made the Liberal party unpopular throughout western Canada, where the opening of the country through public enterprises was desired. While he was considered over-cautious even by some of his friends, he was perhaps also unpopular with some adherents of his party on account of his steadfastness. The aim in view must be attained only in a straightforward manner, and office at the sacrifice of principle was not desirable. No tricks and catch questions were brought forward by him, such as has characterized the shuffling policy of the Liberal party during recent years. This redounds the more to his credit now.

Mr. Mackenzie will be remembered as a statesman of integrity and ability, whose hard work and natural talent raised him from a quiet private life and placed him in the highest position in the land. While not a glittering and dashing statesman, he was nevertheless a man of strong character. Hard, practical common sense was his most marked characteristic. The loss of his active service in public affairs years ago, through ill health, was a great loss to the country. His death will call forth a nation's sorrow.

## TAXATION.

The legislation asked from the provincial legislature, by the city of Winnipeg, to enable the city to make certain important changes in the system of taxation, it is understood has been withdrawn for the present. It appeared that the bill would not be passed by the house, owing to various reasons. There was very strong lobbying against it, and a number of members advanced the old claim, that as the bill proposed to make radical changes in the existing system, it should not be passed at this session. This is an oft used, and at the same time a very absurd reason advanced for withholding legislation. When the change proposed is admitted to be a decided improvement upon the existing order of things, we can conceive of no more ridiculous excuse for withholding legislation, than that it is a radical change or innovation. What nonsense it is to oppose a sound principle, because it involves a radical change, yet it is a reason, or more correctly an excuse, which is offered every day in our legislative halls for opposing the passage of measures. When this excuse is given, it may be taken for granted that those making it are desirous of obstructing the reform, and having no legitimate argument to

advance, they fall back on this old excuse, which, however venerated it may be by some, should be decently buried. When there is a doubt as to the working of a measure, it is certainly wise to be cautious in making radical changes, but when the case is clear, and the change undoubtedly an improvement, no respect for the existing order of things should stand in the way. The old radical change idea then becomes arrant rot.

But to return to the question of taxation, the matter is one of the most intricate, and at the same time one of the most important questions of the day. Communities all over the civilized world are struggling with this question. It is a great problem just how to frame taxation laws, so as to provide for an equitable distribution of taxes. The Ontario legislature has struggled with the question for years, and has made only some progress. In Ontario, as in Manitoba, the mercantile element bears the bulk of the burden, while several other interests escape entirely. But this is being remedied, and changes in the right direction are being made.

In Manitoba our laws as they stand at present, make no attempt to equalize taxation. It is a plain, unvarnished, one-sided arrangement right through, and no effort is made to hide it. The untaxed interests may of course be expected to make a serious fight against equalization, and these interests have great power at hand with which to conduct the fight. Reform may therefore not be expected without a struggle.

The amendments to the act, asked for by the Winnipeg council, provided for a decided improvement upon the present system, but even with these improvements there would be a great deal still to be desired. While admittedly an improvement upon matters as they now stand, there were certainly serious defects in the amendments. We believe a far more equitable and reasonable distribution of taxation can be provided for, than that proposed in the amendments asked for. What is required is a comprehensive and complete readjustment of our system of taxation, and this should be done quite independent of the old foggy idea that radical changes should be avoided. The passage of the bill asked for was desirable on the ground that it provided for very considerable improvement upon the present system. But its adoption would only have been desirable in the absence of a better measure. This better measure should be forthcoming when the house meets again. As for the principle of special taxes introduced in the proposed act, some strong objections may be urged against it. It is worth while considering, if an equitable system of taxation cannot be planned, without resort to a special tax upon any class.

## WINNIPEG INDUSTRIAL EXHIBITION.

The directors of the Winnipeg Industrial Exhibition association are now busy arranging for the annual fair, which will be held here during the last week in July. The holding of the exhibition in the summer season, instead of in the fall as has been the custom heretofore, is an experiment which is to be tried for the first time in Winnipeg. The exhibition last fall proved a success financially, notwithstanding the wretched weather which robbed visitors of much of the expected pleasure, and made it generally uncomfortable for the management.

Besides the greater liability of disagreeable weather in the fall, there are other difficulties in the way of a fall exhibition, the most important of which is, that at that season of the year farmers are too busy to spare time to attend the fair. The change to the summer season is mainly in the interest of the farmers, whose presence with their exhibits is desirable. July is a slack time with them, and they are expected to turn out in large numbers. The success of the exhibition last fall was due largely to the interest taken in it by the residents of the various towns and villages throughout the country, who not only attended the show themselves, but went out among the farmers and gathered up exhibits for the occasion, in order that their respective districts might be well represented at the fair. With a summer exhibition this should not be necessary, as the farmers will have time to look after exhibits themselves.

Manitoba receives a great many visitors from abroad in the summer season, and intending visitors should endeavor to be in Winnipeg during exhibition week. The exhibition will afford them a splendid opportunity of learning the resources of the country. It is expected that every district in western Canada will be represented, and visitors will have an opportunity of comparing exhibits from different sections. An intelligent visitor should be able to learn a great deal about western Canada, from a careful inspection of the display which will be made at the Winnipeg Industrial. As a large number of visitors from abroad will be present, it is in the interest of every district throughout the west to have its resources as well represented as it is possible to do. A large sum in the aggregate will be given in prizes, and many valuable prizes will be offered. Besides the regular prize list, over \$4,000 has already been offered in special prizes. A programme of sports and amusements is also being prepared, to extend over several days. A considerable sum will be expended in improving the buildings and the grounds, which will be in much better shape than last fall.

### A PUFF FOR WINNIPEG.

George P. Bliss, of Winnipeg, who for some time back has been acting as an immigration agent in the employment of the Dominion government, is evidently one of those who will not spoil a good story for the sake of adhering closely to the truth. Bliss is at present working in the western states in the interest of Canadian immigration. Several copies of a circular dated Leavenworth, Kansas, and issued by Bliss, have reached Winnipeg, and have caused some amusement here. This circular is an advertising puff for the city of Winnipeg, and it contains some truth and some stretchers. The first paragraph is accurate to a hair-breadth, and in it Winnipeg is described as being situated just 41 miles south of Lake Winnipeg. But after such a careful description, Mr. Bliss launches out by giving the city a population of 40,000, or fully one quarter more than we can truthfully claim. After the style of rating the population of western states' cities, Winnipeg would have a population of forty or fifty thousand, but it is well known that our actual population is barely 30,000. From 350 of a population in 1870 to 30,000 in 1892, is a very good

record, and there is no need of lying about it. The next paragraph states that Winnipeg has 400 "firms in good sound standing." This is perhaps one of the accurate statements of the circular, though THE COMMERCIAL cannot vouch for it. We do not know how Mr. Bliss arrived at the conclusion that out of the 1,000 or more business men and firms and companies in Winnipeg, just 400 of them are in "good sound" standing. However, if only about one-third of our business institutions are in good shape, it is not very creditable to the city.

Manufactures, annual improvements, street railways, water works, lighting, fire and police systems are each in turn referred to, and then we come to sewerage. Even Mr. Bliss fails to say anything particularly favorable in this connection. The less said about our sewerage system the better, but the condition of the city in this respect is certainly most discreditable. The impassable nature of many of the streets of the city, owing to stagnant water, speaks out to every visitor, of the shameful neglects of the past. Mr. Bliss should have added a few words as to the sanitary condition of the city, following his remarks on sewerage. Mr. Bliss winds up by saying that "taxes are low, rates of interest low, and no mortgage sales." As for taxes, most citizens think the rate is steep enough, and in comparison with the return which citizens on some streets have received, the tax rate is certainly high. Another point Mr. Bliss overlooked was our civic debt. We go in for things here on a large scale, particularly in going into debt, and the present condition of the city shows how little has been accomplished, in comparison with the large expenditures.

However, it is tiresome to preach upon these matters. That there have been mistakes, mismanagement and extravagance in the past, in connection with our civic affairs, is generally admitted. This was only to be expected, considering the conditions under which Winnipeg has grown up. Every citizen, however, is convinced that Winnipeg has a great future before it. Nearly all new and rapidly-growing towns have had the same difficulties to contend with which we have here, and in time these will undoubtedly disappear.

Mr. Bliss' circular as a whole is not greatly overdrawn, and only in a few points is he materially astray. For immigration literature it is probably as carefully worded as most circulars of this nature. THE COMMERCIAL has always insisted, that only absolutely reliable and accurate statements should be put forth in immigration literature. The very appearance of extravagance should be avoided, in describing the country, with a view to encouraging immigration, especially in publications of an official nature, such as those coming from authorized agents. We therefore urge that Mr. Bliss be advised to be more cautious in wording his publications in the future.

### British Grain Trade During March.

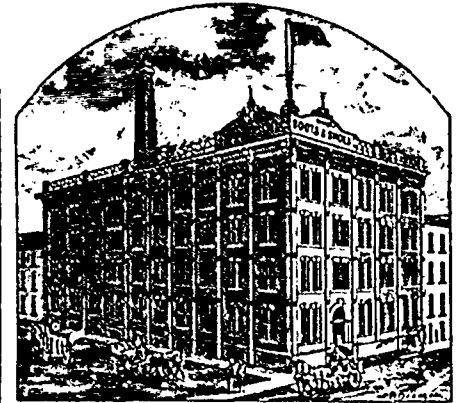
The *Miller*, of London, England, reviews the grain trade for March as follows:—

The month opened with declining markets. From the 1st to the 4th inclusive, 39 exchanges were weak or cheaper to 19 that were firm. On the 5th Newcastle and Worcester were

cheaper, but Aylesbury, Wisbech, Canterbury, Reading, and several other markets were firm. The weather was cold, and farmers evidently were disinclined to give way. London on the 7th was disappointing; all sorts of breadstuffs were hard to move. A cargo of Californian wheat was sold on the 8th for 39s 9d, being 3d decline from the 1st, and a poor sign, as the season remaining ungenial, hopes of sellers might have been expected to revive. The Scotch markets of the 9th were dull and unaltered, and there was 6d decline on the 10th at Birmingham and Bristol. On the 11th at Mark Lane Minnesota first bakers' flour was offered at 25s 3d, per sack and fine patents at 31s per sack—a very depressing influence on the market. On the 12th Norwich declined 6d per quarter, while at the Baltic arrived Californian was sold for 39s 3d, or 6d, decline from the 8th. There were no further changes till the 16th, when, with a change to fine and warm weather the London market was all to pieces, and the Scotch exchanges were 6l to 1s down. On the 17th Birmingham, Manchester, Bristol and Plymouth were 1s lower for foreign wheat, and 6d for English, while at the Baltic new crop Calcutta (No. 2 grade) was speculatively offered at 35s, being 6d decline from the 14th. On the 18th Californian cargoes were parted with at 39s, or 3d decline from the 12th, 1s from the 1st, and on the 19th Norwich was again 6d cheaper for English wheat. The weather continued fine and mild till the 28th, when it turned very cold again. Meanwhile on the 21st London, over supplied with fresh arrivals, was 1s down both for wheat and flour, and on the 22nd at the Baltic 38s was accepted for Californian, being 1s fall from the 18th. On the 23rd Calcutta new crop fell to 33s 9d, or 1s 3d decline from the 17th. On the 25th 37s 6d was taken for Californian cargoes, being 2s 6d decline from the first. On the 28th there was another weak and depressed London market, and the month closed without recovery, despite the colder turn in the weather.

March has been a month of depression and price decline, though sales have not been as slack as we have known them, say in November. The weakness of the markets has been due to something like a simultaneous resolve of holders to bear the burden of stocks no longer, but to "cut short their losses." Farmers at first were firm, but as the exceptionally dry February had led them to thresh with freedom, deliveries were increased, and ultimately some concession had to be made to millers, who, with American flour pressed on sale at low terms, are utterly unable to afford even what the farmer might deem a by no means excessive price for wheat. The depression of March trade has been deep enough, yet it would have been deeper, but for the vigor of Continental enquiry, which has taken 1,000,000 quarters of American wheat in six weeks, besides purchases of Indian, Australian and Argentine grain.

April has no problems of supply before it, and the grain trade should pursue an unusually equable course. Even protracted cold weather is more likely to lead to good sales at current prices than to holding for an advance. Forward speculation has been heavily hit, and new contracts are likely to be postponed to manipulations of what is already under contract, whether of old wheat on passage or of new for shipment. The fall of such good wheat as Californian to 37s 6d off stand should attract attention, but there are 1,600,000 quarters of the sort afloat, and the low freights encourage further shipments on the least advance. Farmers are now selling 10 per cent. more wheat weekly than they were doing a year ago, but the actual crop is smaller, and this is probably no more than a temporary movement, to be followed by a lull at Easter. Further depression will not come from the country markets, nor is it likely at the ports, except the Continental demand should drop away. This, however, we do not anticipate, as the import requirements of France, Germany, the Netherlands and Italy this season are both genuine and heavy.



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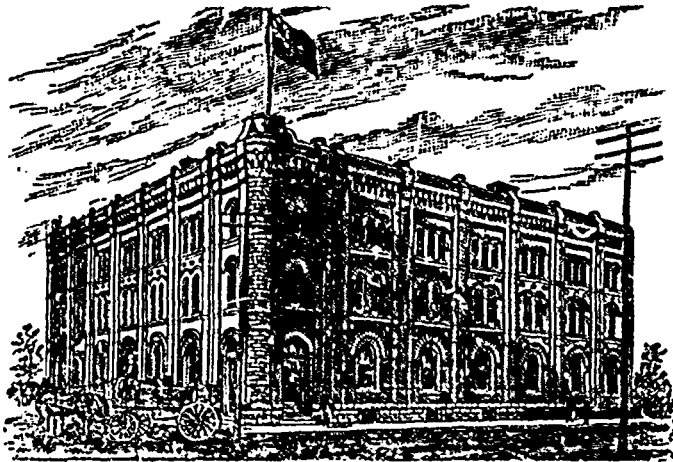
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**Manitoba.**

Edgar Ball, butcher, Winnipeg, has assigned in trust.

Herbert Galt, of G. F. & J. Galt, arrived in Winnipeg last week from the coast.

G. Vaughan is making arrangements to commence the manufacture of brick at Souris.

J. A. F. Tizard, wholesale provisions, Winnipeg, bailiff's sale postponed to 25th inst.

James O'Connor, hotel, Winnipeg, sheriff in possession, and advertises sale for 23th inst.

S. Boyle & Co., tailors and clothing, Winnipeg, have closed out and moved to the coast.

Charles Scobell, of the Brunswick hotel, Minnedosa, died at Kingston, Ont., last week.

The estate of John Rougean, general store, Ottorburn, has been sold to C. H. Mahon for \$1,219.86.

J. W. Ruth, general store, Carman, has admitted H. H. Elsey as partner under style Ruth & Elsey.

E. S. Hill, of the Northwest aerated water-works, Winnipeg, left last week on a business trip to the coast.

The stock of M. Centes & Co., general store, St. Boniface, has been sold to J. T. Wilson at 64c on the dollar.

The stock of W. P. Duncalfe, drugs and stationery, Morden, has been sold to E. D. Martin at 40c on the dollar.

The stock of N. Germain, groceries and liquors, St. Boniface, has been sold to Richard & Co. at 27c on the dollar.

H. H. Smith, Dominion land commissioner at Winnipeg, has been appointed to the control of the immigration department.

Falk & Benston, jewelry and clothing, Winnipeg, have dissolved partnership; Benston retiring, Falk continuing as N. J. Peterson & Co.

R. A. Harvie, editor and manager of the *Melita Enterprise*, died last week as the result of injuries sustained from an accident that befell him a few days previous.

Considerable indignation is felt against the law-making authorities in regard to the new fish law, as the close season of all small fish is the only time when these fish come up the rivers.

Geo. McGiffin, of the firm of McGiffin & Campbell, hardware, Miami, has sold out his share of the business to A. Lawrence. The business will be continued by Lawrence & Campbell.

Albert D. Nelson, of the wholesale house of H. A. Nelson & Co., Toronto and Montreal, arrived in Winnipeg last week from Victoria. He is returning from an extended trip south and west.

It is reported that the Bank of British North America has purchased a site on Main street, Winnipeg, nearly opposite Portage avenue, upon which a handsome building will be erected this summer.

Brandon market prices were quoted last week as follows: Barley, 17 to 20c; oats, 16 to 18c; eggs, 11 to 12c; butter, 17 to 20c; potatoes, 45 to 50c; cattle, 3 to 3½c; hogs, 4½c to 5c; sheep, 5 to 5½c.

E. F. Hutchings' big building on the corner of Main and Market streets appears to be already too small for his growing business. He has purchased part of the Thistle Curling rink building on Market street, which will be fitted up for his collar manufacturing department.

It is not probable that the by-law to grant \$20,000 to the Winnipeg Industrial Exhibition will be submitted to a vote of the electors of the city, as it would probably be defeated owing to the difficulty of getting out voters. A cash sum will probably be given by the city council and \$5,000 has been mentioned.

H. W. Nanton left for Calgary last week where he will take charge of an office which the

firm of Osler, Hammond & Nanton are opening in the Alberta capital in connection with the land grant of the C. & E. railway and the town sites along that line. The North of Scotland Loan company, of which Osler, Hammond & Nanton are managers in Manitoba and the Northwest, also intend doing business in Alberta.

At the last meeting of the Brandon board of trade, pursuant to notices of motion given at last meeting, changes were made in the by laws reducing the membership fee from \$15 to \$10 and changing the general meeting of the board from quarterly to monthly meetings. The president and secretary were appointed to arrange with the city council for the use of rooms in the new city hall. Two gentlemen were proposed for membership, J. R. Maltby and W. F. Irwin. A communication was read from Miss E. B. Buchan requesting the board to memorialize the local government with a view to sending assistance from Manitoba to the starving peasantry of Russia. The president and secretary were appointed a committee to act on behalf of the board in bringing the matter before the government.

**Assiniboia.**

Most of the merchants have signed the early closing agreement.

W. R. Hare has opened a hardware store at Grenfell.

W. Hobson has sold out his butcher shop at Grenfell to J. D. McDonnell.

Dr. Hutchison will begin a building this week at Grenfell which will be occupied as a drug store.

T. J. Fleeham is purchasing a corner site opposite the farmers' elevator at Regin, and will erect a large brick hotel. Cnas. Hawson is also preparing to rebuild the Windsor in solid brick, and the announcement is made that Hayter Reed will put up a large brick hotel on Hamilton street.

Dan. McEwen has started to build a large livery and feed stable at Grenfell. R. J. Gwynne has also rented a large building, which, when he has completed improvements thereto, will open as a livery stable. Walter Hood also opened a livery last week, so that the settlement will at least be efficiently supplied in that line.

A farmer residing within a few miles of Qu'Appelle station has discovered coal in the neighborhood of his property which promises to be of good quality. The finder claims that there is an unlimited quantity of it, and as soon as he can make arrangements, steps will be taken to have it analyzed and a thorough test made to get an idea of the extent of the deposit. There is considerable excitement over the discovery.

**Saskatchewan.**

The work of excavating for the new town hall at Prince Albert, has commenced.

Mr. MacArthur, banker, Prince Albert, is retiring from the banking business, and will hereafter give his attention to his stock farm.

Richard Shore, of Manitoba, who brought in a car load of horses recently to Prince Albert, disposed of the outfit, and is so much pleased with Prince Albert that he purchased a lot and will erect a hotel.

The Prince Albert board of trade has opened communication with W. R. Baker, of the M. & N. W. R. company, to ascertain if possible the intentions of that company respecting extension of its railway during the coming season.

Immigration agent Mair says that for the three weeks ending April 12th, 100 actual new settlers have arrived and located in the Prince Albert district, coming from the province of Quebec, Wisconsin, Illinois, Ontario, Dakota and Michigan.

**Alberta.**

The Calgary *Herald* says: "There are now in Calgary nearly 600 head of cattle from the Macleod district waiting shipment to the coast, namely: 150 head of Conrad Bros., of Victoria; 200 head from the Cochrane ranch, which Mr. Beach will ship, and 100 head which Mr. Burns is sending."

**Northwest Ontario.**

Fort William wants a dentist. A Port Arthur telegram, on April 21, says: "The last two days have been very warm, and the ice in the bay is going fast. Boats may reach the docks about the first of May."

**Wheat and Flour Prices in England.**

The *Miller* of April 4 quotes London Corn Exchange prices off stands as follows:—

	Prices April 6, 1901.	Prices this day.
Wheat, English, per 501 lbs.—		
Kent or Essex, white, new.....	38s 43s	34s 38s
"    "    red	36s 40s	30s 35s
Old white	36s 40s	30s 40s
Old red	34s 38s	31s 35s
Norfolk, white	36s 40s	32s 35s
"    "    red	34s 38s	30s 34s
"Rivets"	33s 35s	28s 32s
Wheat, foreign per 496 lbs.—		
Duluth	42s 43s	39s 41s
No. 2 spring	none	38s 41s
Red winter wheat	39s 41s	38s 41s
California and Oregon	42s 43s	38s 41s
"    "    red	38s 39s	none
Canadian	38s 40s	38s 41s
Chilian	none	37s 38s
Australian	41s 43s	40s 42s
New Zealand	40s 43s	40s 42s
Bombay white	37s 40s	37s 39s
"    "    red	33s 34s	33s 36s
Calcutta, white	39s 40s	30s 38s
"    "    red	35s 36s	33s 35s
Karachi	34s 36s	34s 36s
Persian	32s 40s	32s 40s
Dantzie	41s 43s	40s 44s
Danubian and Roumanian	38s 38s	38s 40s
Konigsberg, Rostock, etc.	40s 43s	40s 44s
Hungarian	38s 41s	40s 44s
Azimo	86s	35s 38s
Savonska	39s 42s	38s 41s
Sebastopol	38s 42s	38s 40s
Odessa, Ghirka	36s 40s	36s 39s
Taganrog	36s 38s	36s 39s
Flour, English, per sack of 280 lbs.—		
London, top price brands	39s —	36s —
"    "    town whites	31s 6 31r	30s 31s
"    "    "    household	29s 6 31s	28s 29s
"    No. 2	27s 6 29s	27s —
Country households, Norfolk	27s 6 28s 6	28s 6 25s
Essex and Suffolk	28s 6 30s 6	21s 6 27s
Surrey, Kent, Sussex and Herts.	28s 6 30s 6	21s 6 27s
North country	28s 6 30s 6	21s 27s
Crues, from "Rivets"	22s 24s 6	22s 6 23s 6
Cones, from rice	20s 6 22s	25s —
Rice flour	23s 3 —	20s 6 27s
Rice meal, per ton	95s —	90s —
Flour, foreign—		
Patent spring, 250 lbs	33s 6 35s 6	28s 30s
1st bakers	29s 6 30s 6	25s 6 27s
2nd bakers	27s 28s	22s 24s
Low grade	16s 6 24s 6	14s 16s
Winter wheat straight	30s 32s 6	23s 6 26s 6
Milwaukee	—	21s 6 25s
Illinois	—	27s 28s
California	30s 33s	29s 9 —

**Toronto Markets.**

Wheat.—Was quiet and about steady. A few cars winter wheat sold at 84c straight north and west to millers, and at 82c for snaudard. Straight white was enquired for by local mills at 85c on the northern. No. 2 white wanted on spot at 87c; 84c was bid outside with 86c asked, but these were call board quotations. Spring is nominal at 84c Milland. No. 1 hard sold at \$1.05 North Bay, and choice No. 2 at \$1. No. 2 offered on change at 97c with 94c bid. There were sales for May at 95c. No. 3 hard offered at 87c to arrive with 86c bid. No. 1 offered at 76c to arrive; offered at 76½c now at North Bay, 74c bid; offered at 74c in store Montreal; 72c bid. No. 2 regular offered to arrive North Bay at 64c; 62c bid North Bay. No. 1 northern wanted at 94c North Bay. No. 2 northern offered at 87c

North Bay, 85c bid. White fife offered at 95c North Bay.

Barley—On call 5,000 bushels No. 3 offered here at 42c; no bids. A car sold afterwards at 41½c. A sample car offered at 45c; 41c bid on call.

Oats—Not so firm. A round lot of white sold at 29½c west. One car Manitoba sold at 31½c North Bay. On the spot mixed are worth 31½c.

Grain and flour—Car prices are: Flour (Toronto freights)—Manitoba patents, \$5.10 to 5.30; Manitoba strong bakers, \$4.65 to 4.90; Ontario patents, \$4.50 to 4.90; straight roller, \$3.95 to \$4; extra, \$3.25 to \$4; low grades per bag \$1.25 to 1.75. Bran—\$14 to \$15. Shorts—\$15 to \$16. Wheat, standard, north and west points—White, 82 to 83c; spring, 80 to 81c; red winter, 81 to 82c; goose, 75 to 77c. No. 1 hard, \$1.05; No. 2 hard, 95 to 96c; No. 3 hard, 86 to 87c; No. 1 regular, 76 to 77c; No. 2 regular, 61 to 65c. Peas—No. 2, 62 to 63c. Barley—No. 1, 55 to 56c; No. 2, 50 to 51c; No. 3 extra, 44 to 45c; No. 3, 42 to 43c; two-rowed, 54 lbs, averaging about No. 3 extra in color (outside), 57 to 55c. Corn—48 to 48½c. Buckwheat—50c. Rye—79 to 81c. Oats—31 to 32c.

Apples—Selling at \$2.25 to \$3 per bbl. Dried in trade lots are selling at 4 to 4½c, and in small jobbing lots at 4½ to 5c. Evaporated are dull, selling at 7½ to 8c.

Eggs—Receipts were heavy, but owing to the active demand, prices showed no signs of weakening. Dealers sold round lots at 11½c and single cases at 12c.

Hides, etc.—Cured sell at 5c; green at 4½c; No. 2 at 3½c; No. 3 at 2½c. Skins—Receipts light. Fresh green sheep and lamb skins sell at \$1.15 to \$1.30. Calfskins at 5 to 7 cents for city inspected skins. Tallow, 5 to 5½ cents.

Produce—Quotations were: Bear, per bush., trade lots, 90c to \$1; out of store, \$.15 to \$1.25. Dressed meats, per pound—Beef, fores, 4½ to 5 cents; hinds, 7 to 8 cents; veal, 7 to 8c; mutton, 7 to 8c; lamb, 8½ to 10c. Dried apples—Outside, 4 to 4½c; on spot, 4½ to 5c; evaporated, outside, 7 to 9c; on spot, 8 to 8½ cents. Eggs—Fresh, 11½ to 12 cents; Hay—Timothy, on track, \$12.50 to \$13; No. 2, \$10 to \$10.25. Straw—\$6 to \$6.50 in car lots. Hides, cured, 3c; green, No. 1, cows, 4½c; No. 1 steers, 5½c. Skins—Sheep and lambs, \$1.15 to \$1.25; calf, 5 to 7c. Hops—Canadian, 1891 crop, 18 to 24c. Honey—Extracted, 9 to 10c; combs, 14 to 16c. Onions—Native, per bbl, \$2.50 to \$3 out of store. Potatoes—Per bag, on track, 30 to 32c; out of store, 40c; turnips, on track, 19 to 12c per bushel. Poultry—Chickens, per pair, 60 to 80c; ducks, 50 to 85c; geese per lb, 8 to 10c; turkeys, 14 to 15c. Seeds—Per bushel: red clover, \$7.80 to 8.25; alsike, \$7 to \$9; timothy, \$1.75 to \$2.

Provisions—Quotations are: Mess pork, United States, \$13 to \$14; do, Canadian (now), \$15; short cut, \$16 to \$16.50; bacon, long clear, per pound, 7½ to 8c; lard, Canada, tubs and pails, 10 to 10½c; compound, do, 7 to 9c. Smoked meats—Hams, per pound (new), 10½ to 11c; bellies, per pound, 9½ to 10c; rolls, per pound, 8½ to 9c; backs, per pound, 10c.

Butter—Large supplies of butter were received again today, and caused an easy feeling to the market. Offerings, as on yesterday, were composed principally of large rolls of new butter, which were held at 16 to 17c, only choice grades selling as high as 18c. Dairy tubs are held at 18 to 19c, and common butter at 13 to 15c, but supplies are very light.

Cheese—Unchanged and steady. Dealers are jobbing at 12 to 12½, and small lots are bought on track here at 11½ to 12½. —*Trade Bulletin*, April 15.

### Montreal Markets.

Flour.—“Business can only be affected by shading prices,” said a dealer yesterday; “and if no settlement is made with Newfoundland

shortly, I don't know what we shall do with our Ontario flour.” There have been sales of straight rollers at \$4.50 to the city trade; but less money has been accepted for car lots, as low as \$4.40 being mentioned. Sales of Manitoba strong bakers have also transpired at a cut from quoted prices; in fact, there are no regular rates at the moment, each holder being his own judge as to what he will accept in order to make business, regardless of what other dealers are selling at. Besides the United States flour awaiting shipment at this port for Newfoundland, considerable quantities are going forward via New York, so that Newfoundland orders have been pretty well filled for the time being.

Oatmeal—The sale of a round lot of rolled oats was reported as low as \$3.85 by one mill. We quote prices as follows: Rolled oats and granulated \$3.95 to \$4 per bbl., and in bags \$1.92½ to \$1.95. Standard in bbls. \$3.85 to \$3.90, and in bags \$1.95 to \$1.90.

Millfeed—There has been some business in bran on the basis of \$1.50 for car lots. Shorts are steady at \$16 to \$16.50, and middlings \$17.50 to \$18. Moullie is quiet at \$20 to \$23 per ton.

Wheat—We quote No. 2 hard at 96 to 97c, and No. 3 do at 86 to 87c, No. 2 regular 66 to 67c, and No. 3 do, 56 to 57c. A lot of 17,000 bushels Ontario winter wheat was reported sold in the West at 85c f.o.b. vessel for May shipment.

Barley—Sales of Manitoba feed barley have transpired at 42c, but dealers say it is difficult to get that figure now. Malting are still quoted at from 55c to 63c as to quality, but business continues limited.

Oats—Car lots are quoted at 32c to 34c per 34 lbs for No. 2, 31c to 32c for No. 3, and 30c for no grades. A considerable quantity of mixed and white oats have been sold in the west during the past few days at 28c and 30c f.o.b. respectively, supposed to be for export.

Butter—The market is easier, and even at the lower prices sales are difficult to make. It appears that there is considerable old creamery to be worked off, and this coming into competition with new Eastern Townships dairy, receivers of the latter have found it necessary to lower prices in order to work it off. The sale of a lot of 100 packages of old creamery was sold at 18c, which cost 23c in the fall. The sale of a lot of new creamery is reported at 23c, but that price is now considered extreme, and we quote 22c. New Eastern Townships showing fine quality have been placed at 20c to 21c, and Western is quoted at 16c to 18c.

Cheese—The first lots of new cheese have been received showing very good quality for fodder goods, and costing 11c here. Sales have also been made at 10c in the west for the April make of quite a number of factories for May delivery. The English market has declined several shillings, the Liverpool public cable being down to 55s 0d.

Eggs—Considerable sales have been made at 13c, and a few single packages have transpired at 13½c. After Friday or Saturday, however, some dealers think the demand will fall off and prices recede.

Maple Products—Owing to unfavorable weather the make of sugar has been much less than was expected at the beginning of the season; consequently the supply of new sugar has been limited, and the few consignments so far have been placed at 8 to 9c per pound. Old sugar is quoted at 6 to 7c. Syrup has sold fairly well at 60 to 65c per can, a great deal of which is not up to expectations in quality. Sales of syrup have been made in wood at 5 to 5½c, and 6c as to size of package and quality.

Leather—Manufacturers' sole No. 1, 17 to 19c; do, No. 2, 15 to 16c; waxed uppers, 22 to 26c; splits, Quebec, 11 to 12c; splits, western, 15 to 19c.

Hides—We quote: Hides, No. 1, 5c; No. 2, 4c; No. 3, 3c; tanners are paying one-half cent more; lambskins, 15c; sheepskins, \$1 to \$1.20; calfskins, 6c.—*Trade Bulletin*, April 15.

### Eastern Business Changes. ONTARIO.

Cyrus Noble, grocer, Toronto, is away.  
G. P. Jones, physician, London, is dead.  
Wm. Weir, agent, Ottawa, has assigned.  
Toronto Roofing Co., Toronto, have dissolved.  
H. H. Day, butcher, Trenton, has assigned.  
G. W. Morgan, cigars, London, has sold out.  
Sinclair & Co., groceries, Orillia, have sold out.

W. C. Kirk, grocer, Ashburnham, has assigned.

H. J. Hunt, general store, Kinburn, has assigned.

J. W. McDonald, grocer, Lanark, has assigned.

G. A. Rockola, pumps, Listowel, has assigned.

Roy & Co., general store, Minden, have assigned.

Samuel Coffey, general store, Centreton, has assigned.

Martin Bros., lumber, St. Marys, have dissolved.

R. R. Goulding, hardware, Stratford, is selling out.

Jas. Jackson, hardware, etc., Ottawa, has assigned.

P. H. O'Neil, mens' furnishings, St. Thomas, has sold out.

W. F. Bennett, groceries, etc., Newboyne, has assigned.

Mrs. M. Haslam, fancy goods, Orangeville, has assigned.

Brown & Wren, furniture, etc., St. Marys, have sold out.

W. C. Myers & Co., general store, Thornbury, have assigned.

T. E. Vanstone, dry goods, Owen Sound, damaged by fire.

P. Watson & Son, teas, etc., Stratford; offering a compromise.

James R. Stenabaugh, general store, Staffora, ville, has assigned.

W. H. Bartlett, shoes, Brampton; stock seized under chattel mortgage.

Jas. McLaren, planing mill, Owen Sound, was burned out; insured.

James McIntosh, wholesale flour, Toronto, damaged by fire - insured.

Wyatt & Chaplow, groceries, St. Thomas, have sold out to J. C. Locke.

Fred. Heitzman, general store, Shipka, succeeded by Heitzman & Geiser.

Paris Manufacturing Co., knitting mills, Paris, was burned out; insured.

John W. Powell, grocer, Toronto, is offering to compromise at 50 cents on the dollar.

### QUEBEC.

H. F. Bedard, dry goods, Hull, has assigned.  
L. L. Durocher, jeweler, Montreal, has assigned.

Damien Fortin, grocer, Montreal, has compromised.

Charles Charlebois, founder, Lechute, has assigned.

Marc. Palardy, general store, Eastman, has compromised.

A. Vincent & Co., shoe manufacturers, St. Therese de Blainville, are offering to compromise.

Elie Lachance, saw mill, general store, St. Proxede; curator advertises stock, etc. for sale by tender.

### NOVA SCOTIA.

Adam Densome, Selmah, has assigned.  
John J. Carnoll, carriages, Halifax, has assigned.

Mrs. R. F. Kirkpatrick, millinery, Parrsboro, has assigned.

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EACH PLUG OF THE  
**Myrtle Navy!**

IS MARKED

**T. & B.**

In Bronze Letters.

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The New Mocha and Java Blend of French Cream  
Coffee. In one and two pound Cans.

IT SURPASSES ALL OTHERS.

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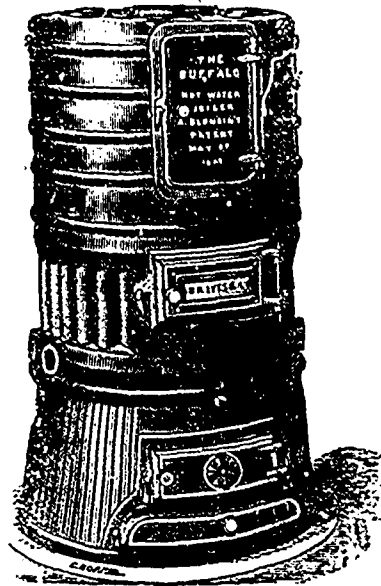
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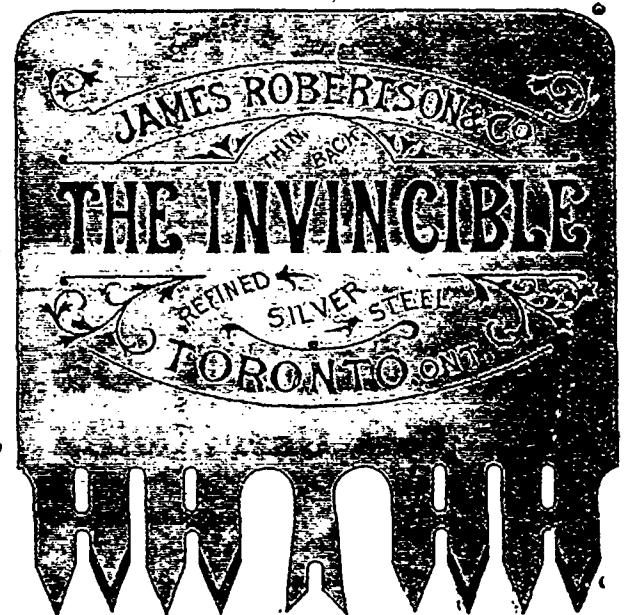
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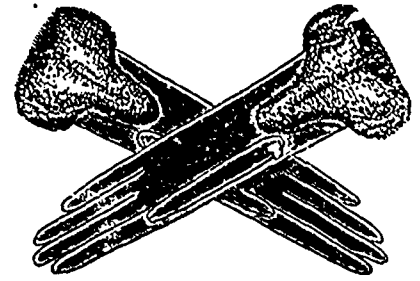
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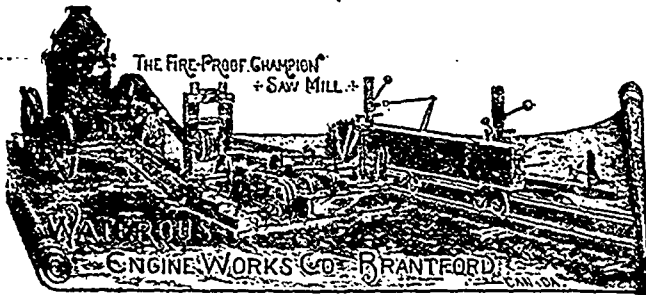
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SUPERIOR TO ALL OTHERS.

MERCHANTS ASK YOUR JOBBER FOR THIS BRAND.

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## WINNIPEG MARKETS.

SATURDAY AFTERNOON, April 23.

[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.]

A week of splendid spring weather has been enjoyed, and has been taken advantage of all around. Farmers have made good progress with seeding, and building work has been commenced quite actively. In Winnipeg quite a number of buildings have been started, including many private residences and a few business blocks. A brisk demand is reported for lumber and building supplies, and a large trade throughout the season is expected, the outlook for continued activity in building being good. Sawmills are being got ready for cutting. There has been some demand for laborers for railway work, which is now going on, construction having been started on some of the Canadian Pacific extensions. Several additional parties of immigrants have arrived, and the movement continues larger than in past years. The population of the country will be considerably augmented by the close of the season. The spring immigration from eastern Canada is mostly in, and parties now arriving are German, Scandinavian, British, etc. Large sales of farm lands are being made by the Canadian Pacific railway company and the land companies. There is some city property selling for actual improvement, but not much speculative movement. Farm land sales are claimed to be nearly all for actual settlement, and a very small percentage for speculation. Mercantile collections are slow, and dealers are hoping for better returns after seeding, when the grain in stack will be threshed and marketed. Bank discount rates remain at 7 to 8 per cent. Farm mortgage loans mostly at 8 per cent., and city property 7 to 8 per cent.

**DRY GOODS**—Sorting business is commencing to some extent. Advices from the east report strong values in cotton goods, grey cottons selling at an advance of 5 per cent., and colored shirting at 10 to 20 per cent advance.

**DRIED FRUITS**—Dried apples, 6 to 6½c; evaporated, 8½ to 9c; figs, layers, 11 to 15c; figs, cooking, 4½ to 6c; dates, 6 to 8c. Valencia raisins, \$1.75 to 1.90 per box. Currants, 6½ to 7; prunes, 6 to 10c. Evaporated fruits are quoted; apricots, 11 to 13c; peeled peaches, 17½ to 18c; unpeeled peaches, 12 to 13c; pitted plums, 11 to 11½c; cherries, 13 to 13½c; pears, 12½ to 13c; nectarines, 11½ to 12c; raspberries, 19 to 20c.

**GREEN FRUITS**—Fancy apples are held at \$5 per barrel, and quoted at \$4 to \$5 as to quality. Florida russet oranges, \$5 to \$5.50 per box. California seedling oranges, \$4 to \$4.25 for good stock, with some qualities offering lower. Navel oranges, \$4.50 to \$5.25. Messina lemons, \$5.25 to \$6. Malaga grapes, \$10.50 to \$11.50 per keg. Bananas, \$3 to \$4.50 per bunch.

**GROCERIES**—The report that eastern packers of canned goods had decided at the recent Montreal meeting to sell direct to the retail trade, instead of through wholesale houses, is denied. The matter it is now said, was not even discussed. At a meeting held previously at Toronto a resolution was adopted agreeing not to sell staples direct to retailers excepting in towns where factories were situated, and then only when there were no wholesale houses there. This resolution, they said, had never been rescinded. Members of the association have been selling jams, jellies and other canned products in which the trade is limited direct to retailers.

The sugar market is unchanged. In the Winnipeg market, sugars are quoted at 50 to 5½c in 100 lb bags and barrels, and 5½ in 50 lb bags for granulated. Yellows are steady at 4 to 4½c. Syrups, 2½ to 3½c.

**NUTS**—Fancy stock is quoted. Taragona almonds per pound, 18 to 19c; Grenoble walnuts, per pound, 17 to 18c; polished pecans, 20c; Sicily filberts, large, 14 to 15c; Brazils, 15c; chestnuts, 15c; peanuts, green, 14 to 15c; peanuts, roasted, 16 to 17c. Some stock may be had at 3 to 5c per pound under these quotations. Coconuts, \$9 per 100.

## GRAIN AND PRODUCE.

**GENERAL WHEAT SITUATION**—Nothing very exciting has occurred in wheat during the week. On Monday United States markets were weak and strong by turns, and closed about 1c higher. Unfavorable crop weather—cold and stormy—was reported from England and France. United States exports for March were officially reported at 15,500,000 bushels, and for the nine months ending with March at 176,000,000 bushels. The visible supply increased 878,000 bushels, making the total visible supply, according to the Chicago estimate, at 42,035,000 bushels, as compared with 22,186,910 bushels a year ago. On Tuesday United States markets lost most of Monday's gain. Chicago closed 1 cent lower. Cables were not effected by the reported cold weather and were all lower. Wheat and flour on ocean passage decreased equal to 2,240,000 bushels. United States markets were irregular, but generally firmer on Wednesday. Cables were weak and lower all around. Receipts at Duluth fell to 70 cars, and Minneapolis received 174 cars. On Thursday United States markets continued irregular, and generally lower. Cables steady. No news of interest reported. On Thursday United States markets were firmer, and closed fractionally higher, under the influence of liberal buying, and reports of cold weather from the west. There were weak spots, however. Cables unchanged. Total shipments of wheat (including flour as wheat) from both coasts for the week ending April 21, equal 3,107,000 bushels, about 200,000 bushels more than in the week before and 900,000 bushels more than the like week in each of the two preceding years.

**LOCAL WHEAT**—There is next to nothing doing in wheat. Farmers are busy with their spring seeding, and the weather was very favorable all the week for farming operations. Farmers made good progress with their seeding, though there were some complaints of low lying lands being too wet to work satisfactorily. No grain to speak of was marketing, and will not be until after seeding. A little threshing has been done, and reports indicate that the stacks are turning out much better than could have been expected. But there has not been enough spring threshing done yet to base a reliable opinion upon the condition of wheat in stack, as most of the threshing will stand until after seeding. The stock in store at Fort William is now 2,235,673 as compared with 2,163,325 bushels last week, showing an increase for the week of 72,348 bush. year at this date the stock in store was 2,163,325 bushels, with an increase of 46,667 bushels. Manitoba country elevator stocks, including 300,000 bushels at Winnipeg, aggregate about 800,000 bushels. There is next to nothing going in a business way. Dealers who are holding the least wheat are feeling the best, while those who have considerable grain on their hands, are feeling pretty blue. Holders are anxiously hoping for an advance in price, so they can move out their grain when navigation opens without heavy loss; but the depression has lasted so long that there is not much encouragement ahead. Prices are irregular, and bids are generally below the views of sellers. We quote values on track Winnipeg about as follows:—No. 1 hard, 76 to 78c, No. 2 hard, 67 to 68c, No. 3 hard, 58 to 59c, No. 1 regular, 48 to 49c, No. 2 regular, 36 to 37c.

**FLOUR**—Prices are maintained as follows to the local trade in broken lots per 100 pounds: Patents, \$2.40; strong baker's, \$2.20; second, do \$1.80 to \$2.00; XXX, \$1.20 to \$1.40; superfine, \$1.10 to \$1.15. Less than 100 pound sacks 5c extra per hundred.

**MILLSTUFFS**. A large demand is reported for bran and shorts. Prices in broken lots to the local trade are at \$10 to \$11 for bran and shorts at \$12 to \$13 per ton. These are prices delivered to retail dealers. Toronto quotes \$14 to \$15 per ton for bran, equal to only \$4.80 to \$5.80 on track here, with Montreal prices quoted \$1 higher than Toronto.

**GROUND FEED**—Selling in broken lots locally at \$1. to \$1.4 per ton, as to quality.

**OATS**—There has been some selling from store at about 20c per bushel, which is not a profitable figure for holders, as stocks have cost higher in some cases. A considerable quantity is held locally. Car lots at country points nominal at 16 to 17c, per bushel of 34 lbs.

**BARLEY**—Quoted locally at 24 to 25c selling from store. Car lots country points nominal at 18 to 19c per bushel of 48 lbs.

**MEAL, OIL CAKE, BEANS, ETC**—Jobbers are selling at \$2.20 for rolled, \$2.15 for granulated and \$2.10 for standard oatmeal, per 100 lbs. Oil cake meal, \$25 to \$26 per ton; cornmeal is held at \$1.60 to 1.70 per 100 lbs. Split peas, \$2.60 to \$2.65 per 100 lbs. Beans, \$1.65 to \$1.75 per bushel. Pot barley, \$2.65 to \$2.70 per 100 lbs. Pearl barley, \$4.25 to \$4.30.

**BUTTER**—There has been some increase in receipts. Two or three shipments have been made to Montreal from this market, mostly of low grade stuff, to relieve the market before the receipts become heavy. We quote good average dairy and fresh rolls at 18c. A little better is sometimes obtained for selections. Medium from 12 to 16c and poor 8 to 10c.

**CHEESE**—Jobbing at 11 to 11½c.

**EGGS**—Dealers were selling case lots at 13c on Friday, and we quote 12 to 13c selling price, as to quantity.

**CURED MEATS**—Prices are firm but unchanged, quotations being as follows:—Dry salt long clear bacon, 9c; smoked long clear, 10 to 10½c; spiced rolls, 10 to 10½c; breakfast bacon, 11½ to 12c; smoked hams, 11½ to 12c; mess pork, \$16 to \$17 per bbl. Sausage quoted: Fresh pork sausage, 10c per pound; Bologna sausage, 8c per pound; German sausage, 9c per pound. Ham, chicken and tongue sausage, 9c per ½ lb.

**LARD**—Compound held at \$1.75 to \$1.80 per pail. Pure firmer at \$2.20 per 20-lb. pail.

**POULTRY**—Good fresh stock is bringing high prices. Nice dressed chickens will bring 12 to 15c per lb., or 50c to \$1 per pair. Turkey, choice dressed, 15 to 18c.

**DRESSED MEATS**—The demand appeared very slow, as butchers were stocked up with supplies laid in for Easter. In order to make sales of beef, wholesale butchers had to cut prices, and good beef sold at 6½c, or fully 1c lower than previous week. Mutton firm. Pork ditto, and up to 8c asked for city dressed. Veal easier. We quote: Beef, 6½ to 7½c; mutton, 13 to 14c; pork, 7½c; veal, 5 to 8c.

**VEGETABLES**.—Onions are scarce and higher. Following are the prices dealers pay at farmers' wagons on the street market: Potatoes, 35 cents per bushel; carrots, 40 to 50c; beets, 40c per bushel; parsnips, 1½ to 2c per pound; turnips, 20 to 25c per bushel; cabbage, 60c to \$1 per dozen; onions, 3½ to 4c per pound; horseradish, 8c per pound. Dealers are selling new California cabbage at 4½ to 5c lb. and pie plant at 6c lb.

**HIDES**—Country hides as they run quoted at 3 to 3½c. No. 1 cows, 3½c; No. 2, 2½c; No. 3, 2c; No. 1 steers, 4½c. Real veal, 8 to 13 lb skins, 4 to 5c lb. Sheep skins range in value from 50 to \$1 each, for fresh take off, but few

come up to the top price. Tallow, 4½c rendered and 2½c for rough.

**HAY**—Hay was scarce on track, and pressed sold at \$3 to \$8 50 ton. Hay is mostly stacked on low land, and a great deal has been destroyed by high water. In some cases stacks are said to have been standing in water several feet. The difficulty of moving the hay on account of the wet is the cause of scarcity. Loose hay on the street, \$7 to \$8 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 rib sides per 100 pounds.)

On Monday wheat started off weak, but later advanced nearly 2c, but lost some of the gain, and closed 1½c higher than Saturday. Corn advanced ¾c. Wheat receipts 116 cars. Closing prices were:

	April.	May.	July.
Wheat .....	81½	81½	81½
Corn .....	40½	40½	—
Oats .....	—	23½	—
Pork .....	—	9.92½	10.07½
Lard .....	—	6.22½	6.30
Short ribs .....	—	5.55	5.70

On Tuesday the opening was ½ to ¾c lower for wheat, recovered and again declined ¾c, closing 1c lower than Monday. Corn was very strong, under the influence of small receipts, poor quality and large buying. Wheat receipts 100 cars. Closing prices were:

	April.	May.	July.
Wheat .....	80½	80½	80½
Corn .....	42½	42½	—
Oats .....	—	23½	—
Pork .....	—	9.62½	9.75
Lard .....	—	6.27	6.27½
Short ribs .....	—	5.47½	5.62½

Wheat was active and unsettled on Wednesday. Prices declined ½ to ¾c, then advanced 1c, and closed ¾c higher than Tuesday. Oats were higher on speculative activity. Wheat receipts 75 cars. Closing prices were:

	April.	May.	July.
Wheat .....	80½	80½	80½
Corn .....	42½	42½	—
Oats .....	—	23½	—
Pork .....	—	9.55	9.72½
Lard .....	—	6.17½	6.25
Short ribs .....	—	5.47½	5.62½

On Thursday wheat was irregular with bulges on good export sales, predictions of a cold wave for the winter wheat belt, and bullish advices from Paris, but finally settled back and closed ½ to ¾c lower. Closing prices were:

	April.	May.	June.	July.
Wheat .....	80½	80½	—	80½
Corn .....	41½	42	—	39
Oats .....	—	23½	—	21½
Pork .....	—	9.47½	—	9.35
Lard .....	—	6.15	—	6.25
Short ribs .....	—	5.52½	—	5.65

On Friday wheat ruled strongly. Cold weather in the Northwest, and closed ¾ to 1c higher. Closing prices were:

	April.	May.	June.	July.
Wheat .....	—	81	—	81½
Corn .....	42	—	—	39½
Oats .....	—	23½	—	28
Pork .....	—	9.40	—	9.60
Lard .....	—	6.15	—	6.25
Ribs .....	—	5.52½	—	5.65

**Minneapolis Market.**

Following were closing wheat quotations on April 21:—

	April	May.	July.	On track
No. 1 hard .....	—	81	—	82
No. 1 northern .....	78½	78½	80½	80½
No. 2 northern: .....	—	—	—	77 79

Flour—Quoted at \$4.15 to 4.40 for first patents; \$4 to \$4.15 for second patents; \$3.20 to \$3.50 for fancy and export bakers; \$1.20 to \$2.30 for low grades, in bags, including red dog.

Bran and shorts—Quoted at \$9.00 to \$9.50 for bran; \$9.00 to \$9.50 for shorts and \$9.50 to \$10.25 for middlings.

Oats—Quoted at 23½ to 29c for No. 2 white, 27½ to 32c No. 3 white and 26 to 27½c for No. 2 and 3.

Barley—Quiet at 35 to 43c for No. 3. Feed—Millers hold at \$14 to \$14.60; less than car lot \$14.60 to \$15 with corn meal at \$13.50 to \$14; bolted meal \$16.50; granulated \$17.—Market Record.

**Duluth Wheat Market.**

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

Monday—Cash, 80½c; May, 81½c.
Tuesday—Cash, 79c; May, 80c.
Wednesday—Cash, 80c; May, 80½c.
Thursday—Cash, 80½c; May, 80½c.
Friday—Cash, 80½c; May, 80½c.
Saturday—Cash, 80½c; May, 80½c.

A week ago cash closed at 79½c and May, at 80½c.

**Minneapolis Closing Price Wheat**

At Minneapolis, on Saturday, April 23, wheat prices closed as follows for No. 1 northern: April, 78½c; May, 78½c; July, 80½c. No. 1 hard, April, closed at 80½c, and No. 2 northern, April delivery, at 76c. A week ago April closed at 77½c and May 77½c for No. 1 northern.

**New York Wheat Market.**

On Saturday, April 23, wheat at New York closed at 96½c for April and 90½c for May. A week ago the close was at 92½c for April and 90½c for May wheat.

**Live Stock Markets.**

LIVERPOOL, April 18.—The market was unchanged here to-day for States cattle, maiden heifers and steers making about 5½d, sinking offals. The arrivals continue very heavy, but the outlook for the Canadian trade is much better.

The weekly report from the Montreal stock yards, week ended April 16, is as follows: As expected the receipt of cattle were not as large as previous Easter markets, but sufficient for the demand. The old time practice of bringing extra fancy Easter stock seems to have died away, and good serviceable cattle are more in demand. Monday's market, owing to the heavy supply, was slow and prices unsatisfactory, but trade improved as the week advanced and better prices ruled. The large supply of sheep and lambs was readily taken up. Values for live hogs, notwithstanding the heavy receipts, were well maintained throughout, closing at \$5.60. We quote the following as being fair values: Cattle, butchers', good, 4 to 5c; do, medium, 3 to 4c; do, culls, 2 to 3c; sheep, 4 to 4½c; lambs, 4½ to 5c; hogs, \$5.50 to \$5.60; calves, \$3 to \$8.

There were only about three car loads offered at the East End abattoir, Montreal, on April 18, and trade was so slow that fully a load remained unsold at the close. Prices were steady. The butchers are all stocked up with Easter beef and will not require many cattle this week, so that Thursday's market will likely be also slow. A few calves sold at \$2.50 to \$7 a piece.—Gazette.

**To Regulate Dockage By Law**

The Elevator and Grain Trade, a Chicago journal, has the following to say regarding the discussion which took place in the Manitoba legislature, on the dockage of grain:—"In Manitoba it has been proposed to regulate dockage of grain by law, and recently a resolution was introduced in the Manitoba legislature the effect that some provision should be made whereby a uniform and equitable system should be established for dockage.

The wise legislators should first enact a law prohibiting the marketing by farmers of grain containing more than two pounds of dirt to the bushel, and then they can, with good grace,

limit by law the amount of dockage. The cause of dockage is dirt, so to regulate dockage and make it uniform in all places it will be necessary to regulate the amount of dirt the farmer leaves in his grain. The government which undertakes this is, indeed, undertaking a difficult task. It might as well try to compel all farmers to market grain of like quality or to compel all dealers to pay the same price for grain.

When the farmer is not satisfied with the amount of the dockage the grain should be cleaned at his expense and the dirt returned to him. Few farmers will ask more than once to have their grain cleaned.

**British Grain Trade.**

The Mark Lane Express, of April 18, in its weekly review of the British grain trade, says: "When the markets closed last week English wheats were firmer, and holders were asking an advance. The average price throughout the country is 31s. 4d. This is a miserable price for good qualities, being 5s. decline since Jan. 1. Foreign wheats remained quiet at a recovery of 6d. Both France and Germany were buying. California left off firm at 38s. Indian was depressed, the fall in the price of silver causing forced sales at 32s. The total quantity of wheat on passage is 20,704,000 bu.

**Winnipeg Wheat Inspection.**

The number of cars of wheat inspected at Winnipeg for the two weeks ended April 9 and April 16, 1892, is given below with the grading of the same.

Grade.	Apr. 9.	Apr 16.
Extra Manitoba hard .....	0	0
No. 1 hard .....	6	6
No. 2 hard .....	50	52
No. 3 hard .....	32	32
No. 1 Northern .....	0	2
No. 2 Northern .....	0	5
No. 3 Northern .....	0	0
No. 1 White tye .....	0	0
No. 1 Regular .....	89	82
No. 2 Regular .....	7	31
No. 3 Regular .....	0	2
No. 1 Rejected .....	1	6
No Grade .....	3	18
Rejected .....	10	16
Feed Wheat .....	1	2
Total .....	129	205

Total inspected for two weeks, as above, 334 cars. For the previous two weeks, 601 cars. Total inspected for the corresponding two weeks of last year, 443 cars.

**The Trade of the Great Lakes.**

In the April issue of Harper's magazine, Julian Ralph has the following to say of the great lakes and their traffic:

The date of the last enlargement of the lock of the Sault Ste. Marie canal is the date upon which to base all computations of the age of the present lake traffic and its consequences. That lock was enlarged and newly opened in 1881. Marquette, "the Queen City of Lake Superior," is an old place of former industry, but it is a mere baby in its present enterprise. Superior dates from 1852 "on paper," but from 1831 in fact, while Duluth is only a few years older. Port Arthur, the principal Canadian port, owes itself to the Canadian Pacific railway, now about seven or eight years of age, and many of the cities of the future are not yet discovered.

All the commerce of Lake Superior that is sent to or from it must pass through the Sault Ste. Marie canal, until the Canadians finish the parallel waterway, which they are building in order to be in all respects independent of us. Nature made the waters of Superior to flow into Huron by means of the Ste. Marie river, but in doing so they drop to Huron's level, which is somewhat lower than that of the king of lakes. They make 18 feet of the descent suddenly by the rapids which give to the artificial waterway built to avoid them the name of the Sault Ste. Marie canal. "Soo" and "Soo Saint Marie," or "Susan Mary," as it is often called, are west-

ern forms the words take. Commercially speaking, this canal added Superior to the great lake system or route, connected it with the Atlantic and the world at large, and shortened very greatly the railroad carriage of ore and grain to the east, and of coal and general merchandise to the far west. The canal accommodates an amount of traffic which for years has been greater than that of the Suez canal. In 1836 the freighting through the great African canal amounted to a gross tonnage of 8,183,313 tons; but it has decreased, if I am not mistaken; while the tonnage that passed the "Soo" in 1890 was 9,041,313. It is interesting to note that of this sum the proportion of freight carried by Canadian vessels was only six per cent. in 1858 and four per cent. in 1899. It is also worth while to note that of the 9,000,000 tons floated through the canal in 1890, about 4,500,000 were east-bound and 2,600,000 were west-bound.

But the canal is inefficient; wofully so in the opinion of the extra-energetic shippers at the Lake Superior ports, who assert that its inability to pass the largest vessels fully laden operates to the advantage of their great rival, Chicago. The depth of the water in the canal in 1890 ran from 14 feet and 9 inches to 15 feet 3 inches, and during the first half of 1891 it varied between 13 feet and 10 inches and 14 feet 5 inches. Such vessels as are now being added to the lake service draw 16½ feet, and, in view of the present depth of water in the canal, it will be seen that they lose several hundreds of tons a trip by carrying only partial loads. The government is awake to the situation, and the new lock which it is now building, at a cost of more than \$4,000,000, will be 100 feet in width, 21 feet deep and 1,200 feet long.

The fact that the canal does more business in seven months than the Suez canal effects in a year does not give so clear an idea of its importance as is gained from the consequences of a slight accident to the lock year before last. This necessitated the closing of the canal temporarily, but it cost the men and companies who use the canal a loss of about \$1,000,000. There were at that time 183 vessels waiting to pass out of Superior, and nearly as many going in the other direction.

The worst break on the wheels of the great commerce that strains toward development on the lake is not the "Soo" canal. That will soon be as large as it need to be. The trouble lies in the inadequacy of the canals far to the eastward—the Welland and Lachine canals. Instead of furthering the ambition of the west, they hold it at the throat and choke it. Until they are enlarged, or belittled by larger canals, the lake commerce with Europe will continue to be greatly limited. It is true that the whaleback steamer Wetmore went to Europe from Superior with a load of grain, but had she been the least bit longer she could not have gone through the Welland canal, around Niagara, and she had to dodge the St. Lawrence canals by shooting the rapids of that river. Were she to return to Superior she would have to be unrivited and pulled through the canal in two parts. Thus it was that the steamships of the Canadian Pacific company plying on the larger lakes were brought from the Clyde.

It was a valuable experiment, that with the Wetmore. It demonstrated the pluck of the far western navigators and merchants, and it accentuated the demand of the people of the entire northwest for a practicable water-route to the Atlantic. The people of the region around the great lakes are chaffing and fretting under the chains that bind and hinder them. They demand the means of reaching the Atlantic either by the St. Lawrence or the Hudson, and they will not be satisfied with less than "twenty feet of water from Duluth to the sea." That is the battle-cry of a people with the will and persistence to achieve whatever they determine upon. They will not be long put off. They are full of the spirit of the present revolution by which we Americans are to recover our prestige on the sea. Thus added force is found in a vast reach of new water-front, which will

send upon the oceans of the world not merely men, but ships that hail from the heart of the continent.

The aim of the students of the situation is not only to keep beyond the constant reduction of railroad rates, but also to secure the carrying of the products of Asia. They argue that the Pacific ocean currents naturally set towards Puget sound, and put San Francisco out of the natural course of shipping, and also that the Puget sound coast is 600 miles nearer the north Atlantic ports than is San Francisco.

There are two sides to the contention for improved internal waterways, and I propose to present both sides, because both together reflect the influences that are building up the new west, and show the strides that have been made toward the perfection of transportation facilities.

There is a conspicuous railroad man in the west who argues that water rates will cease to influence rail transportation when the development of railroad reaches the near point toward which it is hastening. For a time in 1891 the freight rate from Chicago to New York was 17c per 100 lbs., and he says that this forced the lake rate down to 1½c. He argues that when the railroads make a 12c rate, as they must in time, the boats on the lakes will not be able to earn their operating expenses.

The form of railroad progress which attracts every one's attention is that which is marked by the improvement of the palace cars through the introduction of baths, barber shops and libraries. But the progress which affects earning capacity, and which is constantly lessening the cost of railroad service to the public, is that which comes of the improvement of the road beds of the trunk lines by the creation of direct lines from point to point, the reduction or abolition of grades, the easing of curves, the increase in the weight of the rails, and the enlargement of locomotive power and car capacity. The outgo and the income of the railway business are found by considering the train mile and the ton mile as the units or bases of calculation. The cost of running a train a mile is the unit of expense. The amount obtained per ton per mile is the unit of income. The difference between the two is the profit. The resistance, which must be reduced to a minimum, is the law of gravity. But for that a child might drag a train of cars with a piece of twine. But, as the western railroad man remarked, "the law of gravity is like the poor, whom we have always with us, and the railroad men must see that it is not further weighted by steep grades, weak rails, sharp curves, and indirect routes. Originally railroads were laid on the surface of the ground; now they must find a level, and keep to it, as water does."

The modern railroad must also avoid all possibility of obstruction that can be avoided; and we see in the sunken track of the New York Central railroad in New York city an example of the lengths to which the best railroads must go to obtain guaranteed freedom from obstruction. With the same aim, this railroad is to pass through Rochester upon an elevated structure, and through Buffalo on a sunken track. Yet, in spite of these strides toward the perfection of railroading, with a consequent lessening of rates, President Depew does not predict the destruction of lake traffic. On the contrary, he says that it will always be carried on. The railroads themselves find it of service; and all those trunk lines which have lake ports on their routes now either own steamers or have made contracts with steamship lines. President Depew says that though his railroad company once opposed the canals, he lives at peace with them, his argument being that the lake boats bring to Buffalo more business than the canals can handle, and the surplus goes to the railroads. Moreover, the canals form highways through the state, and, by contributing to the prosperity of the canal towns, add to the prosperity of the railroads. Mr. Depew adds, nevertheless, that the canals are no longer formidable competitors with the railroads, as they once were. In the old days a canal boat car-

ried as much grain as a train of 20 10-ton cars; but now a train may consist of 50 cars; each one carrying 25 tons. The locomotives have grown from a weight of 30 tons to a weight of 90 or 100 tons, the cars have tripled their capacity, the rails that weighed 56 lbs. per yard have been replaced by 80 or 90 lbs. track; and with all these improvements has come a reduction of 50 per cent. in freight rates in the time that he has been interested in railroads.

The leading men of the lake ports admit all this; in fact, they make out a strong case for the railroads in order to emphasize the need of facilities by which those great regulators of transportation rates, the freight boats, may meet the new conditions. Those who have made the arguments for the various lake ports show that whereas in 1863 the rail rate on grain from Chicago to New York was 42c per bu, it was 14c in 1885. The water rate in that period fell from 25c per bu to 4.55c. It has kept between 25 per cent. and 67 per cent. lower than the rail rate. The value of the waterways to the public is illustrated in a startling way by making use of the government records of the Sault Ste. Marie canal traffic for 1899. There passed through that canal 7,516,022 tons, carried an average distance of 790.4 miles, at 0.145c a ton a mile. The railroads would have charged 0.976c, and the business would have cost the public \$50,000,000 more if the railroads had transacted it than was charged by the boatmen.

In pressing upon the attention of the country the value of a 20-foot waterway to the sea, the lake-port business men assert that not only did the Lake Superior traffic through the Sault Ste. Marie canal amount to three quarters of a million tons more in 1889 than passed the Suez canal, but the lake business which was transacted in the Detroit river was more than 36,000,000 tons of freight, or 10,000,000 tons more than the total tonnage of all ocean and gulf ports of the entire coast line of the United States. In view of that fact they ask what would be the growth of this business if, instead of taking this freight out of 3,000-ton ships to put it into 200-ton canal boats, it could go directly and without change of vessels to the sea. As to the expense of the improvements that are asked for S. A. Thompson, of the chamber of commerce of Duluth, asserts that in all time the federal government has expended upon all the lakes above Niagara Falls only \$28,038,590, so that the saving at the Sault Ste. Marie canal on the business of one lake, amounted to a return of \$1.55 to the people for every dollar the government spent upon the lakes.

From the stand-point of the people of the lake ports we have not been either as liberal or as long-sighted as the Canadians, who have a well-defined system of water-ways, completed by canals wherever navigation is hindered by nature. They are building a canal around the St. Mary's Falls, and when it is finished their system will be complete. It will only need enlargement to make it serve the requirements of the near future, but, even as it is, it will serve, in case of war, for the introduction of gunboats and torpedo boats by way of the St. Lawrence into those lakes on which we are prevented by treaty from maintaining a squadron. We have upon the lakes only the old wooden sloop of war Michigan, and can put no other war vessels there in case of danger, unless we have the time to build them at some lake port. England, on the other hand, has 50 gunboats and other war vessels, of sufficiently light draught to pass through the canals into the lakes.

It is not necessary to weigh the various plans which are offered for a national highway from Duluth to the sea. One looks towards the deepening of the canal between Oswego and Syracuse, N. Y., and of the canal between Syracuse and the Hudson river. Another plan leaves New York city out of consideration, and proposes direct communication between Duluth and the ocean, or the world at large, by means of a duplication of the Canadian canal system on the American border. Both these plans ne-



cessitate the building of an American canal around Niagara Falls.

The provision of twenty feet of water in the new Sault Marie lock, now undergoing construction, will make possible the employment of vessels carrying 6,000 to 8,000 tons, in place of the present largest sized lake boats, which cannot carry their complement of 3,000 tons. Such carriers, it is said, can cut down the present cost of water transportation fully fifty per cent., and leave a profit for the ship-owners. In view of the enormous field awaiting development in the northwest, and in view of the steady lowering of railroad rates, the ardor with which the people of the lake ports urge the creation of an American twenty foot water system, at least as far east as Oswego, does not seem unreasonable.

### Bradstreet's Weekly Report.

Bradstreet's report, dated New York, April 22, says: There is no material gain in the volume of general trade as reported to Bradstreet's, notwithstanding Chicago and a few other northwestern cities continue to report a volume of traffic in excess of that in April a year ago. Business is quiet on the Pacific coast, where the outlook is for an average wheat harvest, a large crop of fruit and probably a fair yield from the vineyards. At the east former conditions prevail. Iron is no stronger, although the tendency is toward improvement. The distribution of staples, such as clothing, shoes, hats and general dry goods, continues of good proportions, though not so large in many instances as anticipated. February's total net earnings by 124 railway companies aggregated \$14,747,289, more than 19 per cent. in excess of the February total in 1891. For two months the net earnings increased 6.5 per cent. as compared with 1891; last year they were 11 per cent. larger than in 1890. Bank clearings for the six days ending

April 21st aggregate \$1,043,000,000, a decrease of 7.2 per cent. from the preceding week, due in part to the partial observance of Friday of last week as a holiday. A renewal of the foreign pressure for gold (\$1,500,000 having been engaged yesterday for shipment to the continent) suppresses activity in share speculation at New York. The market had already suffered from bearish attacks on the coal stocks based on the prospects of a coal rate war with the Pennsylvania and reports of a strike of the Reading's employees. Foreign interests have been free sellers of the market, but now show a less bearish attitude. Such operations, however, combined with the scarcity of commercial drafts, account for the strength of the exchange, which is at \$1.83 for demand sterling. In the Canadian Dominion business is not very active. At Toronto the volume is not large, with an advance in dyed cottons and limited demand for wheat export. The outlook is more favorable than previously at Montreal owing to the opening of navigation. Bank clearings at four Canadian cities aggregate \$15,810,000, a decrease of 22 per cent. contrasted with the week before. There were twenty-one Canadian business failures reported to Bradstreet's this week. In the same week last year the total was sixty and last week it was thirty-three.

Harry L. Langelier, who has recently resigned his position with Vineberg & Co., of Montreal, left Winnipeg last week for New York. He has accepted the position of chief fur buyer for a New York firm, and will visit Winnipeg periodically in the interests of this house.

The big bridge over the Moose Mountain Creek was expected to be finished by Saturday, and tracklaying will commence immediately from there to Alameda, the terminus of the Souris extension.

J. F. Lewis, of the firm of Chas. F. Lewis & Co., commission merchants, of Minneapolis,

was in Winnipeg last week, and made the acquaintance of the local grain men.

About eighty men were sent out to the Canadian Pacific Souris branch railway last Monday to begin surfacing the road. On the 25th inst. ballasting will start.

## A FACT! Worth Considering.

To those interested in the subject of "Investments an examination of the desirable features offered by

### The Mutual Life Insurance Company OF NEW YORK.

RICHARD A. McCURDY, President.

in its "Distribution Policies" will more than compensate for the time spent.

Under this form of contract the insured may immediately provide a large contingent estate for the protection of his family, and a certain annual income or cash capital for his own support in advanced age. The cash value or continued insurance, together with the annual cash income, gives this form of contract all the features of a bond and the availability of a sound investment.

The following is an illustration of a 20-year "Distribution Policy," \$5,000. Age 35. Premium \$175. Results at the end of 20 years:

Cash value, \$5,363.25

Or, in lieu of cash, a participating Paid-up Policy for \$9,640.00

Or, a participating Paid-up Policy for \$5,000.00  
And a Life Annuity of \$241.60.

Facts are stronger than fiction. The financial results obtained by

### The Mutual Life Insurance Co. of New York

Have never been equaled by any other Company. It is the Largest, Best and Most Popular Life Insurance Company in the World.

Paid to Policy Holders in 1891, \$18,755,711.86.

Paid to Policy holders since organization, in 1892, \$327,079,635.40.

Assets 1st January, 1892, \$159,507,138.68.

T. C. LIVINGSTON, RESIDENT DIRECTOR  
WINNIPEG, MAN.



# MELISSA.

The original and only reliable Porous  
Rain-Proof Clothing in the world.

IMITATION IS THE SINCEREST FLATTERY, but some imitation rain-proof cloths now on the market, although very flattering to MELISSA, will prove anything

but satisfactory to the wearers.

— WE HAVE PLACED IN THE HANDS OF —

## Leading Wholesale Dry Goods, Millinery and Woollen Houses

A beautiful range of Melissa Clothing, 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

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

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**RUBLEE, RIDDELL and Co.**

Commission Merchants

AND IMPORTERS OF

Green and Dried Fruits.

15 OWEN STREET,

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**W. R. Johnston and Co.**

(Late Livingston, Johnston & Co.)

WHOLESALE MANUFACTURERS

READY MADE

**CLOTHING.**

44 BAY STREET, TORONTO.

Samples at McIntyre } REPRESENTATIVES.  
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**JAS. McCREADY & CO.,**

WHOLESALE

Boot and Shoe Manufacturers,  
MONTREAL.

SAMPLE ROOMS, 496 MAIN ST. WINNIPEG  
W. WILLIAMS, AGENT

**Redwood Brewery**

Fine Ales, Extra Porter  
and Premium Lager.

Most Extensive Establishment of  
the kind in Western Canada.

**ED. L. DREWRY,**

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WINNIPEG, MANITOBA.

Highest cash price paid for good  
Malting Barley.



**Home Production**

WE MANUFACTURE

**BARB WIRE,**  
**PLAIN TWISTED WIRE,** WITHOUT BARBS.

And are Agents for the

**Woven Wire Fencing.**

We are in a position to fill all orders promptly.  
Ours is the only wire manufactured in the Dominion of  
Canada on which is found the GENUINE LOCK BARB.  
A personal inspection will convince you of this fact. Qual-  
ity of wire the best ENGLISH BESSEMER STEEL.  
Every pound guaranteed.

Manitoba Wire Company.

**New England Paper Co.**

CANADIAN MILLS: PORTNEUF, Que.

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MANILLAS, No. 1 AND 2.	WOOD BOARD.
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BLUES	TARRED FELT.
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All Grades and Colors.	TONED PAPERS.
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**Montreal.**

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CAMPHOR,  
INSECT POWDER,  
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And other Seasonable Goods, kindly  
ask us for prices.

We keep a full range of Wyeths, and Sea-  
bury & Johnson's Goods.

132 Princess Street, Winn'peg.

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(LIMITED)

MANUFACTURERS

**B** FOR FLOUR  
**A** FOR BRAN  
**G** FOR OATS  
**S** FOR SHORTS  
FOR POTATOES  
FOR WHEAT  
FOR COAL  
FOR EVERYTHING

Full Stock Carried in Winnipeg. Write for Samples to our Manitoba and North-West Agents.

Merrick, Anderson & Co., 203 Princess St., Winnipeg.

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COMMISSION MERCHANTS

—DEALERS IN—  
FRUITS AND ALL KINDS OF PRODUCE.  
Special attention to consignments of Furs and  
Skins, Butter and Eggs.

Yates Street, VICTORIA, B. C.  
P. O. BOX 536.

AGENTS Skidgate Oil Works, B.C.; D. Richards, Laundry Soaps,  
Woodstock, Ontario; Teller, Bothwell Co., Montreal, Parisian  
Washing Blue.  
We have a large cool warehouse with good facilities for handling  
Butter and Produce in quantities.  
Consignments Received in all Lines. Correspondence Solicited.

## Victoria Rice Mill

VICTORIA, B. C.

CHINA and JAPAN RICE,  
RICE FLOUR AND BREWERS' RICE.

WHOLESALE TRADE ONLY.

HALL, ROSS & CO., - Agents

## The Brackman & Kerr Milling Co.,

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Oatmeal and Ground Feed Millers.  
WHOLESALE DEALERS IN  
FLOUR, FEED, GRAIN AND PRODUCE.  
CORRESPONDENCE SOLICITED.

VICTORIA, - - - B. C.

Geo. C. THOMPSON, J. L. BECKWITH, CHAS. R. KING.

## BECKWITH, THOMPSON & KING,

CONSIGNEES, BROKERS,

General Commission and Mercantile Agents.  
51 Wharf Street, Cor. Fort,  
Special Attention given to Consignments  
Prime Creamery Butter.

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SOLICITED. VICTORIA, B. C.

## McMILLAN & HAMILTON,

COMMISSION MERCHANTS

—WHOLESALE DEALERS IN—

BUTTER, EGGS, FRUITS AND PRODUCE

A PERFECT SYSTEM OF

COLD STORAGE.

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## Standard OIL Company

(UNITED STATES)

Eldorado Castor, the best Oil in the  
world for Farm Machinery.

Eldorado Engine and Atlantic Red  
for Threshers.

ALL PRODUCTS OF PETROLEUM IN STOCK.

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Building.

Room 8, Corner Portage Avenue and Main Street,  
WINNIPEG.

## LELAND HOUSE, VANCOUVER,

British Columbia.

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

INSLEY & EDWARDS, - Proprietors.

## Thompson & Co.

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Grain, Flour, Produce

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## General Commission,

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Hogs and Butter Wanted.

PROMPT RETURNS.

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The Liveliest Newspaper and Best Advertising Medium  
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Direct Importer and Wholesale Dealer in

## FOREIGN AND DOMESTIC FRUITS

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Butter, Eggs, Cheese and Pork Products.  
FRESH EGGS WANTED.

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(Successors to Springer, Mellon & Co.)

COMMISSION MERCHANTS,  
Shipping, Insurance and General Agents.

Free, Bonded and Excise Warehouses.

GENERAL FORWARDING

Advances made on Consignments of goods.

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COLLECTORS, COMMISSION & GENERAL AGENTS,  
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ESTABLISHED MAY, 1886. REFERENCES

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FLOUR, FEED & PRODUCE MERCHANTS.

SOLE AGENTS FOR VANCOUVER, NEW WESTMINSTER  
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CELEBRATED OAK LAKE, MANITOBA FLOUR

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Liberal Advances made on Consignments. etc.  
Excellent Storage Facilities. Correspondence Solicited

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## BOOTS & SHOES

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Representative for Manitoba, N.W.T. and  
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F. R. Stewart,  
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Shippers are invited to quote lowest prices or to send  
a consignment which will be handled to the best possible  
advantage.

## FLOUR.

Patent Hungarian,

Strong Bakers. Straight Bakers

Superfine.

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SHORTS.

CHOPPED FEED.

## Grain Shippers

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## LEITCH BROS.,

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# GREENE & SONS COMPANY

WHOLESALE

HATS and CAPS,

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Etc., Etc.

Manitoba Fall Trade, 1892.

MEN'S

FURNISHINGS

Merino and Woolen Underwear

SCARFS, TIES, SHIRTS, COLLARS,  
Waterproof Coats.

WAREHOUSE,

517, 519, 521, 523 and 525 St. Paul Street,

MONTREAL

## 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.

April 19, 1892.

It has been somewhat cold of late and wet, but the sky has brightened and hopes are entertained that we have seen the last of the winter lingering in the lap of spring. Fears are entertained that the fruit crop will be injured in the same way as it was last year.

Business is improving fast and if it were not for the tightness of money among small traders, times might be regarded as thoroughly prosperous. There is a lack of money in the more retarded circle, but large enterprises are carried on with apparent ease and plenty of capital. The cheapness of money in the British market is regarded as favorable to investments in the province, and a greater inflow of capital in all circles.

Country trade is still unsatisfactory both in respect to orders and returns. Last was a very bad winter and country traders probably felt it more than business men in the city. Consequently orders are backward and small so far. However, their influence is beginning to be felt and in a month or so must be unusually brisk.

Fish are temporarily very scarce. The salmon run has been small but now looks more promising. There has been a very brisk export demand and most of the salmon caught has been shipped east. The oolochans are now on the run in the Fraser river. The oolochan is one of the most delicious of table fish and belongs to the salmon family of which there are nine divisions in the coast, embracing capelin, oolochan, smelt, snifsmelt, trout, charr, grayling, whiting and salmon. About the middle of March the run begins in the Naas river and extends on down the coast later in Gardner's canal, Kingcombe inlet, Knight's inlet. The Indians fish for them in the northern waters and catch them in enormous quantities. The extraction of oolochan grease, which is used very much as we use butter, is one of their favorite industries. The oolochan is about nine inches long and as might be inferred is very rich and full of oil. Cooked as smelts are it is delicious and if not too tender for carriage should become an article of considerable export. When the run is at its height oolochans may be taken out of the river by the basketsful. Oolochan are sometimes put up in pickle and sometimes cured and smoked like bloaters. Undoubtedly they will be largely utilized some day.

The British Columbia legislature is prolonging its session beyond what was anticipated. A very large amount of work has been accomplished and some very important legislation, principally affecting proposed railways, has still to be considered.

It is now pretty well understood that the Northern Pacific railway has abandoned the hope of obtaining a bonus of \$300,000 from the city of Vancouver and that negotiations are being carried on with the owners of North Vancouver property for \$500,000 worth of property to cross the second narrows by bridge and take the railway over there. A townsite would be laid out and the property throughout the municipality enhanced materially.

Some changes in the personnel of the C.P.R. officials here, it is said, are contemplated. D. E. Brown, general freight and passenger agent, will, it is understood, be made general manager of the Canadian Pacific steamship line, with headquarters at Hong Kong. The duties performed by him will be divided, with a head for the passenger and another for the freight departments. Geo. McL. Brown, passenger agent at Vancouver, will probably succeed D. E. Brown in the former and H. E. Common, agent, in the latter capacity.

THE COMMERCIAL has several times pointed out that the demands upon the Esquimault dry dock would shortly result in another being built, if not on Burrard Inlet or somewhere else on the B.C. coast, on the sound. It is a matter that should have had the attention long ago of not only the Dominion and provincial governments, but local authorities as well, because while the docks are necessary to accommodate the increasing shipping, a third will be superfluous for some time to come. As will be seen by the following from the Seattle Telegraph, a golden opportunity has been lost:

"The United States government has issued a call for tenders for the dock to be erected at the new navy yard at Port Orchard on the Sound, opposite Seattle. The plans call for the construction of a dry dock 605 feet long, with 30 feet draft of water, with a body of timber and an entrance of concrete and masonry. In addition to this there will be a pump house, pumping plant, floating gate, culverts and all other appliances appertaining to a work of this kind. The work is to be done in accordance with plans and specifications, which may be had on application to the department at Washington city. The bids are to be opened on July 5, and the contract let immediately."

Real estate throughout the province has been moving much more freely and a number of transactions, some large, have been reported.

Attention is now being directed to the northern interior, the greater part of which was surveyed by Mr. Pondrier last and previous summers. This great plateau or succession of valleys, which begin at the southern boundary, contains millions of acres of grazing land, some of it excellent for agricultural purposes. One tract of 1,000 square miles of rich meadowlands

and boundless agricultural resource, has been recently located and settlers are already on their way there. It is several hundred miles from the line of the railway, but the advent of a railway is certain within a few years and it is accessible by wagon road and trail. These lands are now open at \$1 an acre for actual settlement. A railway is the great desideratum. Two charters already obtained contemplate bisecting this region.

The manufacture of ice has been taken in hand. Factories will be located at Victoria, Vancouver, Westminster and Nanaimo, and will be turning out ice within 60 days.

### B. C. Market Quotations.

There has been little change to report since last quotations. Several lines have become firm with prospects of advance.

FLOUR AND FEED, ETC.—Oregon flour in Victoria has declined, but elsewhere no reduction is noted. Following are quotations: Manitoba Patents, \$6; strong bakers, \$5.60; ladies' choice, \$6.00; prairie Lily, \$5.75; Oregon, \$6.00; Spokane, \$5.65; Enderly mills; Premier, \$5.85; three star, \$5.70; two star, \$5.35. Oatmeal, eastern, \$3.40; California, \$4; National mills, Victoria, \$3.65; rolled oats, eastern, \$3 per 80 lb bags; California, \$3.90 per ninety pound bags; National mills, \$3.75; corameal, \$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 35 per ton; bran, \$24; shorts, \$25; oats, \$30 to 32; wheat \$35 to 40; oil cake, \$40. Wheat is quoted in car lots No 2 regular for feed \$27 per ton; oats \$25; chop barley, \$25 to \$26.

DAIRY—Cheese is 14c and scarce. California butter is quoted at 26½c and not in favor. Good eastern creamery, of which several shipments have been made is firm and in good demand at 28c. Dairy is anything from 10 to 20c and none of it good.

EGGS—Eggs have not advanced but are firm and salable. Oregon eggs are weaker at 17 to 18c, several carloads eastern eggs have been ordered. Eastern fresh are quoted at 18c. Strictly fresh home eggs are from 20 to 25c. The local supply is much more plentiful than it ever has been before.

MEATS—Are in much better shape than a few weeks although dealers are not at all certain about prices being maintained even yet. Hams, are 13c; bacon, 13c; rolls, 11c; backs, 13c; dry salt clear, 10½c; in case lots, 10½c; lard kegs, 13c; do pails, 13½c; do., kettle rendered, 12½c; do steam rendered, 11½c; do compound, 11; Bologna sausage, 11c.

Dressed meats, live stock, etc.—The principal source of supply is east of the mountains but some good cattle are being furnished by the Douglas Lake cattle syndicate. Lambs are now in the market, though scarce. A portion of the supply is local. Hogs are scarce. Quotations for live stock are: Steers, 5½c; lambs, \$5 a piece; sheep, 7c to 7½c; hogs 8c. Dressed beef, 9c; mutton, 13½ to 14c; pork, 11½c.

Hides and Skins.—Prices in San Francisco are as follows, the quotation in Victoria being one cent less.—Dry Hides, sound, 10c per lb; culls, 7c; brands, 7c; Kip, 9c; culls and brands, 6c. Heavy salted steer, sound, 7 to 7½c; brands and culls, 6 to 6½c; do medium, 6c; brands and culls, 5c; do light, 4 to 4½c; do brands and culls, 3½ to 3¾c. Salted cows, 4 to 4½c; do brands and culls, 3½ to 3¾c. Salted kip, 3½ to 4c; do brands and culls, 3c. Salted veal, 5c; do, brands and culls, 4c. Salted calf, 6c; do, brands and culls, 5c. Long wool pelts, 90c to \$1.40 each; medium, do, 70 to 90c; short, do, 40 to 70c; shearling, 10c to 25c. Deerskins, summer, 37½c per pound; do, medium, 30 to 32½c; do, winter and long haired skins, 20 to 25c. Elk hides, 10 to 13c. Goatskins, prime and perfect, 30 to 50c each; damaged, 10 to 25c. Kids, 5 to 10c.

SEALSKINS—Sealskins have taken a very perceptible and not altogether unexpected rise,

A San Francisco dealer the other day cleared the Victoria market of every skin at 20 per cent. advance on former prices, buying in all 2,000 skins at \$12 each. Owners of sealing schooners are consequently elated over the fact.

**FRUITS, VEGETS, ETC.**—The first consignment of California strawberries have been in the Victoria market and sold at fancy prices. They will be general in a week or two. There is a large proportion of California oranges injured by frost, and best qualities are high. A car of Sicily lemons are on the way and will be quoted cheap. A carload of eastern apples have been received and are selling at \$6-50. Quotations are: Riverside oranges, \$2 to \$3; coconuts, \$1 per doz.; Wash. navels, \$1.75; bananas, \$3.75 to \$4; Sicily lemons, \$3.50; Cal. lemons, \$1.75; Turkish figs, 15c; almonds, 18c; walnuts, 15c; filberts, 15c; brazil, 15c; pine, 20c; peanuts, 10c; evaporated apples, 12c; evaporated peaches, 10c; evaporated apricots, 11c; evaporated prunes, 9c; California pitted plums, 10c; Str'd honey, 13c; raisins, \$2 to \$2.75; Oregon apples, \$1.75.

**FISH**—The oolachan run has commenced and oolachans are in good local demand. There is practically no other fish in the market, except salmon, which is high and export demand is so great to exhaust the supply. Boats from the north are expected daily with deep sea catches, which is expected to replenish the market. Arrangements have been made, it is understood, with coast settlers to send down their catches in steamers to dealers, who will hereafter have a more or less regularity.

**Sugars**—Jobbers quote sugar as follows: Granulated, 5½c; extra c., 5¼c; yellow, 4½c; golden c., 4¼c. A carload of maple syrup and sugar is on the way from the east.

**Vegetables**—A carload of Ashcroft potatoes are being jobbed from \$25 to \$27 per ton. Fraser river potatoes are selling at \$15 and under. California new potatoes are selling at 2c per lb; cabbage 2½c per lb.; rhubarb, \$2.25 per box; asparagus \$2 to \$2.25. There is a plentiful supply of all small vegetables of the season.

**Coal**—Wellington coal is quoted at \$8 in San Francisco. A letter from there regarding the situation says: There are still general complaints of stagnation of trade in this line, and prices still rule very low. The jobbers report full sales, but the margin of profit is too small for the capital invested. Northern mines continue to ship liberally, in the face of an overloaded market. The quantity of coal due here in April and May from foreign sources is very light, and it is to be hoped that values may improve somewhat. No marked advance, however, can be expected, as it is almost an assured fact that no very high prices can be reached this year.

**Poultry**—A consignment of poultry from Winnipeg sold at high prices, turkeys realizing 25c per pound and chickens \$10.50 per dozen.

**Canned goods**—Canned vegetables are stiffening, but in fruit the market is filled with eastern goods. Fraser Valley Canning Co.'s goods are quoted as follows: 3 lb. table \$2.40 per doz.; 1 gal. pie fruit \$1.25; ½ gal. do. \$2.40; 1 lb. glass jams \$2.40. Pickles are firmer, although the market is well filled. Canadian pickles are quoted: 1-gal 75c; pints \$1.90 doz.; quarts \$3.80; sauces, \$1.20.

**Lumber, etc.**—Situation remains unchanged. Freights to Australia have declined. Otherwise they remain steady. Rates are quoted: Sydney, 32s 61; Melbourne, Adelaide or Port Pirie, 37s 61 to 49s; West Coast South America, 35s to direct port; United Kingdom, calling at Cork for orders, 62s 61; Shanghai, 50s.

#### Brief Business Notes.

Bennet & Burns, sailmakers, Victoria, have dissolved; Burns continues.

There is talk of a vein of platinum having been discovered near Mission.

Allan McLean, New Westminster, has sold his grocery business to Donald A. McLean.

Crocket & Jackson, Westminster, have dissolved.

S. R. Jessop is opening a machine repairing shop in Vancouver.

John T. Papst, grocer, Victoria, has sold out to Juliano H. Frank.

Kerr & Begg have sold out the Victoria News Agency to Geo. Marsden.

The steamer Marion is making regular trips on the Columbia from Revelstoke.

A small steamer just built will be run as a ferry between Oak and Cadboro bays, Victoria.

The Chilean ship Emma Louisa is en route from Valparaiso to load lumber at Vancouver.

The bank rate of exchange in Nelson has been reduced from a half to a quarter of one per cent.

C. W. Bash has negotiated the sale of the Balfour townsite at the outlet of Kootenay Lake.

Gilmore & McCandless, Victoria, are closing out their merchant tailoring department.

G. B. Wright has been appointed managing director of the Ainsworth Land & Improvement Co.

A. W. Levery has opened a bakery and confectionery store in the Begbie block, Westminster.

The British Columbia Fruit Growers' Association will meet in Chilliwack on the 10th of May.

The C. P. ss. Empress of Japan, now on her way, has 250 passengers and 2,500 tons of cargo on board.

Arthur Englehardt has resigned the Northern Pacific office, Victoria, to go into business for himself.

There is some stir in Kamloops about sinking for coal in the district, which was discovered three years ago.

The new Vancouver Coal Co. has struck a lower seam of coal on Protection island, four feet in thickness.

It has been decided to subsidize the steamer Telephone as a mail boat between Westminster and the South Arm.

The British ship Bushmills, consigned to Baker Bros., has sailed from Liverpool for British Columbia ports.

South Vancouver has been organized as a municipality. It includes the county lying south of Vancouver to the Fraser river.

Carney & Burret's store at Nelson has been destroyed by fire. The loss, covered by insurance, is estimated at between \$7,000 and \$8,000.

The British ship Burmah has been chartered to load lumber at Moodyville for Valparaiso. The Norwegian bark Emblem will load lumber at Vancouver for Cork, Ireland.

Wulfsohn & Bewicke, Ltd., will open a branch of their banking, real estate and insurance business at Vernon, in charge of J. P. Brophy and J. McIvor Campbell.

Two shifts of men continue development work on the main tunnel of the Silver King, which is now in 854 feet, at 1½ feet being driven per day. The character of the ore remains unchanged.

The Marine and Fisheries Department, Ottawa, have replied to a petition from the settlers on Squamish river, stating the Government could not stock the river this year with sockeye salmon but will next season.

In the Supreme Court, Judge Walkem decided that real estate men could not legally collect conveyance fees, being the out come of a suit brought by Woods & Gamble against Mrs. Brighouse to recover conveyance fees.

D. C. Cubin, president of the Spokane & Northern, says the Nelson & Fort Sheppard railway will be built for the 10,000 per mile of

land grant from the provincial legislature whether the Dominion government grants a charter and subsidy or not.

G. S. McTavish, who came out of Cassiar, via Wrangel, on snowshoes, says that if Cassiar is to remain a mining district, a trail must be built from Telegraph Creek to Tackoo Lake. Though rich, Tackoo county is not worked, there being no convenient way of getting in.

Several mining men recently purchased for a small price the Black Bear and War Eagle mines in the Okanagan district. A letter has just been received at Nelson from one of the owners, stating that a tremendously rich strike has been made. The gold in the ore is in its native state, and the rock assays from \$20,000 to \$50,000 per ton.

An order in council, throwing open the agricultural lands of the Kamloops land agency, situated north of the line between townships 15 and 16 and east of the seventh meridian of the Dominion lands system of survey, for homesteading by actual settlers, on conditions and at the price prescribed by the regulations of September 17th, 1889, has been published in the Canada Gazette.

## Grain and Milling.

Grain shipments from Morden, Minn., to date are 550,000 bushels.

Manitoba farmers have applied for the ground to build an elevator. Carson Bros. are also building an elevator at this Manitoba town and still a third new elevator is talked.

F. W. Thompson, manager of the Ogilvie Milling company, Winnipeg, returned last week from an extended trip south. Mr. Thompson has been much benefited in health by the trip and comes back ready for a busy season.

Jas. A. Jamieson, general superintendent of elevators on the C.P.R. system, states that the plans have been received for a 1,500,000 bushel elevator in Boston for the reception of western grain arriving in that city over the Boston & Maine, and that its construction will be proceeded with forthwith.

According to the *Minneapolis Market Record* of Monday last a great deal of grain was in the ground in South Dakota. The acreage is larger than last year, of wheat that will be sown. Drouth is completely broken and the streams and roads are full of water. The general outlook for a wheat crop in Minnesota is called favorable. The south half is nearly half done, with sowing wheat. The north half is only fairly begun, with evidence of much grain going in late.

## Lumber Cuttings.

Dick, Banning & Co., expect to start their mill at Keowatin on Monday. Other Lake of the Woods mills are expected to commence cutting soon.

A Prince Albert, Saskatchewan, correspondent says: "The fine spruce and pine wood of which there is any quantity around Prince Albert, is in great demand at Regina and Moose Jaw, and a large trade in fire wood has arisen between the three towns."

W. J. Macauley at one time the lumber king of Manitoba, was in Winnipeg last week on his way to his home in Victoria, B.C. Mr. Macauley is vice-president of the Victoria Lumber and Manufacturing Company and is on his return from an extended trip to Chili and Peru. He was delighted with the countries he visited and has decided to open mills in South America this summer, where there is plenty of timber to be procured.

An observant reporter has noticed that when a woman asks to be taken to the silk counter she speaks in a much louder voice than when she asks to look at the calico counters.

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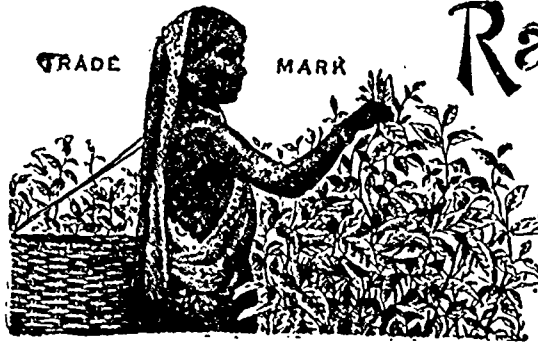
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## Is the Farmers' Complaint Justified?

The St. Paul *Pioneer Press* has published the results of an elaborate investigation into the question whether the wheat farmers of the country "have been and are being deprived of a portion of their rightful profits."

The repeated assertion is recalled that "the price of wheat at the elevator nearest the farm is far less than the price of it in the principal markets of the world, less the cost of transportation from the field to the point of final sale," and it is asserted that this apparent discrepancy constitutes what is sought.

It is charged that "some think that the guilt lies with local elevator men, who combine to depress prices, buying on a low range and selling at a handsome profit as soon as the grain is within their reach. Still more believe that the shrinkage is due to extortionate charges by the railroads, and from this have arisen repeated demands for reductions in freight rates."

Others, again, find the difficulty in the elevators at terminal points and primary markets, where, as they assert, grain is so manipulated, and prices are so arranged, that the bulk of the profit goes into the hands of great corporations. And finally, still another class of people see, in the existence of speculation in food products, the cause of shrinkage in prices between the farm and the market, and execrate the "bear" interest for its alleged work in keeping the market price of American grain several cents per bushel below what it ought to be by comparison with English quotations."

In brief, the charge is that the excess increase of the price of wheat between the primary market and Liverpool, that portion of the increase not due to legitimate cost of transportation, is due to

1. Elevator manipulation at primary markets; or
2. To extortion by railway companies; or
3. To elevator manipulation at terminal points; or
4. To "bear" speculators.

The claim is in fact practically made by the writer of the article, though not in so many words, that the price received by the American farmer should be the price paid by the foreign buyer less cost of transportation and other "incidental charges."

This is probably true, and we fancy that the only dispute which possibly may arise on the point is as to what constitute (legitimate) "incidental charges."

In the endeavor to answer the question which the *Pioneer Press* raises, and which it answers in the head-line to the article, "The Farmer's Complaint Justified," the writer of the article traces, with the aid of specialists, experts and data said to be unimpeachable, "the progress of a bushel of wheat all the way from the field in Minneapolis or Dakota to the market in Liverpool." It follows similar bushels of wheat during three successive years, so that it might learn "whether a conspiracy had really been formed, and whether the farmer in 1891 was being defrauded of his due."

In commenting upon the amount of data received, the work of verification of results and care taken to insure the elimination of error, the writer uses an expression which will, to many, even among those who sympathize with his quest, raise the issue of the accuracy of the conclusion reached in the headline he uses. He writes:

It is necessary, in order to know whether there is imposition anywhere, to know the prices prevailing in the principal markets through which grain moves in its progress from the wheat field to the consumer's larder; to know them at different periods of time, and then to compare them with the rates of transportation prevailing for the carriage of wheat from one of these markets to another. If there is any great variation between these prices, over and above an amount sufficient to cover the expense of moving the grain, then somebody is securing an unjust profit.

We risk the surprise of the writer of the foregoing by questioning the conclusion reached in

the last sentence, but waive a discussion of the point for the moment to repeat some of the data furnished within the limits of the five column article from which we quote.

Demands upon our space will not permit the reproduction of data as to cost of shipping wheat from the farmers to Liverpool for each of the months of September, October, November and December in each of the years 1890, 1890 and 1891, but it may be well to note in detail the effort "to take a bushel of wheat from the shipping point nearest the farm and travel with it to the great central grain market of the world, paying the charges on it as we go, and noting the increase in its selling price."

Beginning with Crookston as a primary market, the price of wheat there for October, 1890, is given at 61 3/4c per bushel. By the time this wheat reaches Minneapolis it sells for 77c, and at Duluth for about 78c, deducting from the tabulated price for a difference of grades. That is to say, the Crookston price is from 16 to 17c less than the Duluth and Minneapolis price. But the freight rate from Crookston to Duluth or Minneapolis is 17 1/2c per hundred, or 10 1/2c per bushel. A similar difference of about 17c prevailed in 1890 and of only 13c in 1891. This shows a nearer approximation of price at one point to price at another, plus the freight rate between them, than in former seasons. The margin over and above the freight rate in other years seems to be in excess of all reasonable charges for handling. For November the difference was 15c in 1889, 16c in 1890, and 14c in 1891; and for December the Crookston and Minneapolis prices varied by 20c, 25c, and 20c in the three years respectively.

Our bushel of wheat is now at Duluth, and was worth there, in the present season, deducting an average of 3c per bushel from the prices given in the table, to cover the difference between the grades of No. 1 hard and No. 1 northern, 91 1/2c in September. It was worth in that month \$1.04 in New York, or 13c more. But the freight rate on wheat from Duluth to Buffalo for September averaged 3 11-16c, and from Buffalo to New York the canal rate averaged about 4 1/2c. The total freight charge to tidewater was, therefore, approximately 8c per bushel, and the remaining 5c difference in price goes to the account of insurance and other charges and to the expense of handling in Buffalo. The difference between the New York and the Liverpool price for the same month was nearly 24c, while the cost of ocean carriage, as we have seen, was only 9c and a small fraction.

In a summary of the foregoing it is said that the difference between the Minneapolis and Liverpool price in September in the year 1889 was 36c per bushel, to cover which there were freights, lake, canal and ocean, aggregating about 17c. Elevator and loading charges at Duluth ran from 1 1/2 to 1 1/4c per bushel. Transportation and elevating charges on the way amounted to about 2c per bushel additional. Adding delivery charges at Liverpool, incidentals and losses, there was a total for everything covering the entire journey from Duluth to Liverpool of, say, "not more than from 27 to 28c per bushel at the most liberal estimate." With a difference of 36c per bushel in the average market price for the month, "it seems reasonably clear that from 8 to 10c per bushel is lost in the transfer; since the allowances made cover freights, transfers, elevator charges, primage, insurance and all incidentals, leaving only the interest on capital invested to be accounted for." There was, therefore, an unaccounted for balance of 10c a bushel, which this reckoning indicates was the shrinkage for an entire month (September, 1889) between the farm value and the Liverpool price.

Like calculations are given in detail for September, October, November and for December in each of the three years named, after which, in generalizing from the exhibit, it is stated that "in tracing the course of a bushel of wheat from the place of production to the ultimate market, that there are additions to the cost of it as it moves toward the consumer, or subtractions from the price of it as we pro-

ceed toward the farmer, which are not accounted for by the costs of carriage, and which could hardly be due, one would think, to appropriation of profit by the shippers and handlers of grain."

We hardly think our contemporary succeeds in dismissing this point by saying "it could hardly be due," etc. It would seem to us, even after a careful examination of the data given, that a great deal may rest on storage and commissions for handling grain in transit not explained by the article to which we refer.

The paper to which we refer adds that "the doubt as to the correctness of this as an explanation is borne out and fortified by a comparison of variations in prices at the same points in different years. This appears to indicate that the evil is progressive; that the force, whatever it is, which governs them is something out of the ordinary course of trade; but that, at any rate, it has been equal to the task of preventing a rise in American prices to correspond with European prices to an amount of something like 10c a bushel."

There have been charges made—charges of which we know nothing—that a "milling ring," whatever that may be, exists, one aim of which has been to keep wheat prices down during the months the *Pioneer Press* refers to—until it, the "ring," supplies itself with cheap raw material for flour. Did our contemporary explode this notion during its researches?—for it appears to have shown that the "undue depression" of wheat prices at home is more conspicuous west than east. Then there is the well-beloved anti-options bill, which some heartless wretches have asserted would, if passed, restrict the home wheat market to millers and exporters, and so enable some one (or more) to still further depress home prices—but we anticipate.

Did our investigating contemporary follow any actual consignments of wheat from Fargo or Aberdeen to Liverpool and learn the real cost of moving actual stuff? For, it will probably admit, one cannot well tell what a laborer at a given city will earn in a year by multiplying data found in tables of average day's wages earned at that point; neither may the distance or velocity of a cannon ball be determined, with the customary data, if the charge is fired and the ball propelled in a vacuum; for, so far as we can judge, the foregoing calculations have been made on the theory of through shipments of wheat from the far west to Liverpool, based on average transportation rates, without taking into account what may happen in actual practice.

For instance: Not all the wheat exported goes through direct; much of it stops once or more times on the way; is stored and is sold and resold, all of which costs money—though just how large a share of the exported surplus does not go abroad on through bills of lading from primary markets we confess we do not know.

It would be interesting to see how soon the machinery of the grain trade would clog with no middlemen between "Aberdeen and Liverpool" to meet the practical wants of the situation day by day. In closing, permit us to remind the writer of the article in the *Pioneer Press*—which, however, incomplete, is a distinct addition to the final elucidation of the problem involved, because of what it shows is not responsible for "undue depression"—that "bear speculation" may as well be stricken from his list of alleged possible causes at once. As for the existence of western elevator or other "jings," he probably knows more about them, if there are any, than we do.—Bradstreet's.

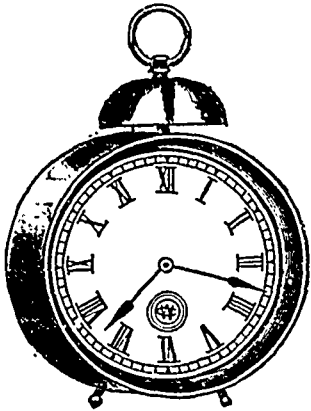
The Eastern window-glass manufacturers of the United States, it is reported in a press telegram, indorse the action of the Western Manufacturers' Association, which, in Chicago last week, decided to shut down all factories on May 31 and remain idle until October 15. If the rule to shut down from May 31 to October 15 is enforced it will be the longest window-glass shut-down since the long strike of 1883.



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GODERICH—Goderich, Ont.	1000 “		

#### Prices in the Iron Trade.

It is a business axiom that if there is one rock more dangerous than another to commercial prosperity it is "personal sentiment;" and that fatal lee shore has seldom been more discernible, even to the most inexperienced eye, than it is at present in the iron trade of this country. On more than one occasion we have alluded to the bitter feeling which exists in Glasgow against what may be termed the London influence in the speculative section of the iron trade, and this bitterness has gradually increased to such a point as apparently to blind the majority of the Scotch dealers to the facts of the existing situation. London has dared to intrench on Glasgow's monopoly, and Glasgow has made up its mind that London shall pay dearly for this intrusion. The defeat of 1891 must be avenged, and avenged in so thorough a fashion as to preclude the possibility of any future revolt against Scotch authority. It matters little that the London syndicate should have fortified itself behind the almost impregnable entrenchments of an unremunerative production level of prices. The warning conveyed in the recent Cleveland failure passes unheeded by Scotland, although that failure is an instructive commentary on the assertion that iron can be produced at a profit at existing prices. The price of pig iron must, according to Glasgow, be knocked down until the stock has been shaken out of the holding of this London syndicate. Scotch pigs have been as low as 37s a ton not longer ago than 1888, and yet makers were not exterminated.

Let us examine the situation. To begin with, as compared with 1888, when, as the Glasgow dealers point out, the price touched 37s a ton, the higher rate of wages now ruling for ironstone miners and colliers represents, at the lowest computation, an excess of cost over that of 1888 of 2s. 6d. per ton in ironstone and of 2s. per ton in

coal. Now, as about two tons of ironstone and two tons of coal, roughly speaking, are necessary for the production of one ton of pig iron, it follows that the Scotch ironmaster has to pay a total of something like 9s more wages per ton of produce than came out of his pocket when prices of iron were 4s to 5s lower than at present. In other words, 46s per ton in 1892 would be no more remunerative a price to the Scotch ironmaster than was 37s four years ago; so at the present quotation of 41s he is some 5s a ton worse off than he was at the very lowest point touched in modern times. When, again, we take into consideration the facts that the stock of Scotch pig iron is less than one-half of that existing in 1888, and that iron is at present, in spite of all depression in trade, going out of store at a rate which, if continued, would mean no iron at all in the course of another seven or eight months, it can hardly be wondered at if the Scotch ironmaster should begin to think the protecting friendship of the Glasgow dealers and brokers a rather costly matter. The fact of the matter is that Glasgow is no more disinterested in this business than is London. Both have their own ends to gain and are fighting for their own hand, while Glasgow is handicapped in the conflict by its own irritation and by the desire to pose as the real upholder of the best interests of the iron trade of this country. The London syndicate, on the other hand, advances no such motive. They have acquired by dint of legitimate purchase a large proportion of the stock of iron in this country, and assert their intention of remaining in possession until one of the periodical accessions of trade activity, and the consequent rise in values, enables them to dispose of their iron at a profit. But it cannot be shown that their tactics are in any way inimical to the general interests of the iron trade. Unlike the usual run of syndicates, they have never committed the fatal mistake of attempting to keep prices artificially at a level

which would produce over-production; while the drop from 47s, which has been mainly brought about by the efforts of their adversaries in Glasgow, has been unopposed by them, in the hope that legitimate trade might receive some stimulus from these reduced values. Nor can any fault be found with their present attitude. Far from justifying the accusation brought against them in Glasgow as obstructionists to the normal flow of business, they are endeavoring in every way to show their desire for a free market. It is to the determination of their chief antagonists to boycott business in Scotch iron, in the hope of sickening the London syndicate out of their holding, that the present restriction of business is really attributable. We are no upholders, as we have often said, of syndicates and their dealings; our sympathies are not with them; but in this matter we cannot allow any prejudices to blind us to the attempt which is being made to fit the boot on the wrong leg. It is on the rock of personal sentiment that the iron trade is just now aground—the personal sentiment of the Glasgow market—*British Trade Journal*.

#### SPECIAL TRADE NOTICE.

Most people suppose that the manufacture of tobacco consists merely of taking the leaf and pressing it into plugs. The fact is, however, that the process is a very delicate one, and the least false step would injure the flavor. The leaf must be carefully attended to for months after it leaves the planter's hand. It must neither dry too quickly or too slowly. Even after it has reached the factory the utmost delicacy of manipulation is required. The weather must be carefully studied, for if there is too much moisture in the air when it is pressed it will mould, and the same will happen if too much moisture is sprinkled upon it for the purpose of opening the leaf. Again, if it is over-dried in the oven it will turn crisp, and will nip the tongue in smoking. It is by careful attention to all these points that "Myrtle Navy" has been brought to such perfection. The firm who manufacture it have their own storehouses in Virginia, and from the time the leaf leaves the planter's hands until it is turned out of the factory, months afterwards, in plugs, it is under the care of their skilled and trusted employes.

Moosomin's new paper, *The Journal*, is to hand. It consists of eight pages, and is filled with news of that prosperous farming district. Wm. Burbank is the editor and proprietor.

Merchants are falling into line says the *Boisvein Globe*, and becoming unanimous in the one important question—to do business on a cash basis. A. C. McEown & Co. are followed by J. D. Baine and A. McKnight.

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At Close prices to the Trade. Orders and correspondence solicited.

**J. Y. Griffin & Co.,**  
WINNIPEG.

**It began and ended in Smoke.**

Cholly, ever smoke two cigars at once? No deah boy, what for? Too expensive for me, don't cher know. Why to distinguish between the flavahs. Ah; nevah though of that—did you? No Choley, Tasse, Wood & Co., gave me the wrinkle. I was lighting an ordinary ten center don't cher know when my friend handed me one of theirs, same price, and told me to smoke them alternately. Well, did you smoke them alter—go on. Yes—did and Tasse's cigar lasted over an hour and tasted sweet to the end. And theather bloomin weed? Barnt crooked and was used up in twenty minutes.

**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.

**W. J. F. HAYWARD,**  
**Piano and Organ Maker.**

Pianos and Organs Repaired Equal to New.

Orders left at 455 Main Street, WINNIPEG, will be promptly Attended to.

**WALKER HOUSE.**

The most conveniently located Hotel in Toronto. One Block from Union Railway Depot. A first-class Family and Commercial House.

Terms from \$2 a Day

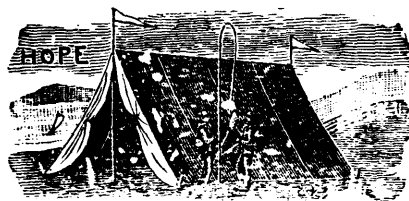
DAVID WALKER, PROPRIETOR.

Corner York and Front Sts., TORONTO, Ont.

**R. E. Trumbell,**  
—WHOLESALE—  
**WINES, LIQUORS and CIGARS**  
VIRDEN, . . . MAN.

The Choicest Liquors in Stock. Permit orders promptly attended to. The most westerly wholesale liquor business in Manitoba

**WINNIPEG SHOW CASE WORKS,**  
J. & D. J. LALONDE, - PROPS.  
MANUFACTURERS OF  
**Show Cases, Mantles, Etc.,**  
312 Princess and 780 Logan Streets,  
WINNIPEG, . . . MANITOBA.



**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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**\* BELTING \* OAK TANNED "EXTRA" BRAND.**  
MONTREAL AND TORONTO.  
**THE J. C. McLAREN BELTING CO.**

**Gillies' Series of Pens.**

NO.	DESCRIPTION.	PER GROSS
202	Railway Pen, fine point.....	40c.
212	Peruvian Pen, medium point.....	70c.
222	Queen Pen, fine point.....	70c.
232	Ledger 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.

FOR SALE BY ALL STATIONERS.

WHOLESALE ONLY FROM

**BUNTIN, GILLIES & CO.**

Wholesale Stationers, Paper, Envelope and  
Account Book Manufacturers.  
HAMILTON, . . . ONTARIO.

Every Attention paid to  
Guests.  
MONTREAL.



First-class in every Respect  
Appointments Perfect.  
Produced Prices.

**Wm. Ferguson,**

WHOLESALE

**WINES, LIQUORS AND CIGARS.**

Permit Orders Promptly Executed

8th Street, - - Brandon

**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.

**W. F. HENDERSON & CO**

Agents, 151 Bannatyne Street East,

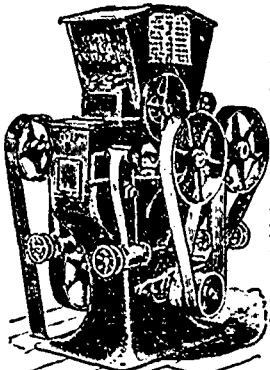
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# STUART & HARPER,

(Successors to Robert Muir & Co.)

MACHINERY BROKERS.

758 to 762 Main St. WINNIPEG.



Dealers in Engines and Boilers, Flour Midland 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 313.

P.O. Box 693.



# JAMES HAY & CO. FURNITURE

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.

SEE HOW

'Our Book-keeper Kicks.'

in *The Commercial*, February 15,  
1892, page 558.

If Interested, write for Sample

LEDGER SHEET,

TO

Samuel P. Russell, C.A.

WINNIPEG, - MAN.

P.O. Box 609.

**BROMLEY & CO.**

—MANUFACTURERS OF—



AWNINGS, STACK COVERS, ETC.

Mattresses of all kinds.

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

47 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.

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PRINTERS' SUPPLIES,

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

**PARSONS, BELL & CO.,**

**Wholesale Paper Dealers**

—AND—

**GENERAL STATIONERS.**

AGENTS

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

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

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

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.

### Edison's System of Electric Railway in Port Arthur.

On April 12, the Edison Company, by assistant manager Barr, handed over to the corporation of Port Arthur, the excellent electric railway that the company equipped for the town. It will be remembered that an article on construction and equipment of the line appeared in these columns a few weeks since when the road was opened to the public, and it was then intimated that Edison's work was likely to give a satisfactory result, and the prediction has been fully warranted by the highly successful operation of the railway without any difficulty throughout the month of March, which month placed the line under a crucial test that could not be exceeded in any other month of the year; but notwithstanding snow drifts, rain and thunderstorms, sleet and ice formations, the working of the road has been a thorough success and a credit to the Edison company. That company ran the road on their own account for five weeks, to clearly demonstrate to Port Arthur that they were giving the town a first-class equipment, in accordance with their contract, and the municipal corporation in accepting the road felt satisfied that they have the worth of their money and one of the best lines in America. A considerable amount of skepticism prevailed when the road was projected, both as to the road working well in March and the probability of the line being a paying investment. The skeptics have had to abandon their ideas on the former, and up to the present the road would indicate that they will also have to give up their notion on the latter, as the money that the line has already taken warrants the belief that the summer receipts will be a pleasant surprise to the doubting ones and all concerned.

The relations of assistant manager Barr of the Edison Company and that of electrical engineer Peterson and Engineer Ralph with the townspeople of Port Arthur during the completion of the road, have been cordial and of a pleasant character, and upon their departure to equip other electric railways they carried with them the good wishes of Port Arthurites, and hopes for continued success in their manipulating lightning and the wonderful machinery which controls electricity.

O'Kelly Bros., the new Winnipeg firm of soda water manufacturers, have leased the building just east of THE COMMERCIAL office, on James street, and are at present engaged in putting in the plant. The firm will be in running order in a short time.

The firm of John Hawley & Co., Lethbridge, Alberta, has been dissolved, and hereafter the business will be carried on under the name of the Lethbridge Hardware Co.

The railroad rate on produce from Edmonton has been reduced to 19c to Calgary, 37½c to Donald, 44c to Revelstoke and 53c to Vancouver, B.C., per 100 pounds,

## ALLAN LINE ROYAL MAIL STEAMSHIPS

From Montreal and Quebec to Liverpool and Londonderry.

SARDINIAN .....from Montreal .....May 7  
 \*NUMIDIAN ..... " " .....May 14  
 \*PARISIAN ..... " " .....May 21  
 \* Carries only Cabin Passengers.

RATES: Saloon, \$45 to \$30; 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 CALIFORNIA .....May 5  
 STATE OF NEVADA .....May 19

RATES: Saloon, \$40 to \$30; Intermediate, \$30; 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.

# CANADIAN PACIFIC RY.

—THE—

## Short and Direct Route

—TO ALL POINTS—

# EAST AND WEST

Low rates to Toronto, Montreal, Ottawa, Quebec, New York, Boston, and all points East.

Rates to Pacific Coast \$10 and \$5 Lower than by any other route.

The accommodation provided by the C.P.R. is unsurpassed, combining palatial sleeping cars, dining cars, luxurious first-class coaches, and free colonist sleeping cars.

## Through Trains.

## Quickest Time.

Baggage checked through to destination.

Unequaled advantages for booking passengers to the Old Country, and lowest rates furnished on application.

Direct connection to CHINA and JAPAN. "Empress of Japan" from Vancouver on April 27th, "Empress of China," May 15th.

For rates and full information, apply to W. M. McLeod, City Passenger Agent, 471 Main street or to J. S. Carter, Ticket Agent, C. P. R. Depot.

ROBT. KERR,  
 Gen. Pass. Agt.,

WINNIPEG.

# 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. Th. & Sat.	St. Paul Express Daily.	Miles from Winnipeg.		St. Paul Express Daily.	Brandon Ex. Mon. Wed. & Fri.	
2.20p	4.25p	0	Winnipeg	11.10a	1.10p	
2.10p	4.13p	3.0	Portage Junction	11.19a	1.20p	
1.57p	3.55p	9.3	St. Norbert	11.33a	1.36p	
1.45p	3.45p	15.3	Cartier	11.47a	1.49p	
1.28p	3.26p	23.5	St. Agathe	12.06p	2.08p	
1.20p	3.17p	27.4	Union Point	12.14p	2.17p	
1.05p	3.05p	32.5	Silver Plains	12.26p	2.28p	
12.50p	2.43p	40.4	Morris	14.45p	2.45p	
	2.33p	46.8	St. Jean	1.00p		
	2.13p	56.0	Letellier	1.24p		
	1.50p	65.0	Emerson	1.50p		
	1.31p	68.1	Pembina	2.00p		
	9.45a	168	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	833	Chicago	9.35a		

### MORRIS-BRANDON BRANCH.

East Bound.		STATIONS.	West Bound.	
Freight Mon. Wed. & Fri.	Passenger Tues. Thur. & Sat.		Passenger Mon. Wed. & Fri.	Freight Tues. Thur. & Sat.
12.20p	2.20p	Winnipeg	1.10p	3.00a
7.00p	12.40p	Morris	2.55p	8.45a
6.10p	12.15p	Low Farm	3.15p	9.30a
5.14p	11.43a	Myrtle	3.43p	10.19a
4.43p	11.37a	Roland	3.53p	10.39a
4.00p	11.18a	Rosebank	4.05p	11.13a
3.30p	11.03a	Miami	4.25p	11.5ca
2.45p	10.40a	Deerwood	4.43p	12.38p
2.20p	10.23a	Altamont	5.01p	1.05p
1.40p	10.03a	Somerset	5.21p	1.45p
1.13p	9.53a	Swan Lake	5.37p	2.17p
12.43p	9.37a	Indian Springs	5.52p	2.48p
12.19p	9.26a	Marieapolis	6.03p	3.12p
11.46a	9.10a	Greenway	6.20p	3.45p
11.15a	8.53a	Balder	6.35p	4.18p
10.29a	8.30a	Belmont	7.00p	5.07p
9.52a	8.12a	Hilton	7.36p	5.45p
9.16a	7.57a	Ashdown	7.53p	6.25p
9.02a	7.47a	Wawanesa	8.06p	6.33p
8.15a	7.24a	Rounthwaite	8.28p	7.27p
7.33a	7.04a	Martinville	8.48d	8.05p
7.00a	6.45a	Brandon	9.10p	8.45p

West-bound Passenger Trains stop at Belmont for meals

### PORTAGE LA PRAIRIE BRANCH.

East Bound.		STATIONS.	West Bound.	
Mixed daily except Sunday.	Miles from Winnipeg.		Mixed daily except Sunday.	Miles from Winnipeg.
11.35a	0	Winnipeg	4.30p	
11.16a	3.0	Portage Junction	4.41p	
10.49a	11.5	St. Charles	5.13p	
10.41a	14.7	Headingley	5.20p	
10.17a	21.0	White Plains	5.45p	
9.29a	35.2	Eustace	6.33p	
9.08a	42.1	Oakville	6.56p	
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 Agent, Winnipeg

H. J. BELCH, Ticket Agent,  
 648 Main St., Winnipeg.