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Journal of Commerce, Industry, and Finance
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 Canada, including that portion of Ontario
 west of Lake Superior, the Provinces
 of Manitoba and British Col-
 umbia and the Territories.

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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, OCTOBER 29, 1888.

A. WALDRON, cattle dealer, Manitou, is selling out.

JAS. DICKINSON, printer, Port Arthur, has sold out.

A. F. GREER, carriages, Winnipeg, style now Greer & Co.

W. T. WALKER, printer, Winnipeg, is removing to Ontario.

CRACK & Co., butchers, Regina, have dissolved partnership.

THE Queen's Hotel, Brandon, will be opened as a temperance house, it having been refused a license.

T. MADDEN, formerly of the city police force, has leased the St. Lawrence Hall hotel, Winnipeg, and has opened the house.

PROF. BARRE has made a million pounds of milk into cheese and butter this season, at his cheese factories and creamery in Manitoba.

STEPHEN WHITE & McADOO have purchased Guyer's interest in the Brunswick, and will open up as a temperance house, with the hope of getting a license shortly.

THE Brandon Times under the head of "live stock," quotes "beef, mutton and pork," instead of "cattle, sheep and hogs." The former terms should only apply to dressed meats.

THE exports from the Port Arthur district for the quarter ending September 30th last, were \$87,213. Of this amount \$79,946 were products of the silver mines, and the balance, \$7,272, was made up of miscellaneous shipments.

THE C.P.R. Co. is erecting a new depot building at McGregor, Man.

McMILLAN & COLEMAN have leased the Grand Central hotel at Killarney, Man.

SEVERAL heavy fines have been inflicted upon parties for starting prairie fires, in some instances the fine amounting to \$100.

THE population of Portage la Prairie, according to Assessor Prest, is now 2,355, as against 2,145 in 1885, giving 210 of an increase.

A TRIAL shipment of ten barrels of Lake Superior salmon trout to Belfast, Ireland, realized 20 cents per pound and met a ready market.

BUSINESS is brisk at Morris, Man., at present. Lawrie Bros., merchants of that place and J. J. Hamilton are forming a partnership and will add grain buying to their business.

E. L. DREWRY, brewer, Winnipeg, is expanding between five and six thousand dollars on improvements to the Redwood brewery, to meet the requirements of his increasing trade.

H. H. BROWNING, superintendent of the Northern Pacific Express company, was in Winnipeg last week. Supt. Browning will make arrangements while here to establish an agency in the city of the express company.

J. D. ROBERTS, of Winnipeg, has returned from Toronto, having concluded an arrangement with A. Jardine & Co., the well-known manufacturers of pure gold flavoring extracts, baking powder, etc., to represent the firm in the West.

A BY-LAW has been carried by three of a majority at Port Arthur, authorizing the expenditure of \$5,000 for the purchase of a site for a customs house and post office. An effort will be made to quash the by-law. It seems strange that the town should be making an appropriation in aid of a Dominion Government work.

THERE is a large increase in the quantity of Canadian freight coming to Duluth by steamer, for Manitoba, due to the opening of the Red River Valley railway and connections to Winnipeg. The steamers of the Sarvia line, which connect with the Grand Trunk railway at Sarnia, will no doubt take the bulk of their freight to Duluth, to come over the Northern Pacific to Winnipeg, as the Grand Trunk and Northern Pacific are supposed to be working together.

MEDICINE HAT, Assa., Times: Once more work has been commenced at the Stair mines, eight miles west of Medicine Hat, with a promise of a large and steady output of coal during the winter. About twenty men have been engaged the past month in getting everything in readiness for the 50 or 75 Pennsylvania miners expected this week. Geo. Olton, the engineer, together with several of the men, was in the city on Saturday and spoke highly of the bright prospects for the company. He said there were already between 60 and 75 tons mined, and upon Mr. Lamb's arrival from Toronto preparations will be commenced for shipping the coal both east and west. Olton thought the company would turn out about 200 tons per day during the winter. The C. P. R. will use the Stair coal in its stationery engines, section houses, and depots.

It is reported that work will shortly be resumed at the anthracite coal mines, Alberta.

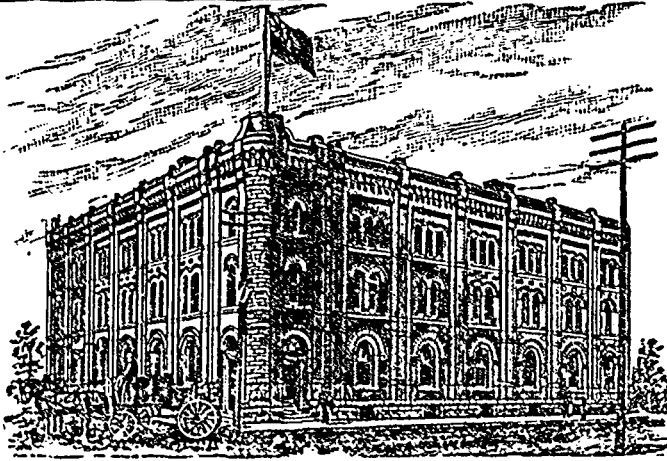
LETTERS patent have been issued incorporating Rev. Norbert Ouellette, Rev. A. A. Cherrier, Alex. McGillis, L. G. McPhillips, and N. D. Beck, all of Winnipeg, under the name of the Winnipeg North West Review Company (Limited), for the purpose of carrying on a Catholic newspaper in Winnipeg, and of engaging in the general business of printers, stationers, etc. The capital stock of the Company is three thousand dollars, divided into six hundred shares of five dollars each.

PRICES at Brandon last week according to the Times were: wheat from 60c to \$1.05 with not much coming in; oats quoted at from 22 to 25c per bushel; barley ranges from 40 to 50c with hardly any being marketed; potatoes from 40 to 45c per bushel; cattle firm at from 2½ to 3c; sheep 4½ to 5c; hogs in good demand at from 5 to 5½c; chickens, ducks and turkeys from 10 to 11c per pound dressed; butter firm at from 20 to 23c. Butter very scarce and good first class butter is almost impossible to get. Eggs quoted from 18 to 20c per doz.

CALGARY has been considerably agitated of late over railway matters. A joint meeting of the town council and board of trade was held recently, to consider railway matters. Subsequently a subscription list was circulated to secure funds to procure a charter for a railway from Calgary southward to the boundary. About \$550 were soon raised for the purpose, each signer becoming responsible for \$10. A petition was also circulated asking the town council to refund any expenditure on the part of the citizens in obtaining the charter. At a second meeting a committee was appointed to make application for the desired charter. The proposed road is to be known as the Calgary, Alberta and Montana Railway.

THE supreme court at Ottawa on Thursday granted a motion quashing the appeal of Angus et. al. v. The Calgary school board, inscribed for hearing at the present term. The decision of the judges will probably result in other towns throughout the Territories following the example set by Calgary in taxing the company's lands for educational purposes. The appellants include R. B. Angus and W. B. Scarth, M.P., who act jointly as trustees for the Canada North-West Land Co. and the C.P.R. They contended that they were not liable to taxation, as the lands in question have not been sold and conveyed by the C.P.R., and are therefore exempt from taxation by virtue of 44 Vic. chap. 1., sec. 16, Dominion Statutes. The motion made by F. H. Chrysler to quash the appeal was therefore granted, the supreme court holding that the court of revision to which the C.P.R. appealed from the assessment assessors was not a court of superior jurisdiction, and that consequently no appeal could lie to Ottawa. Judge Gwynne observed that if the appeal were heard, every protest against assessment in the Northwest would wind-up at the supreme court. As the result of this decision, it is expected the prices of the company's stock will be affected. Calgary is to be congratulated on this victory. The Northwest Land corporation has long enough acted as a leech upon the western towns and municipalities.

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THE application of the term "Northwest" to this part of Canada is certainly a geographical anomaly. If those who use the expression will refer to a map of Canada, they will at once discover that the term "southwestern" would be far more applicable than northwestern. This part of Canada is really the southwestern, and not the northwestern portion of the Dominion. Then why persist in using an expression which is utterly at variance with the fact and with the geography of the country? The term "northwest" as applied to this portion of Canada, is a remarkable absurdity, and how it came into general and even official use, is a matter for wonder.

AN instance of injury resulting from the imposition of duty on baskets, etc., containing fruit, occurred here lately. A party imported a couple of baskets of grapes, the duty upon the baskets amounting to something like 4½ cents. The fruit was detained, pending the arrangements to pass the custom, until it was spoiled, some papers necessary thereto not being to hand. Surely when the fruit is admitted duty free, this duty upon the packages which contain the fruit, is a small and annoying affair. It is the cause of much trouble and loss to importers, without resulting in any material gain to the revenue.

NEW discoveries of coal are continually being made in the western territories of Canada. These go to show that the early calculations as to the extent of the coal territory in Western Canada have been rather under than over the mark. Coal has been discovered at so many different points and at places hundreds of miles apart, that one is almost led to conclude that a vast bed of coal underlies almost the entire area of the western portion of the territories. At any rate it is certain that the supply is practically inexhaustible. The latest discovery is at Cluny, near Gleichen station, Alberta. Coal has been found here at a depth of 25 feet, and said to be of a quality resembling the Lethbridge article. R. S. Macdonell, merchant, Cluny, is the discoverer, and it is said he proposes developing his find,

CANADA is a big country. Here distances are measured by thousands of miles where in the countries of Europe they are measured by hundreds. Hence it is that people in one part of the Dominion frequently make various geographical blunders, in referring to more distant parts of the country. One of these errors appeared in a recent number of Canada's excellent illustrated journal—the *Dominion Illustrated*—published at Montreal. In referring to the famous black cod, the journal located the haunts of these fish off the coast of Prince Edward Island, when it should have been Queen Charlotte's Island. The distance between these two islands is something over 3,000 miles, consequently the Montreal journal was a long way out in its calculation. Queen Charlotte's Island is a portion of the Dominion about which very little is known by the majority of Canadians. Though forming a portion of the province of British Columbia, it is larger in extent than the little eastern province of Prince Edward Island. In addition to its fishing banks, the island is supposed to contain great coal wealth, and has the only anthracite coal so far discovered on the Pacific coast. The fish referred to are peculiar to the north Pacific coast and their principal haunts seem to be about Queen Charlotte's Island. The development of these fisheries, and also the development of the coal mines of the island have lately been begun, so that the island is likely soon to be better known than it has been in the past. The island lies off the coast of British Columbia, roughly about 400 miles north of Victoria. The climate, influenced by the warm Japan current, is mild, but subject to rainy seasons.

IT does not always pay in this country to receive presents from a distance, when such gifts are forwarded with the freight charges, etc., to be paid by the recipient. Many instances of such a nature are constantly coming to light here. Parties in the East who wish to do their friends in the West a favor in the way of sending them presents, should prepay charges upon any little presents sent, and the probability is, that when they find out these charges, they will not send the presents. Eastern peo-

JAMES PYE, FLOUR MILL BUILDER

CONSULTING ENGINEER, &c.
218 Third Avenue South,
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A Manitoba Testimonial.

PORTAGE LA PRAIRIE, Dec. 8th, 1887.

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

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

Yours very truly,

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

ple, of course, are aware that apples are not extensively grown in Manitoba, and consequently they conclude that it would be a great treat to their friends in the West to present them with a barrel or two of choice apples. The apples are forwarded, but the unlucky recipient, who usually has the freight charges to pay, finds that these charges amount to from \$1 to \$2 per barrel more than the apples are selling for here. The number of persons in Manitoba who annually receive apples in this way from some sympathetic friend in Ontario, is by no means insignificant. Dealers who import apples in car lots, can sell the fruit here at a considerably lower figure than the freight charges amount to on barrel lots. Another instance of a similar nature was recently mentioned by a Winnipeg wholesale dealer. The wholesale firm here received a notice from a soap factory in the United States, that a box of soap had been forwarded. The soap was sent as a sample box, and was a present from the manufacturing concern. In due time the soap arrived, and it proved to be worth about \$2, wholesale price here, but the freight, customs and brokerage charges which the Winnipeg firm had to pay, amounted to 85 cents more than the value of the soap. Parties in the east who wish to send presents to their western friends, should remember that freight charges are very high, and that the cost of freight on small consignments usually amounts to more than the same goods are being sold for here, when imported in carload lots. Another instance of a supposed favor resulting in an increased cost to a Winnipeg importer, was related the other day by W. F. Doll, wholesale jeweller. Amongst other goods, he had ordered a number of clocks from a United States manufacturer, worth \$18 each. The manufacturer was short on this particular style of clock, and he substituted three clocks, worth 80 cents more each, but billed them at the same price as the \$18 clocks ordered. When it came to passing the customs here the trouble commenced. The goods were detained for a considerable length of time, on the claim of undervaluation, resulting in a serious loss to the importer, who required the goods to fill orders. Finally he was fined a small sum, amounting to

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something more than the reduction allowed by the manufacturer in the price of the clocks, and allowed to have his goods.

Another C. P. R. Grain Tariff.

Special tariff No. 115 on grain, flour, mill-stuffs, flax seed, oil cake, potatoes and hay, in car lots, from points on the C. P. R. Western division and branches, to Fort William and Port Arthur, which went into effect October 1st last, and was published in THE COMMERCIAL a couple of weeks ago, has already been superceded by another special tariff, which was put in force last week. The following complete copy of the tariff now in force, compared with the tariff as previously announced, will show the changes which have been made.

MAIN LINE.	Rate in cts. per 100 lbs.		PEMBINA BRANCH	Rate in cts. per 100 lbs.	
	New.	Old.		New.	Old.
Winnipeg.....	E 21	21	*St. James.....	21	21
Bergen.....	21	21	La Salle.....	21	21
Rosser.....	21	21	*Osborne.....	21	21
Meadows.....	21	22	Morris.....	E 21	21
Marquette.....	21	22	Rosenfeld.....	21	21
Reburn.....	21	22	Gretna.....	E 21	21
Poplar Point.....	21	23	*Plum Coulee.....	21	21
High Bluff.....	21	23	*Morden.....	E 21	21
*Portage la Prairie	E 21	24	*Thornhill.....	E 22	22
Burnside.....	22	25	*Darlingford.....	22	22
*Bagot.....	22	25	Maitou.....	E 22	23
*McGregor.....	22	25	La Riviere.....	23	24
Austin.....	22	25	*1st Siding.....	23	24
Sidney.....	23	25	Pilot Mound.....	E 23	24
*Melbourne.....	23	25	Crystal City.....	E 23	24
*Carberry.....	E 23	25	Clearwater.....	E 23	24
Sewell.....	23	25	Cartwright.....	24	25
Douglas.....	E 24	25	Holmsfield.....	24	25
Chater.....	E 24	25	Killarney.....	E 24	25
*Brandon.....	E 24	25	*Little Pembina	24	25
Kemnay.....	E 24	26	Boissevain.....	E 24	25
Alexander.....	E 25	26	*Whitewater.....	E 25	26
Griswold.....	E 25	26	Deloraine.....	E 25	26
*Oak Lake.....	E 25	26	SOUTHWESTERN BRANCH.		
*Virden.....	E 26	26	*Murray P. rk.....	21	21
*Hargrave.....	26	27	*Headingley.....	21	21
Elkhorn.....	26	27	*Starbuck.....	22	22
Fleming.....	E 27	27	*Elm Creek.....	23	23
*Moosomin.....	E 27	27	Maryland.....	23	24
*Red Jacket.....	28	28	Barnsley.....	23	24
Wapella.....	28	28	*Rathwell.....	23	25
*Burrows.....	28	28	Treherne.....	E 23	25
Whitewood.....	28	28	*Holland.....	23	25
*Perceval.....	28	28	Cypress River.....	E 24	26
Broadview.....	28	28	Glenboro.....	E 24	26
Oakshela.....	28	28	STONEWALL BRANCH.		
Grenfell.....	28	28	Stony Mountain.....	21	21
*Summerberry.....	29	29	*Stonewall.....	21	21
*Wolseley.....	29	29	SELKIRK BRANCH.		
*Sintaluta.....	29	29	*Kildonan.....	21	21
Indian Head.....	E 29	29	*Parkdale.....	21	21
*Qu'Appelle.....	E 29	29	*Victoria Park.....	21	21
*McLean.....	30	30	*Lower Ft. Garry.....	21	21
Balgonie.....	30	30	Selkirk West.....	21	21
*Pilot Butte.....	30	30	EMERSON BRANCH.		
Regina.....	30	30	St. Boniface.....	E 21	21
Pense.....	30	30	*St. Norbert.....	21	21
Pasqua.....	30	30	Niverville.....	E 21	21
Moose Jaw.....	30	30	Otterburne.....	E 21	21
Swift Current.....	31	31	*Dufrost.....	21	21
Maple Creek.....	32	32	*Arnaud.....	21	21
Medicine Hat.....	32	32	Dominion City.....	E 21	21
Gleichen.....	33	33	Emerson.....	E 21	21
Calgary.....	33	33			

Stations marked E have elevators. Stations marked † have flour mills. Stations marked * no agent.

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etc., etc.

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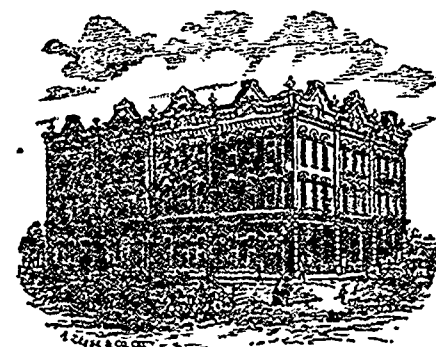
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JUNCTION OF GRAIG AND

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P. O. Box 996.

MONTREAL.



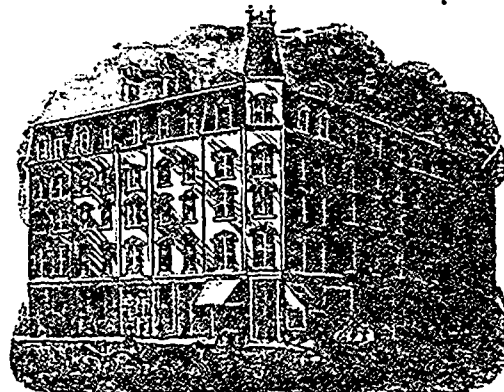
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BENNETT & CO., PROPRIETORS.

The Commercial

WINNIPEG, OCTOBER 29, 1888.

TARIFF AND RETALIATION.

As predicted, the United States Congress has adjourned without taking any action upon the tariff question, though a great deal of time was taken up, both in the House and the Senate, in discussing tariff matters. The majority in each legislative body were committed to a bill of their own, and the important differences between the two bills caused a sort of deadlock, which rendered legislative enactment practically impossible. The tariff issue will therefore rest for the present so far as Congress is concerned, but in the meantime it will be fought out by the people. The position of the two great political parties upon the tariff question is well understood by the people, and the presidential election will soon be decided mainly upon this issue. Before Congress again assembles, the verdict of the people upon this question will have been given, and this being the case, it is reasonable to suppose that neither the House nor the Senate was anxious to push its bill through during the late session.

The retaliation question has also shared the same fate as the tariff matter, the adjournment having been reached without any action having been taken in this connection. It is now more evident than ever that political party motives were at the bottom of almost every move in connection with the fishery question. Each party has played its part, the one in rejecting the treaty, and the other in calling for retaliation. After all, it is very doubtful if either party has gained any particular advantage from the course followed on this question, whilst the nation has been placed in a very undignified position, as a result of these party bickerings.

It does not speak well for the system of government prevailing, when in a great country like the United States, important international questions are made to serve party purposes, and even the executive descends to petty tricks in an endeavor to make political capital out of so serious a question. The action of the United States in connection with the fishery business, has not been such as to commend its system of government to outside nations, for either dignity or straightforward dealing. It is to be hoped, however, that after the presidential election is over, the fishery

question, as well as any other matters calling for international consideration between this country and the United States, will be settled upon a fair and liberal basis. The two countries are more intimately connected, both in their commercial and social life, than are any other two countries of the world, and this makes it the more desirable that harmony should be restored. Each nation can afford to, and will be mutually benefitted by pursuing a liberal policy toward the other, but this course the United States has been prevented from following on account of the supposed political party exigencies.

Without venturing an opinion upon either the questions of commercial union or political union between Canada and her southern neighbor, both of which have lately received considerable attention, it may be remarked, that the recent actions of the United States towards this country have not been of such a nature as to forward either of these movements in this country. The President's retaliatory message sent to Congress some time ago, was a heavy blow to the commercial union movement in this country, and it would have had a similar effect upon a political union movement, had any such existed. A liberal and friendly policy on the part of the United States, toward this country, might in time even bring about a movement in favor of political as well as commercial union; but if such a consummation be desired by the United States, the government of that country will have to adopt different tactics than that of retaliation and harrassment.

ANOMALOUS.

The *Times*, published at Deloraine, Man., says:—

"There seems quite a scarcity of butter, eggs and vegetables at Deloraine. We hear of many parties sending to Winnipeg for butter and vegetables."

This is certainly surprising. That a scarcity of such commodities should exist in one of the best farming districts in Manitoba, is almost beyond comprehension. Deloraine is one of the great wheat districts of Manitoba, and there, perhaps more than in any part of the province, the farmers give their attention almost entirely to wheat. But this is certainly not a safe policy to pursue, and the frost of the past season, which was particularly severe in the Deloraine region, will perhaps convince some of these farmers of the folly of trusting entirely to a single

branch of agriculture. There are many ways of making money on a farm, besides growing wheat, and making it to good advantage at that. The items of butter, eggs, vegetables, etc., are always considered important by careful farmers, and some of our most successful farmers believe that these little matters are more profitable than growing grain, though on a smaller scale. Another point is, that many little matters which can be made profitable about a farm, can be attended to without interfering with the growing of grain. Many of our big wheat farmers, however, seem to think that these little modes of making money are too troublesome to be worthy of attention. This is to be regretted, in the interest of individual farmers as well as the country. Thousands of tons of cured hog products, upon which a heavy duty is paid, are imported into Manitoba and the Territories annually. For the past two years live and dressed hogs have been bringing fancy prices in this market, and only a fraction of the demand has been filled by home-grown animals. This demand might all be supplied by our farmers, without greatly decreasing their grain crops, if they would go to the trouble of raising hogs. During half the year the hogs would pick their own living on the prairie. What would be more profitable than growing hogs? And no risk from frost. Again there is the subject of poultry. Twenty cents a pound has been the price for chickens all summer in Winnipeg. Our Thanksgiving and Christmas turkeys have to be imported, and sell here usually at fancy prices. A farmers' journal in an article about poultry says:—

"All through the summer months chickens and turkeys have been picking their living and increasing in size with very little trouble or expense to their owners. All these months the hens have been supplying the house with fresh eggs and groceries, and soon the poultry buyer will be offering a good price for the full-grown chickens. Is there a more profitable farm crop than turkeys and chickens?"

Our farmers should think of these matters, and if they will act accordingly the result will be satisfactory to themselves and the country generally.

BEGINNING TO BE FELT.

The influence of railway competition in Manitoba has already commenced to make itself felt in a variety of ways, though the new road is hardly yet in running order. A number of new freight and passenger tariffs have been announced, which make some reductions upon previous charges.

It is also noticeable that railway officials are less independent than they formerly were. Merchants in the city who never before received a communication from the C. P. R., were last week promptly notified of the changes made in freight rates, and for the first time in the history of the city, railway companies have commenced to solicit business from our merchants. It is now understood that the St. Paul and Manitoba road will also enter into active competition for Manitoba business. This corporation will appoint a general agent here to look after its business, and arrangements have been made with the C. P. R. whereby the St. Paul road will be able to quote the same rates to St. Paul and Duluth, as will be given by the Northern Pacific. Before the Northern Pacific entered the province there was no competition from the St. Paul and Manitoba road, owing to an agreement between the C. P. R. and the latter company. In addition to the reductions in freight rates already made, and the efforts now being put forth to accommodate the public, it may also be noted that the time between Winnipeg and St. Paul has been considerably reduced, dining cars have been put on the routes, and a second-class passenger rate has been given, the two latter items not having been obtainable up to the opening of the Red River Valley line. Instead of having to rely upon one railway, with the very independent and at times insolent manner in which it treated the public, Winnipeg has now three railways, actively and courteously competing for the trade of her shippers. Even without the reductions in rates, the extra accommodation now available, and the more courteous treatment which shippers may depend upon receiving, will alone be of no small importance. The new freight tariffs will be found elsewhere in this issue of THE COMMERCIAL.

HOLDING WHEAT.

The *St. Paul Journal of Commerce* gives the following sensible advice:

"Some of our leading newspapers are frequently advising farmers to hold their grain for higher prices. This is all right, if given with qualification. There is an important "if" to be taken into consideration. If debts are paid and the farmer can afford it, it is usually better to sell later in the season. The price is generally better in the spring. But if the producer has been carried for months by the local merchant, and he by the jobber, it is not better to hold. This year, with the present price of wheat, advice to hold for higher rates is especially ill-advised."

The principle contained in the quotation above is worthy of more than passing notice. It is always a good system to follow to pay off debts as early as possible, and is the next best thing to keeping out of debt entirely. As to the case in question, farmers have no right to hold their grain for higher prices which may or may not come, when by doing so they are inflicting unnecessary hardship upon the merchants who have sold them goods on credit. A great many farmers in Manitoba and the Territories are under great obligations to country merchants. In many instances merchants have actually carried their farmer customers for lengthy periods, and a sense of gratefulness would dictate that these favors should be recognized by the prompt payment of accounts at the earliest opportunity.

As to the advantage which farmers receive from holding their grain, the statement contained in the paragraph from the *St. Paul Journal of Commerce*, is open to controversy. In fact, it is very doubtful whether it be advisable as a general rule for farmers to hold their grain for spring and summer marketing, even when they are in a position to do so without inconveniencing others. It must be remembered that there is a certain amount of cost and risk in holding grain, and even when a few cents more per bushel are obtained, the price realized does not always pay for the loss and inconvenience of holding for a length of time. The farmer who decides to hold for higher prices, must take into account the shrinkage in the weight of grain. He must also calculate the interest upon the value of grain held, and the risk from damage by fire, or from animals or other causes. Insurance is also a matter which should be considered, for it would be unwise to hold a valuable quantity of grain for a length of time, without insurance. Then the winter season is the only time that the farmer can market his grain to advantage, as concerns the matter of labor. The farmer can market his grain in the winter without interfering with other farm work, but during all other seasons of the year there is work to perform on the farm, which would be more or less slighted, should the farmer's time be taken up in delivering his grain.

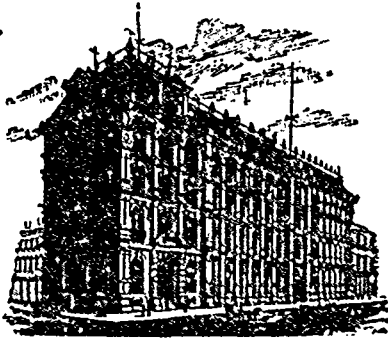
Altogether the weight of opinion seems to favor the early marketing of grain as a general rule, and those who follow this plan one year with another have fared about as well as those who have usually held for higher prices. Occasionally it might pay to hold grain for summer delivery; but when grain speculators are not able to form any reasonably certain ideas as to the probable course of prices for any length of time ahead, the average farmer is certainly not competent to decide when it would be advisable to sell, and when to hold for high prices. The best rule would therefore seem to be to market when most convenient, and in this country this time comes in the winter season.

THE RAILWAY SITUATION.

Public feeling has been at fever heat all the week, as a result of the many occurrences growing out of the attempts of the C. P. Ry. Co. to prevent the Portage branch of the Northern Pacific & Manitoba railway from crossing its southwestern branches. Fearing that the Manitoba Government would not regard the objections raised before the railway committee at Ottawa, the C. P. Ry. Co. attempted to block construction of the Portage branch, by obtaining an injunction in the Manitoba courts, to prevent the crossing of the southwestern lines. An interim injunction was accordingly granted, restraining the N. P. & M. road from making the crossings. This injunction was dissolved on Wednesday last, the Chief Justice refusing to make it perpetual, the principle reasons which led to the refusal to continue the injunction were, that the road is a public work being built by the province, and that to delay the work would mean heavy loss to the province.

Immediately upon the decision of Chief Justice Taylor dissolving the injunction, preparations were made to force the crossings; but another interim injunction was at once obtained by the C.P.R., the company urging that the N. P. & M. Co. were building the road and not the Government. At the time of writing, the argument upon the second injunction had not been concluded, but decision will probably be rendered before this number of THE COMMERCIAL is published. Should the injunction be dissolved, as is expected, it is certain the provincial railway commissioner will make an attempt to force a crossing, regardless of the position of the question as it stands before the Supreme Court. The C.P.R. people have several hundred men guarding the points where the crossings are desired to be made, and they declare their intention of holding their ground until a decision is reached in the Supreme Court. The present situation is therefore critical, and a conflict, with perhaps serious consequences, may occur at any time.

In the supreme Court the case remains the same as last stated. Should the contention of the C.P.R. be maintained in this court, it would seem that another long course of agitation is before the province. The upholding of the C.P.R. case would simply mean that the provinces of Canada have no right to charter railways without the consent of the Federal Government; and it would further mean that this province is still at the mercy of the Ottawa Government and the C.P.R. Co. in railway matters, though it was expected that the \$15,000,000 loan to the C.P.R. left the province free to build roads without restriction. Whatever the decision of the Supreme Court may be, the province cannot rest until it has secured absolute freedom in the matter of railways, if the whole anti-monopoly fight has to be fought over again.



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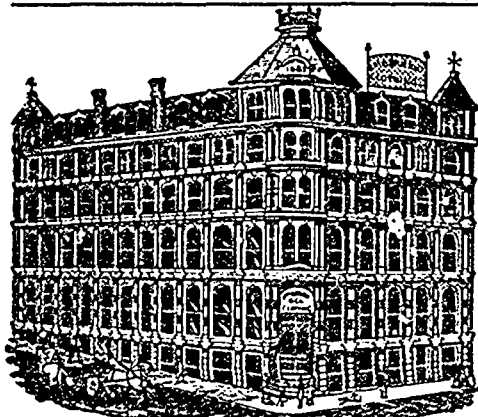
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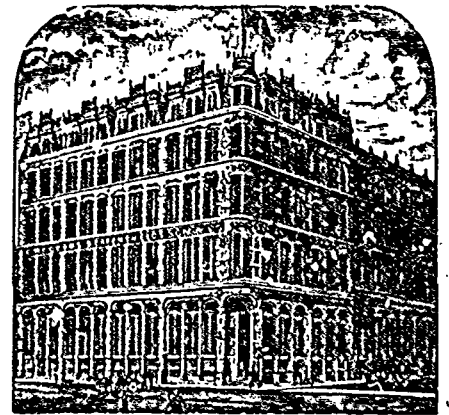
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WINNIPEG MONEY MARKET.

In general trade circles there is still a great deal of complaint as to monetary closeness. Wholesalers also report remittances from the country as very slow for this season of the year, and renewals are frequently asked for. This is due to the backward movement of the crops, the unfavorable weather having greatly retarded deliveries of grain. Discount rates are unchanged at 7 to 8 per cent. Mortgage loan business is light, at the same rates.

WINNIPEG WHOLESALE TRADE.

Last week was a decidedly slow one in most lines of wholesale trade, the unfavorable weather being the chief factor in depressing trade. The steady drizzle developed some increased demand for rubber goods, but in most other branches had a depressing effect upon business. Country roads are in a bad state, and just as little travelling as possible will be done. The season is now commencing to have its influence upon building lines, the active demand for building material showing a disposition to slacken up, and soon these branches will go into their dormant state for the winter. In textile branches the sorting movement has not yet been felt to any considerable extent, and business remains quiet. Prices in sugar and provisions have an easier tendency, but hardware and building lines hold very firm.

DRUGS.

Prices hold steady as follows: Howard's quinine, 75 to 90c; German quinine, 65 to 75c; morphia, \$2.25 to \$2.75; iodide of potassium, \$4.25 to \$4.75; bromide of potassium, 65 to 75c; American camphor, 40 to 45c; English camphor, 45 to 50c; glycerine, 30 to 40c; tartaric acid, 70 to 75c; cream of tartar, 35 to 40c; bleaching powder, per keg, \$8 to \$10; bicarb soda, \$4.50 to \$5; sal soda, \$2.50 to \$3; chlorate of potash, 25 to 30c; alum, \$4 to \$5; copperas, \$3 to \$3.25; sulphur flour, \$4.50 to \$5; sulphur roll, \$4.50 to \$5.25; American blue vitrol, 7½ to 8½c.

FRUITS—DRIED, AND NUTS.

New Valencia raisins are now in good supply. New dried apples are also to hand. Quotations are: New Valencia raisins, \$2.50 per box; dried apples, 7½c a pound; evaporated apples 10½c a pound. Evaporated California fruit quoted: apricots 23c; pitted plums 20c; cherries 25c; raspberries 35c; peaches 30c; golden dates 8c; Malages, London layers, \$3.50; New season currants, 8c per lb.; Eleme figs, in different sized boxes, 15c per lb; Walnuts, 18c per lb; peanuts, raw, 15c; roasted, 17c; almonds, 20c; pecans, 17c; Filberts, 15c; Brazils, 17c per lb; coconuts, \$1.20 per dozen.

FRUITS—GREEN, VEGETABLES, ETC.

Fall apples are still in large supply, but for choice varieties, of sound fruit, good prices are obtained. Winter apples came in more freely last week, and the market is now stocked with these varieties. Inferior varieties and more or less damaged lots of fall apples are to be had at from \$2 per barrel upward. Grapes are now getting used up, and will soon be out of the market. Prices are as follows: Apples, fall varieties, \$2.50 to \$3 for from good to choice, per barrel; snows, \$3.00 to

\$3.25; winter apples, \$3.25 to \$3.50; oranges, Jamaica, \$7.50 to \$8 per box; do in barrels, \$13; lemons, common, \$5.50 to \$6.00; choice lemons, \$6.00 to \$6.50; California Tokay grapes, in 40 lb. crates, \$6.50 to \$7 per crate; Concord, 7 lb; Black Rogers, 8c lb; Red Rogers and Delawares, 8 to 9c; Malga grapes, in 65 lb. kegs, \$9.50 per keg; California pears, \$4.25 to \$4.50; Cranberries, Bell & Cherry, \$9.50 to \$10; Bell & Bugle, \$11.50 Southern onions, \$2.75 per cwt; Spanish onions \$1.60 per crate of 50 pounds; Ontario cider, clarified, 35 to 40c per gallon in barrels; N. Y. hard, 32 gallon barrels, \$10; do half barrels, \$5.

GROCERIES.

Sugars were easier, a drop of ½c having been made in granulated and white sugars, at the refineries and in eastern markets. Pale syrups are practically out of the market, as the Toronto Syrup Company is not offering any goods at present. Quotations are as follows: Sugars, yellows, 7½ to 8½c; granulated, 9½c; lumps, 9½ to 10c. Coffees—Rios, from 21 to 24c; Java, 25 to 30c; Old Government 33 to 34c; Mochas, 32 to 35c. Teas, Japan 23 to 46c; Congous, 22 to 60c; Indian teas, 35 to 60c; young hyson, 28 to 50c. T. and B. tobacco, 55c per pound; P. of W., butts 46½c; P. of W. caddies, 47c; Honeysuckle, 7s, 55c; Brier, 7s, 53c; Laurel Bright Navy, 3s, 56c; Index d. thick Solace, 6s, 48c; Brunette Solace, 12s, 48c. Special brands of cigars are quoted: Reliance, \$50; Gen. Arthur, \$50; Mikado, \$40; Terrier, \$30 per 1000.

Hardware AND METALS.

Prices hold very firm, but no further advances are yet given here. It is not expected that the closing of navigation will have much effect on prices, as the recent reductions in rates, due to new railway competition, will keep down winter rates to about the same as summer rates have been. Quotations are: Cut nails, 10d and larger \$3.60; I. C. tin plates, \$5.75 to \$6.25; I. C. tin plates, double, \$11.50 to \$12.00; Canada plates, \$3.75 to \$4; sheet iron, \$3.75 to \$5.50, according to grade; iron pipe, 40 to 45 per cent off list prices; ingot tin, 30 to 35c per lb., according to quality; bar iron, \$3.00 to \$3.50 per 100 lbs., shot, 6½ to 6¾; per lb.; tarred felt, \$2.60 to \$2.75 per 100 lbs. barbed wire, 6½ to 7c

HIDES AND TALLOW.

Prices are easier, a decline of ½c having taken place. Prices are: No. 1, 5c; No. 2, 4c; bulls, 3c; calf, fine haired real veal, 7 to 11 pound skins, No. 1, 5c; No. 2, 4c sheep pelts, 45c, for good, to 25c for poor. Tallow, rough, about 2½c per pound, rendered 5c.

LEATHER AND FINDINGS.

Prices steady at last quotations as follows: Spanish sole, 26 to 30c; slaughter sole, 26 to 30c; French calf, first choice, \$1.25 to \$1.50; Canadian calf, 75c to \$1.00; French kip, \$1 to \$1.10; B Z kip, 85 to 90c; Bourdon kip, 76c; slaughter kip, 55 to 65c; No. 1, wax upper 45 to 50c; grain upper, 50c; harness leather, 27 to 31c for plump stock. American oak butts, 50 to 55c; buffe, 17 to 22c a foot; cordovan, 17 to 21c; pebble, 21 to 23c; colored linings, 12c.

LUMBER.

The demand is now commencing to slacken up

though still very fair for the season. Only small repairing jobs in building are now doing, and operations will soon be over for this year, so that the lumber trade is not expected to quiet down. Mills are preparing to close down for the winter, and a week or two more will see the most of the mills closed. Dealers will go into the winter with light stocks.

OYSTERS.

Selects, per gallon, \$2.25; standards, \$2.00; extra selects, \$2.50; cans, extra selects, 65c each; selects, 60c; standards, 55c.

PAINTS, OILS AND COLORS.

The only changes to note are in turpentine, which is up 5c, and window glass stock is easier. Business has been moving fairly well during the past few days. Quotations are as follows: Turpentine, 80c in five-gallon cans, or 75c in barrels; harness oil \$1.00; neatsfoot oil, \$1.25; linseed oil, raw, 68c per gallon; boiled 70c in barrels or 5c advance in five-gallon lots; seal oil, steam refined, \$1; castor, 12½c per lb.; lard, No. 1, \$1.25 per gal. olive, oil, pure, \$1.50; union salad, \$1.25; machine oils, black 25 to 40c; oleine, 40c; fine qualities, 50 to 75c. Coal oils, silver star, 28c; water white, 29c. American oils, Eocene, 34c; water white, 31c; sunlight, 28c. Calcined plaster, \$3.75 per barrel; Portland cement, \$5 to \$5.50; white lead, genuine, \$7.00; No. 1 \$6.50; No. 2 \$6.00; window glass, first break, \$2.15. Alabastine, \$8 per case of 20 pkgs.

WINES AND SPIRITS.

Prices are: Canadian rye whiskey, five year old, \$2.40; seven year old, \$3; old rye, \$1.75; Jules Robin brandy, \$4.50; Bisquet Debouche & Co., \$4.50; Martell, vintage 1885, \$6.50; vintage 1820, \$7.50; Hennessy, \$6.50 to \$7.50 for vintage 1885 to 1880; DeKuyper gin, \$3.50; Port wine, \$2.50 and upwards; Sherry, \$2.50 and upwards; Jamaica rum, \$4.00 to \$4.50; DeKuyper red gin, \$11.50 per case; DeKuyper green gin, \$6.50 per case; Tom Gin, \$9.00 to \$10.00; Martel and Hennessy's brandy, one star, \$14.00 per case of 12 bottles; v. o., \$19. v. s. o. p., \$22.

THE MARKETS.

WINNIPEG.

WHEAT.

Wheat is again looming up. There was not much change in the situation in the leading wheat markets during the first few days of the week, but later on a very strong feeling developed, due mainly to a heavy falling off of receipts at Minnesota and Dakota points. Choice hard wheat showed a big advance at Minneapolis on this account, and when it is known that it takes 275 cars of wheat daily to keep the mills at that point running, it can easily be seen that a heavy reduction in receipts would cause a scramble for wheat. Duluth also was very strong, and prices made heavy gains toward the close of the week, putting wheat once more up to the top notch. Since the commencement of the crop year, Sept. 1st, Minneapolis and Duluth have taken 13,230,000 bushels of wheat. Already deliveries by farmers in primary markets tributary to the two places named, have fallen off about one

half. This has somewhat alarmed dealers, as it is considered that in some sections the wheat is about all marketed. It is now thought that the heavy movement in Minnesota and Dakota is over. If this is the case it would point to the lowest estimates of the crop being nearest the mark. There is only about one-third the amount of wheat in country elevators, that there was this time last year, though receipts at terminal points so far have been about equal to last year. The visible supply east of the mountains showed an increase for the week ended Oct. 20, of 712,000 bushels, making a total of 32,990,000 bushels, or about 600,000 bushels more than this time last year. The invisible supply, however, is estimated at about 15,000,000 bushels less than last year. Exports from Atlantic ports, wheat and flour, were equal to 864,700 bushels for the week ended Oct. 20. But 61,900 bushels of this went as wheat, against 646,000 bushels for the same week last year. Minneapolis millers are becoming alarmed that they will not be able to get enough wheat this year to keep the mills moving until another crop comes in, as shipments of wheat past Minneapolis keep up as large as last year, in spite of the short crop.

The local wheat situation has again been affected mainly by adverse weather conditions. The weather has been very bad for either threshing or delivering grain. On several days of the week the weather was not fit for threshing, and this work is still backward in some districts. The roads in some parts of the province are also in bad shape, from continued drizzling weather, thus curtailing deliveries. The late harvest and unfavorable weather since harvest, for delivering grain, will make the movement of wheat very light up to the close of navigation. Prices have held fairly steady, prices to farmers at provincial points ranging from \$1 to \$1.05 for No. 1 hard. This price is exceeded at some points, however, several cents. Nothing lower than 60c appears to be paid for damaged samples, and from that up to within a few cents of prices for No. 1 hard, according to quality.

FLOUR.

Flour has held more steady for the past week, and closed with prices to the local trade as follows: Patents, \$3.15; strong bakers, \$2.95; XXXX, \$2.40; superfine, \$1.90.

MILLSTUFFS

Hold steady at last quotations: Bran, \$12 per ton, shorts, \$15, ground feed \$24 per ton.

BARLEY.

The feeling in barley was easier last week, on advices of dull and lower outside markets. The movement here, however, is so light that prices are almost nominal. Best samples, however, are quoted at about 55c on track.

OATS.

Prices hold up very well, owing to the slow movement, which has been greatly retarded by bad weather and bad roads. On the market here practically nothing is doing. Cars on track were worth about 30c.

OATMEAL.

Steady at last quotations as follows: Standard, \$2.50; granulated, \$2.65; rolled \$3.

CHEESE.

The usual jobbing price is still 10½c, with a firm feeling.

BUTTER.

Receipts have not yet improved, and outside of a few stocks held in the city, there is little

good butter to be had. If the butter is in the country, it should soon commence to come forward, but if reports are true there would seem a scarcity at some country points. There is a good demand for fair qualities, and for such 18 to 20c is obtained, whilst some lots of only medium quality have sold well up to the lowest price named. The talk of bringing in car lots has not yet materialized, and may not, though there is still some talk of importing eastern butter.

EGGS.

Fresh are practically out of the market, and when obtainable are usually not of better quality than limed. The latter hold at about 22c in case lots.

LARD.

Steady at \$2.60 for home packed, and \$2.65 to \$2.70 for Chicago in 20 lb. pails.

CURED MEATS.

Prices have held at the decline noted last week. Chicago cured quoted as follows: Dry salt, 13c; rolls, 15; breakfast bacon, 15½c; hams, 16c. Home cured product is quoted lower than Chicago, as follows: Long clear, 12½c; breakfast bacon, 15c; rolls, 14c; hams, 16c; all home cured uncanvassed. Pork sausage quoted at 10c per pound and bologna sausage 9c per pound.

DRESSED MEATS.

Dressed hogs have commenced to come in a little more freely, and some have been taken at the packing houses at 8½c, but butchers have paid as high as 9c. Good ordinary beef brings from 5½ to 5¾c, with poor to fair obtainable at from 5c upward. Mutton quoted at 10c, veal, 7 to 8c.

LIVE STOCK.

Live hogs are not now offering to any extent, and the season is pretty well over. The quotation of 6½c is therefore almost nominal. Good cattle bring 3c, but purchases of choice cattle have been made at over this price. As high as 4c has been paid for some choice animals, intended for feeding for use later on. A good many sales of ordinary animals are being made as low as 2½c.

VEGETABLES.

Potatoes are still quoted at 20 to 25c per bushel. Other prices are: Turnips, 20 to 25c per bushel; carrots, 40 to 50c per bushel; beets, 35c per bushel; onions, native, \$1.50 per bushel; cabbage, 50 to 75c per doz; celery, 40c per doz. bunches; parsnips, \$1 per bushel.

TORONTO MARKETS.

Grain—Barley—The feeling was weaker and the tendency of prices lower. No. 3 changed hands at 65. No. 1 could have found buyers at 77 to 78c, and No. 2 at 73 to 74c.

Oats—sales made at 39 to 40c.

Provisions—Dressed hogs keep firm from \$7.60 to \$7.75 per cwt. Mess pork per bbl., \$18.25 to \$18.50; bacon, long clear, 11½ to 12c; lard, tubs and pails, 12 to 13c; tallow, common refined, 6 to 6½c.

Butter—Good dairy continues scarce. Medium offering more freely and slow at 14 to 17c. Creameries are firm; further enquiries are reported on British Columbia account. Prices were—Creamery, 23 to 25c; dairy, choice to selected, 19 to 22c; dairy, ordinary, 15 to 18c; store packed, 12 to 16c; large rolls, 17 to 20c.

Cheese—Firm. At the last Ingersoll and London market days no sales were made, buyers being apart. Prices are: Full cream, 10 to 11c; medium, 9 to 9½c; skims 8½ to 9c.

Apples—Active at \$1 to \$2 per barrel.

Dried apples—Steady at 5 to 5½c per lb. in small lots. Evaporated 7½ to 8½c.

Eggs—Strictly fresh, firm at 20 to 21c; limed, quoted at 19c.

Poultry—Sales of chickens at 40 to 50c; ducks at 50 to 65c per pair; geese 7c per lb.; turkeys 10 to 11c.

Groceries—Wholesalers dropped prices of granulated and white sugars ½c. Granulated now stands at 7½ to 7¾c per lb.; Rio coffee scarce and firm at 18c for fair; Valencia raisins are moving at 6½ to 7c; Sultanias are quiet at 8 to 9c; currants are steady at 6 to 6½c for provincial in barrels and halves.

Hides—No. 1, 5¾; No. 2, 4¾; country trim, med, 4¾ to 5¾c; pelts, 75 to 80c; calfskins 8 lbs. and up, No. 1, 6c; No. 2, 5c.

Live stock—Choice animals found ready sale at 3½ to 3¾c per lb.; good medium sold at 2¾ to 3¼c per lb.

Hogs—Good demand for fat, weighing 150 to 500 lbs. each at \$5.25 to \$5.50 per cwt.

MONTREAL MARKETS.

Grain—No. 1 (new) hard Manitoba, \$1.45 to \$1.47; No. 2 do., \$1.45 to \$1.45; No. 1 northern, \$1.45.

Butter—The advance in creamery of late has been well sustained. Creamery, finest, 24c; earlier do 21 to 23c; Townships, 18½ to 21c; Western, 16 to 17c.

Cheese—In the West the full September make is yet held and at high prices, too. Finest September, 10½ to 10¾c, finest August, 9½ to 9¾c; fine, 8¾ to 9½c; medium, 7¾ to 8½c.

The Bank of Montreal has declared a half-yearly dividend of 5 per cent.; the Merchants bank, 3½; Ontario bank, 3½; Bank of Ottawa, 3½.

THOS. JOHNSON, the well known commercial traveller for G. F. & J. Galt, of Winnipeg, has swept everything in the line of prizes for English setter dogs, at the exhibition of the Minnesota Kennel Club, held at St. Paul last week. Thomas, who is an enthusiastic fancier, is naturally greatly elated over his success.

In quoting the remarks of the general manager of the Merchants Bank, regarding the crops of Manitoba, in THE COMMERCIAL a few weeks ago, he was made to say that "the result will fall very far short of last year." What Mr. Hague did say was: "not very far short of last year." The accidental dropping out of the little negative entirely altered the meaning of the sentence.

COOK & COLE, proprietors of the roller mill and elevator at Wolsley, Assa., write THE COMMERCIAL complaining that in the copy of the new C. P. Ry. wheat tariff, published a few weeks ago, which purported to give the points where elevators and mills were located, Wolsley was not so designated. THE COMMERCIAL is not responsible for the omission, as the list was not prepared in this office, and was merely given as a copy of the tariff prepared by the C. P. R. Messrs. Cook & Cole have lately placed a large wheat cleaner in their elevator, also a 75-horse power engine, and \$2,000 worth of other machinery in their mill and elevator.

The Drummer's Revenge.

If I remember correctly, says a writer in the Michigan Tradesman, was in 1876. There happened to meet in a certain town in Michi-

gan a number of travelling men, most of whom had not seen each other for years. After the ordinary salutations they parted to meet that night in the room of one of them, to talk over old times and renew old acquaintances. So, after supper, the party in question convened as agreed upon in the morning, and after ordering up enough liquid refreshments to float the furniture, settled down to have a good night of it.

In the "gang" there happened to be a real jolly fellow and a great joker, but, unfortunately for him, he could not stand up under much "booze" so long about midnight. Poor Jim, for this was his name, sank off his chair into insensibility. His companions, seeing his condition, and most of them, on former occasions, having served as targets for his practical fun, agreed to pay up some of the old scores in his own coin. Scattering in every direction they soon returned, each laden with some instrument of torture, with which they intended to "do" poor Jim. One had several thin, narrow boards; another a great roll of linen bandages; another a lot of sticking plaster; another a bottle of arnica, and so on. They lifted the poor fellow and laid him on the bed. Gently removing his coat, they rolled back his shirt sleeves, and placing one of the boards above and another below his arm, they bandaged them there in the most approved style, saturating the bandages with arnica. Then cutting great strips of court plaster they pasted them over one eye and away back on the side of his head. Then tying his head up in cloths all blotched over with red ink, they

got to work to bring him to. This they did in short order, with the aid of a little ice-water and camphor. Then they all gathered around him, and at the first sign of life one of them leaned over him and asked in an anxious voice, "Do you think he will live?" At this the victim's eye flew open and he attempted to get up. One of the party put his hand on his shoulder and cried:

"For Heaven's sake, Jim, don't move or you may kill yourself."

"Jim, are you in much pain? Where were you hurt most?"

"Hurt. I don't hurt anywhere. What the devil is the matter with you fellows?" he belated, trying to get up again.

"Don't try to get up!" cried several, showing him back. "Don't you remember what has happened? Look at your arm."

Poor Jim looked down at his arm and then reached up and felt his head.

"Boys," said he, looking at the scared faces around him, "what has happened?"

Then one of the number told him that he had a terrible fight with a noted bully of the town, and had pretty nearly killed him, but in doing it he had been handled rather roughly himself, and had fallen and broken his arm. He looked at his arm and then around him, and then wanted a looking-glass to see himself, but they coaxed him to wait until morning. It seemed to do him a world of good to know that he had "done" the other fellow, and he kept asking:—

"He is worse hurt than I am, is he?"

"Don't your arm hurt you?" asks one.

"Why, it is broken in three places."

"Yes," says Jim, "it does begin to hurt me, but it is my head that pains me the most. What did he hit me with? He must have hit me a terrible blow in the eye, too, for I can't see a blamed thing. It isn't out, is it?" (anxiously.)

They kept the poor fellow in bed for two days, during which time they had a strange commercial traveller personate a doctor, who asked his patient all sorts of questions and had him describe all sorts of pains and aches, and drew out of him all sorts of admissions that were gloatingly treasured up by his listening companions. On the morning of the third day, the doctor said he might go down stairs if he would promise not to talk too much. By this time every one in town knew what was going on, and there was a tremendous crowd in the office to see him. When he appeared on the stairs the crowd cheered, and the poor fellow took off his hat and was almost affected to tears. Everybody wanted to shake hands with him and congratulate him on his success and expressed hopes of his speedy recovery. It was a treat to see how carefully he guarded his arm from being jarred, and the face he would make when some one would jostle against him.

Along about nine o'clock that evening they told him it was all a joke, and that there was nothing the matter with him. At first he was perfectly dumbfounded. But when he once comprehended what it all meant, he, unlike most men, entered into the whole affair with the greatest gusto, and was the central figure in the celebration that followed. Of course Jim had to make a speech, which he did, with credit to himself and colleagues.

MILLERS, ATTENTION!!

ESTABLISHED 1825.



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

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

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FINISHED OR ROUND THREAD.

Manitoba and Northwest Agents:

MERRICK, ANDERSON & Co., Winnipeg

EASTERN MARKETS.

CHICAGO

Wheat opened at Chicago on Monday, October 22, at a fraction under Saturday's close. December started off at \$1.16, and ranged from \$1.16 to \$1.17½. May opened at \$1.14 and ranged from \$1.12½ to \$1.14½. May was at one time relatively 10c cheaper than December, allowing for carrying charges. Closing prices were:

	Oct.	Dec.	Jan.	May.
Wheat.....	1.14½	1.15½	—	1.13½
Corn.....	42½	40½	—	39½
Oats.....	24½	25½	—	20½
Pork.....	15.00	—	14.77½	15.00
Lard.....	9.00	8.27½	8.25	8.40
Short Ribs.....	7.75	—	7.40	—

December wheat opened at \$1.15½ on Tuesday, and ranged from \$1.13 to \$1.16½. May ranged from \$1.12½ to \$1.13½. The bulk of trading was done at the lower prices. The idea of a corner in December option is not now thought probable. Trade was light and the market rather nervous. Closing prices were:

	Oct.	Dec.	Jan.	May.
Wheat.....	1.12½	1.14	—	1.13½
Corn.....	41½	39½	—	38½
Oats.....	24½	25½	—	20½
Pork.....	15.00	—	14.55	14.75
Lard.....	8.50	8.25	8.22½	8.37½
Short Ribs.....	7.75	—	7.32½	—

Wheat opened at 1.14 for December on Wednesday, and ranged from 1.13½ to 1.14½. There was heavy selling, and strong attempts to break the market, but with little success, light receipts in the Northwest causing a strong feeling. May option was in best demand for buying. Closing prices were:

	Oct.	Dec.	Jan.	May.
Wheat.....	1.11½	1.11	—	1.12½
Corn.....	41	39½	—	38½
Oats.....	24½	25	—	20½
Pork.....	14.05	—	14.55	14.75
Lard.....	8.65	8.22½	8.20	8.35
Short Ribs.....	7.55	—	7.32½	—

Wheat was rather quiet on Thursday, but decidedly stronger, due to a falling off already in spring wheat receipts at primary markets. December opened at \$1.14½, and ranged from \$1.14 to \$1.16. Closing prices were:

	Oct.	Dec.	Jan.	May.
Wheat.....	1.13½	1.15½	—	1.15½
Corn.....	41½	39½	—	38½
Oats.....	24½	25½	—	20½
Pork.....	14.00	14.40	14.50	14.72½
Lard.....	8.25	8.10	8.12½	8.30
Short Ribs.....	7.62½	—	7.30	—

The market had a strong tone throughout on Friday, and buying was fairly active. Belief in higher prices is again strengthening. Closing prices were:

	Oct.	Dec.	Jan.	May.
Wheat.....	1.14½	1.16½	—	1.17½
Corn.....	41½	39½	—	38½
Oats.....	24½	25½	—	20½
Pork.....	14.40	14.22½	—	14.60
Lard.....	8.25	7.97½	—	—
Short Ribs.....	7.65	—	7.27½	—

Saturday's closing figures were:

	Oct.	Dec.	Jan.	May.
Wheat.....	1.16	1.18	1.15	1.16½
Corn.....	40½	39½	—	38½
Oats.....	24½	25½	—	20½
Pork.....	14.50	14.32½	14.42½	14.70
Lard.....	8.12	7.97½	8.02½	8.30

DULUTH WHEAT MARKET.

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

	Cash.	Nov.	Dec.	May.
Monday.....	1.23	1.23½	1.21½	1.26
Tuesday.....	1.23½	1.24	1.25	1.21½
Wednesday.....	1.24	1.24	1.23½	1.27
Thursday.....	1.29	1.29½	1.26	1.31
Friday.....	1.32	1.32	1.30	1.34½

Prices were strong toward the close of the week, due to lighter movement. On Thursday and Friday closing prices were at the top.

On Saturday December wheat opened at 1.130, and May opened at 1.34½.

MINNEAPOLIS.

Closing quotations on Thursday for wheat were as follows:—

	Cash.	Dec.	On track
No 1 hard.....	1.29	1.30	1.29½
No. 1 northern.....	1.16	1.16½	1.20-22.
No. 2 ".....	1.09	1.10	1.13-16

Closing quotations for flour were: Patents, sacks to local dealers, \$6.80; patents to ship, sacks, car lots, \$6.70 to \$6.90; in barrels, \$6.85 to \$7.00; bakers, here, \$4.70 to \$5.60; superfine, \$3.00 to \$4.60; red dog, sack, \$1.00 to \$1.65; red dog, barrel, \$1. to \$1.85.

The above prices on wheat show a gain of 9c for cash 1 hard, 6c for cash 2 hard, and 5c for cash 2 northern, for the week. Flour is not greatly changed.

CHICAGO BARLEY MARKET.

Daily Business of October 24 says:—Sufficient was offered on the open market, to satisfy the wants of buyers, which were not urgent. Choice to fancy barley was scarce and firm, whilst most of the sample lots, especially the poor and thin, were slow and weak, and in many instances 2 to 3c lower than Monday. No. 3 was saleable at 50 to 70, according to condition, with No. 4 at 40 to 62c. Samples were shown of attractive bay brewing barley to arrive, which was quotable at 74 to 78c for No. 2.

MONTREAL STOCK MARKET.

The following quotations on Oct. 26 as compared with prices on Oct. 19 will indicate the course of the stock market:

	Oct. 19		Oct. 26	
	Offered.	Bid.	Offered.	Bid.
Montreal.....	250	233½	227	220½
Ontario.....	130	126½	127½	125½
Toronto.....	212½	211½	—	—
Merchants.....	139½	139½	140	139
Commerce.....	119½	119½	119½	119½
Molson's.....	—	152½	109	152½
Union.....	—	91½	—	91½
N. W. Land Co.....	65	63	63½	62½
C. P. R.....	58½	57	57	56½
Money on Time.....	5½	—	—	—
Money on Call.....	4½	—	—	—

THOS. REHLL, of Emerson, Man., has closed his branch harness shop at Dominion City.

F. W. COLCLEUGH has sold out his flour and feed business at Selkirk, Man., to S. Robertson.

G. C. KING & Co., general merchants, Calgary, are again asking for an extension of time. It is understood the request will be granted.

PASSENGER rates to Manitoba points reached by the Northern Pacific have been cut by the C.P.R. as follows:—5 cents to Emerson, 10 cents to Morris and 20 cents to Gretna.

An Ottawa telegram received on Saturday says: The Canada Northwest Land Company and C.P.R. will jointly enter the courts' once more to resist the payment of school taxes upon lands in the Northwest. The supreme court yesterday in refusing to hear their appeal practically terminated the legal fight on the old issue; but now the company, profiting by recent legislation, can carry their case to Ottawa. The statute of 1888, chapter 37, which of course is not retroactive in its effect, possesses a clause extending the jurisdiction of the supreme court to cases coming from the supreme court of the Northwest, even though the cases in question do not originate in a territorial court. Under this section, therefore, an appeal from the court of revision could lie to Ottawa.

J. S. NORRIS. JAS. CARRUTHERS.

**Norris & Carruthers,
FLOUR AND GRAIN
COMMISSION MERCHANTS.**

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Liberal advances made on consignments of Flour, Wheat, Barley and Oats.
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MILWAUKEE EXPORT BOTTLED
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LAGER!
PERMITS FILLED.

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**Booth & Langan,
WHOLESALE MANUFACTURERS OF THE
EAGLE BRAND**

Fine Shoes, Boots, Slippers,
ETC., ETC.
Every Variety of McKay Sewn, Goodyear
Welts and Hand Sewn.

35 and 38 St. Peter Street,
and 54 and 56 Foundling St. **MONTREAL**
Represented by WM. WILLIAMS,
496 Main Street, WINNIPEG.

RUBLEE, RIDDELL & Co.,

Commission Merchants
AND IMPORTERS OF
Green and Dried Fruits.
15 OWEN STREET,
WINNIPEG.

The Tea Trade.

The New York Commercial Bulletin gives the following account of the tea trade in that city:—

Commencing the season with a feeling of considerable confidence, yet professing no inflated or buoyant expectations, local operators in tea have, by conservative methods, secured and maintained a healthy market. The auction room was not resorted to as a sluice-way to continually dump large quantities of stock at unpropitious periods, with the natural demoralizing effect upon prices; but on the contrary importers succeeded in infusing buyers with a good measure of their own faith, and the result was an excellent legitimate trade, embodying natural competition, upon which a gradual substantial hardening of values developed and is still progressive. Present accumulations of stock at this point are slightly in excess of last year; yet this causes no apprehension and is an expected sequence of an early marketing of crop, liberal settlements and prompt shipments, with a balance expected long before the close of the season. Since first advices from the crops early in the year, there has been a constant claim of shortage, all subsequent information appearing to be in support thereof, and it was upon that feature hope was pinned. In comparison with last year, reputable local authority estimates a shrinkage of 10 per cent. in crop of greens and from two to three million pounds deficit in the growths of Japan; and from another reliable source the crop of oolongs for America is placed 13,600,000 lbs. Formosa, 2,400,000 lbs. Amoy

and 2,000,000 lbs. Foochow; making a total of 18,000,000, against 21,500,000 last year. Thus far speculation has been held in check, but indications of something of a move in that line is now said to be under way, directed particularly towards oolongs, and a more active and quicker gaining market is likely to result.

If these authoritative statements as to the existing shrinkage in the tea crop are correct, it will not be long before we have to chronicle an advance in the Canadian market.

Tea Blending.

Can a grocer blend his own teas? The answer to this is by no means easy, and can only be given in general terms. We would say, from our experience, that a grocer may blend his own teas, just as he may accomplish many other difficult tasks, by painstaking experiments and practice. But in this, as in many other things, one succeeds and a hundred fail. An intelligent man, thoroughly educated in dealing with tea, may, if he is persistent in his experiments, strike the right line and produce blends that will suit his customers; and when he does so there is little doubt that he will find it profitable. On the other hand, there are many who, we fear, never will succeed in making successful blenders, and for such, there is, of course, the assistance of those firms who make this branch of the trade their special duty. So that if we may briefly sum up the foregoing, we should say that the blending of tea is generally wise and profitable; but whether a man should blend his own tea or get

his supplies from wholesale blenders, is a question so largely dependent on the man himself, that each one must be the best judge of his own powers in the matter.—*Chronicle.*

The Market for Ginseng.

Bradstreet's has the following regarding ginseng, a commodity which is exported from Manitoba to some extent:—The scarcity of supplies of ginseng in the principal markets of the United States induced a material advance in prices, which have reached the highest, when quality is considered. Fears are expressed that the present scarcity foreshadows the ultimate extinction of this drug root as an article of commerce in this country. The principal markets for the product are Louisville, Cincinnati, Chicago and New York. By some the high prices and present scarcity of the root are attributed to a combination or corner by large holders of the article. Quite a change in the methods of marketing the article is reported by the Reporter. The business, it is said, is being gradually absorbed by Chinamen. Interior buyers appear to be common in this as in other lines of trade. Kentucky, Tennessee, Virginia and North Carolina are said to be sending less to market than formerly, but this has been partly made up by larger receipts from Wisconsin and Minnesota. Systematic cultivation is practically confined to New York State. The cultivated article does not sell as high as the wild species. Ginseng is bought entirely for export to China.

DOLL
W. F.
WHOLESALE JEWELER.

Watches, Diamonds, Clocks, Spectacles, Gold-headed Canes, Silver-plate, Watch Material, Tools, etc., etc.

525 Main St., WINNIPEG.

First class in every respect
Appointments Perfect.
Graduated Prices.



ST. LAWRENCE HALL
HENRY HOGAN.

Every Attention paid to
Guests.
MONTREAL.

HILLIARD HOUSE.
RAT PORTAGE.

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

LOUIS HILLIARD, PROPRIETOR.

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

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

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

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

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

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

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

HOTEL BRUNSWICK,
MINNEDOSA, MAN.

The leading and best appointed hotel on the Manitoba Northwestern Railway. Commercial Travellers seek it for Sundays. Sample room and other conveniences.

J. D. MCKENZIE, Proprietor.

GRAND VIEW HOTEL,
BRANDON, MAN.

Directly opposite Passenger Depot. The leading commercial house. Sample Rooms and first class livery

A. F. BOISSEAU, Proprietor

Wm. Ferguson,
WHOLESALE

WINES- LIQUORS AND CIGARS

Permit Orders Promptly Executed

8th Street, - - Brandon

Forbes & Stirrett

PLANING MILL

AND SASH AND DOOR FACTORY,

10th St., south Rosser Av.

BRANDON

NEUMEYER AND PARES,

Brandon Brewery

BRANDON, MANITOBA

Brewers of the Celebrated Export India Pale Ale, Imperial Stout, Noted XX Porter in Casks or Bottles.

FOR SALE! At SINTALUTA, on main line of Canadian Pacific Ry.

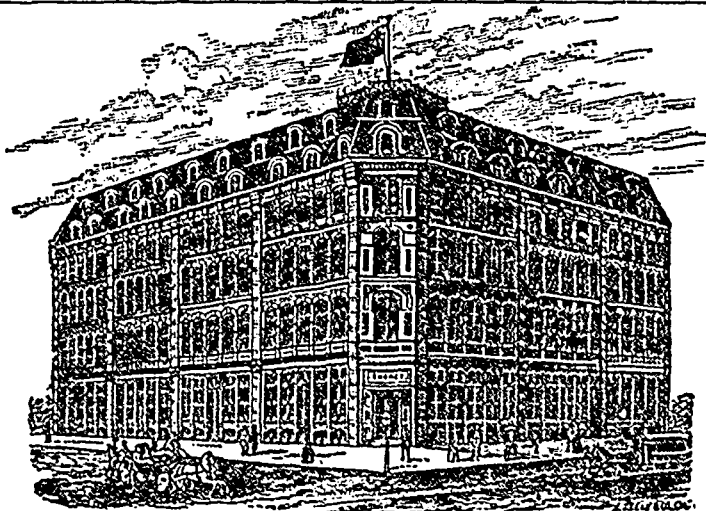
A STORE, STABLE & BLACKSMITH SHOP,

with Post Office attached, at a bargain. References as to business lookout, etc.

R. A. WALKER, BRACELDE, SINTALUTA. M. L. TAYLOR, care D. H. McMillan & Bro., Winnipeg.

For particulars apply to Hattiescombe Bros., Sintaluta.

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



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

H. SHOREY and CO., CLOTHIERS,

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

HY. ARKELL,

WHOLESALE

PRODUCE AND COMMISSION

MERCHANT,

Vancouver, B.C.

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

Samuel Gray,

Manufacturer of

SASH, DOORS, BLINDS

Mouldings, Stairs, Handrails, Newels
Baulsters, etc.

VICTORIA - B.C.

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

PENDRAY & CO

SOAP WORKS,

VICTORIA, B.C.

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

HUMBOLDT STREET, - VICTORIA, B.C.

J. & A. Clearihue,

COMMISSION MERCHANTS
AND MANUFACTURERS AGENTS,
Dealers in—

Fruits and all kinds Produce

YATES ST., VICTORIA, B.C.

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

THE DRIARD,

VICTORIA, B.C.

The only strictly first-class hotel
in the province.

Colonial Hotel,

WESTMINSTER, B.C.

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

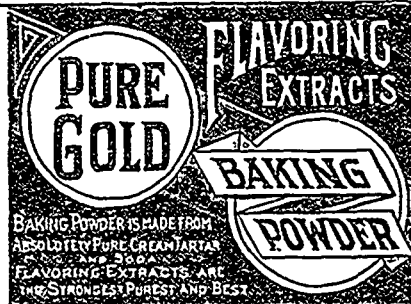
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LELAND HOUSE, VANCOUVER,

British Columbia.

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

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The Canadian Rubber Co

OF MONTREAL.

Manufacturers of

RUBBER SHOES, FELT BOOTS,
RUBBER PACKING, HOSE, &c.

WORKS: Papineau Square, Montreal
WAREHOUSE: 335 St. Paul St.

Branch: Cor. Front & Yonge Sts., Toronto.

Head Quarters for Salt Fish from the Nass and Skeena Rivers, B.C.

Boneless Blood Red Salt Salmon,
(Heads and Tails off in bbls. and halves.)

RED SALMON BELLIES
(In kits and halves)

SALMON TIPS.

BLACK COD FISH
(In ½s, ¼s and whole bbls.)

SALT OOLACHANS (OR CANDLE FISH)
(In kits and quarter bbls.)

Smoked Oolachans.

FOR SALE BY

HENRY SAUNDERS,

37 to 41 Johnson St., VICTORIA, B.C.
P.O. Drawer H.

Lumber Cuttings.

Sidney Smith's new shingle mill at Fort William is in shape for business.

The Selkirk Lumber Co. has during the season brought in three and a half millions of feet of lumber from the Lake Winnipeg mill.

The new mill erected at the Union mines, Vancouver Island, by R. Grant & Co., is ready to commence work. Capacity, 15,000 feet daily.

During September seven ships cleared from Burrard Inlet, B. C., with lumber, lath and pickets, for Australia, China and South America. One vessel cleared from Chemainus, B. C., with lumber for Australia.

With the timber resources of the Thunder Bay district, it seems strange that lumber is being imported from the United States for the Lake Superior elevators, now being erected by the C. P. Ry. Co.

John Anderson, of Pembroke, Ontario, has gone to Vancouver, B. C., where he will enter into partnership with Grady. The firm will erect a saw mill on Burrard Inlet, with a capacity of 75,000 feet daily. The machinery has been ordered from the Wm. Hamilton Manufacturing Co., of Peterboro, Ontario.

The *Victoria Times* strongly denounces the proposal to repeat the Joggins raft experiment on the Pacific coast, in carrying logs from British Columbia to San Francisco and Chili. The *Times* very sensibly shows that it would be an injury to the province to have its forest wealth exported in the shape of saw logs. The manufacture of lumber, etc., at home, is the main benefit to be derived from the forests, and the exportation of logs would injure the home manufacturing industry. The manufacture of lumber, etc., is an important and growing industry in our Pacific Province, and one which should be encouraged. To commence a system of exporting logs from the province would certainly result in injury to the local manufacturing industry.

A NEW way of reducing the number of the pauper population has been discovered. A Spanish magistrate, shocked and exasperated by repeated food adulteration, has issued a proclamation that "all wines, groceries and provisions which, upon analysis, are proved to be injurious to health, will be confiscated and distributed to the different charitable institutions."

AGENCY

DU PONT GUN POWDER.

COMPLETE STOCK

Breech-Loading Guns, Winchester Rifles and ELEY'S AMMUNITION.

LOW PRICES ON APPLICATION

MILLER, MORSE & CO.,

Wholesale Hardware Merchants,

PRINCESS STREET, WINNIPEG.

ROBLIN & ATKINSON

WHOLESALE

Grain Shippers,

SPECIALTIES: WHEAT, BARLEY & OATS

P.O. Box 612 WINNIPEG

CORRESPONDENCE INVITED.

JAS. COOPER.

J. C. SMITH

Cooper & Smith,

MANUFACTURERS,

Importers and Wholesale Dealers in

BOOTS AND SHOES!!

36, 38 & 40 FRONT ST. WEST,

TORONTO.

White, Joselin & Co.

Muslins, Embroideries, Lisle and Silk Gloves, Kid Gloves, Lace Curtains, Laces.

All the Latest Novelties.

7 WELLINGTON STREET WEST, TORONTO | 1831 NOTRE DAME STREET, MONTREAL

MONTREAL BRASS WORKS.

MONTREAL, P.Q.

Robt. Mitchell & Co

Proprietors, Manufacturers of

Gas Fixtures of Every Description,

Engineers, Plumbers,

Steam & Gasfitters Brass Goods,

Gas Meters and Automatic Fire Extinguishers.

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

Business East.

ONTARIO.

W. G. Hunt, grocer, Oshawa, has sold out.
 L. N. Loyer, grocer, Ottawa, has assigned.
 Wm. Lapsley, carpenter, Galt, burned out.
 Geo. Magill, plasterer, Toronto, has assigned.
 J. Jenkins, grocer, St. Thomas, has sold out.
 I. F. Asselstine, grocer, Belleville, has sold out.
 Albert Billings, grocer, St. Thomas, has sold out.
 Mrs. Mitchell, grocer, Warkworth, has sold out.
 Wm. Stuart, auctioneer, Toronto, has assigned.
 Thos. Elmes, saddler, Port Elgin, has assigned.
 E. A. Buchner, tinsmith, Simcoe, has assigned.
 Samuel Cowan, physician, Hurrinston, has sold out.
 F. Holland, dealer in books, Oshawa, has sold out.
 John L. Hanes, hotelkeeper, Utterson, has sold out.
 R. M. Dallas, dealer in fruits, etc., Toronto, is dead.
 Thos. Byrne, harness dealer, Dundas, has assigned.
 John White & Son, tailors, St. Thomas, have assigned.
 Michaels Bay Lumber Co., Toronto, have assigned.
 Cruickshank Bros., plumbers, Toronto, have dissolved.
 Ead & Son, grocers, Port Stauley, have dissolved.
 M. A. Ross, dealer in furniture, Tilsonburg, has sold out.
 Chas. Butler jr., grocer and baker, Sterling, has sold out.
 C. J. Vizard, general storekeeper, Bancroft, has sold out.
 Neil McPhee, dealer in hardware, Parkhill, has assigned.
 Chas. Cole, dealer in fruits, etc., Clinton, has assigned.
 D. H. Dorman, dealer in woolens, Mitchell, has assigned.
 Irving & Lewis, dealers in woolens, Vienna, have dissolved.
 I. J. Fisher & Co., foundry, Kincardine, were burned out.
 Freeman Hodgins, hotelkeeper, London, bailiff in possession.
 Geo. W. Easton, dealer in carriages, Belleville, has assigned.
 Plate Glass Importing Co., Toronto, have admitted a partner.
 Thompson & Wright, lumber dealers, Hamilton, have assigned.
 W. T. Bateman, general storekeeper, Spring brook, has assigned.
 F. J. & T. E. Chambers, blacksmiths, Woodstock, have assigned.
 M. S. McKay & Co., dealers in woolens, Galt, have dissolved.
 Buswell & Co., lumber dealers, Spanish River, are burned out.
 A. Decow, physician and drugs, Highgate, has moved to Alvinston.
 D. W. Newcombe, general storekeeper, Yarmouth Centre, is dead.

Blair & Martin, general storekeepers, Sudbury, are reported away.
 Herring & McMullen, dealers in stationery, Woodstock, have assigned.
 F. J. Quin, dealer in hardware and groceries, Port Colborne, has sold out.
 Twoey & Sreaton, dealers in dry goods, London, style now Sreaton & Co.
 Nye & Armstrong, dealers in books and stationery, Toronto, have dissolved.
 Geo. A. Sharman, harness dealer, Clinton, is offering to compromise at 60 cents.

QUEBEC.

Arch. Jacobs, tobacconist, Montr l, has assigned.
 Davies & Morris, builders, Sherbrooke, have assigned.
 Bluteau & Co., confectioners, Montreal, have dissolved.
 Poitras & Co., contractors, Montreal, have dissolved.
 Leville & Ouimet, plasterers, Montreal, have dissolved.
 Henry Smith, dealer in fruits, etc., Montreal, has assigned.
 Chartrand & Bisson, gravel roofers, Montreal, have dissolved.
 Thibaudeau & Niville, dealers in furniture, Quebec, have dissolved.
 Gravel & Rochon, dealers in carriages, Montreal, have dissolved.
 Victor Lemay & Co., dealers in grain, etc., Montreal, have dissolved.
 J. Rasconi & Co., general storekeepers, St. Thomas de Pierreville, have failed.

NOVA SCOTIA.

H. & A. Locke, dealers in fish, etc., Lockeport, have assigned.
 J. P. McCough, dealer in clothing, etc., Truro, has assigned.
 Chas. Schroeder, hotelkeeper, Truro, advertises his business for sale.
 W. E. Jefferson, grocer, Annapolis, is succeeded by Walter G. Jefferson.

NEWFOUNDLAND.

Jos. Hopkins, planter, Hearts Content, is dead.
 McCoubrey & Clouston, dealers in tinware, St. Johns, have dissolved.
 Beddin Bros, general storekeepers, etc, Little Bay, have dissolved.

NEW BRUNSWICK.

Wm. Crowe, mill, Shediac, is dead.
 Kane & Co., stonecutters, St. John, Wm. Kane dead.
 Alex. Stewart, hotelkeeper, Newcastle, advertises business for sale.

A Montreal paper published recently a special telegram from Toronto, announcing that the Bank of British North America had decided, owing to the numerous and wide spread circulation of forged five dollar bills, to put out a new issue, and withdraw their notes of that denomination. This is altogether incorrect, the fact being that their issue of 1837 having been tampered with, it was deemed expedient to replace it with a new one, the latest issue having been made on May 28, 1836 since which time not a note of date 1837 has gone out, and anything purporting to be such is a forgery. The men who are responsible for the counterfeit in question have found their way to the penitentiary for extended periods.

British Columbia.

The by-law to purchase a site for a market at Vancouver, has been carried by 56 majority.

The Bank of British Columbia will erect a new building at Nanaimo for their branch at that place.

A. T. McNab, carriage builder, late of Winnipeg, is at Vancouver, where he talks of going into business.

Exports of coal from the province for September were 44,034 tons, valued at \$222,170, mostly for San Francisco.

Findlay & Codling, machinery agents, Vancouver, have dissolved partnership. Jas. Findlay will wind up the affairs of the firm.

W. Heathorn, wholesale shoe manufacturer, Victoria, has purchased the Bay Tannery, Victoria, from the estate of the late W. Magirl.

Britton & McFarlane, bakers, Vancouver, have dissolved partnership. E. C. Britton retires, and J. F. McFarlane will continue the business.

Captain Clements, of Clements & Farron, has received the appointment of local agent and marine surveyor at Vancouver, for the Union Marine Insurance Co., of California.

Nesbitt & Dixon have opened their new cracker factory at Victoria. The factory is a most complete one, with all modern conveniences. Twenty-five barrels of flour will be used daily.

Thos. Mowat, Fishery Inspector of British Columbia, was at Ottawa last week. At his recommendation the cargo of live lobsters for the Pacific coast will not be shipped from New Brunswick until next spring.

Ah Loy, a leading Chinese merchant of Kamloops, and one who seemed an adept at learning the ways of the white man, has given a fresh proof of his advancement in civilized customs. He has lately made an assignment, for the "benefit" of his creditors. Strauss, of Victoria has the management of the estate.

The Westminster council recently discussed the charges of discrimination against the city on the part of the C. P. R. Westminster bonused the company very heavily to build into the place, though it was plainly in the interest of the company to do so without such aid. The city should therefore get fair treatment from the company. Action will be taken at a future meeting of the council.

A by-law passed by the council of Vancouver, provides that all persons selling or manufacturing opium in Vancouver shall pay a license of \$500 per annum, the same to be paid semi-annually in advance. Any person found violating this by-law is liable to a fine not exceeding \$100 or to be imprisoned for a term not exceeding six months. Druggists and chemists are exempt from the provisions of the by-law, but they cannot sell it except on a physician's certificate.

At the regular quarterly meeting of the Nanaimo co-operative society the following statement of the quarter's transactions was adopted: The total sales for the quarter amounted to \$22,346.67; net profits after allowing for interest, capital, etc., leaves a balance of \$2,306.05. Divided as follows. Members purchases, at 10 per cent., amounts to \$2,043.10.

to reserve fund, \$100; to purchase building stock, \$100; depreciation of fixtures, \$62.95. Sixty-one new members have been added during the quarter, making a total membership now of 394.

The following is a list of exports from the consular district of Victoria to the United States (principally to San Francisco) for the quarter ending September 30th last:—

Coal	\$490,895
Fish	24,464
Furs, hides and skins	115,526
Ice	257
Iron bedsteads	568
Japanese misc. and curios	179
Liquors	1,046
Lumber	7,230
Machinery	137
Miscellaneous	5,273
Personal and household effects	12,991
Returned American goods	2,187
Rice	12,270
Silver ore	10,554
Skidgate oil	2,070
Treasure	175,963

Total

\$ 861,615

At a meeting of the Renfrew, Ontario, Agricultural Society Prof. Saunders delivered a very interesting address in connection with the establishment of experimental farms throughout Canada. Concerning the B. C. farm at Agassiz he said: It is situated below the coast range of mountains, and has a climate much like that of England. It is admirably adapted for fruit culture, apples, pears, plums, and cherries, growing there with a luxuriance surpassing anything we can do here. Many of these fruits are much larger than the same varieties grow anywhere in Ontario; and it is believed that in that province, although the quantity of agricultural land is limited, it will be possible to produce there a large quantity of fruits to supply the mining population of the mountains and the less favored districts in the territories.

At the last quarterly meeting of the Victoria board of trade the president, Robt. Ward, read a letter received from Sir Hector Langevin, Minister of Public Works, stating that the representations of the board to Hon. Mackenzie Bowell, during his visit to Victoria, had been duly laid before him, and promising attention thereto. A lengthy discussion took place on the existing system of granting liquor licenses. The president thought there was certainly ample scope for amending the existing system which is practically unrestrictive in its character, and while it was the function of the Legislature to take this matter in hand, suggestions from this board might not be out of place. It was conceded that the matter was one for the Provincial Legislature to deal with, and, moreover, required the most careful consideration, together with many other points not brought forward. Further discussion of the subject by the board was, on motion, laid over till the next quarterly meeting, and the board then adjourned.

Grain and Milling.

Some time ago a bonus of \$6,000 and exemption from taxation for 20 years, was offered for the erection of a roller flour mill at Treherne, Man. R. Muir & Co., of Winnipeg have accepted the offer and will establish the mill. It will have a capacity of 125 barrels.

The machinery for the new C. A. Young elevator at Deloraine, Man., has arrived, and been put into position. It will be run by steam, and includes a complete cleaning apparatus.

A couple of weeks ago we published the new grain tariff issued by the C. P. R. Co. on grain, etc., to Port Arthur. This tariff has already been superseded by another, issued last week. This tariff makes some additional reductions, which will be seen by reference to the tariff, published in another column of this number of THE COMMERCIAL.

Port Arthur Herald:—Lawrie, representing the Greys of Toronto, is here with flour in his eye. Bowerman is showing him all the water powers in the country. They will build nothing less than a 500 barrel mill. When they start the McVicars will give them a site. The town has promised \$3,000 and the water power company will either furnish them, or assist them in building a dam and race of their own.

Harry Holcomb, of Minneapolis, has gone to Canada with \$50,000 which it is alleged he made on wheat which was stolen. Holcomb was an employe of the Union Elevator company, and had a bin of his own located below the company's bin. He removed a board from one of the chutes and put another in its stead with an augur hole in it. During the loading process wheat would pour down into Holcomb's bin through the hole. When enough was obtained he loaded it into a car and sent it to market.

Northwestern Miller:—Americans who believe that Great Britain will eventually have to come to our terms for wheat and flour this year and who admire novelty in the business line, can now find a wholly new field open to them. We learn that a number of Canadian buyers have sent orders to Liverpool for American breadstuffs, which are there on a basis almost low enough to pay for transportation back. What a fine thing it would be to confront the amiable foreigner, when it finally did occur to him to lay in a stock, with a market entirely in the hands of the trans-Atlantic trade, at home as well as abroad. The only thing in the way of the plan is the uncertainty that Great Britain will come to time comfortably. Yet it is very certain that to know American buyers were clamoring within her doors for their own goods, would have a remarkably expediting effect.

Wingham, Ontario, has voted in favor of three bonus by-laws to aid furniture factories. Gilchrist, Green & Co., of the Union furniture factory, were granted \$10,000; T. Bell & Co., \$5,000; Kincaid Bros., chair factory, \$5,000. The factories have agreed to bring a large number of skilled workmen into the town, and put up suitable buildings.

The St. John, N. B. Globe says that several fishing vessels have arrived from Grand Manan with fair hauls of herring. The most of the fish were disposed of in bulk for bloaters. This is owing to the high price of salt. That commodity is scarce at present, and is selling at 65 cents a sack. The figure is said to be too high, and, consequently, fishermen are obliged to sell their fish at low rates. Last Thursday a lot was disposed of at \$1.15 per two hundred weight.

FISH, HYMAN & CO.,
Importers of
FINE HAVANNA CIGARS

212 St. James St., MONTREAL.

CAUTION!

EACH PLUG OF THE

Myrtle Navy
IS MARKED

T. & B.

IN BRONZE LETTER.

NONE OTHER IS GENUINE.

Allen & Brown,
(LATE OF GRIFFIN & ALLEN)
PORK PACKERS,

Will pay the Highest Cash Price for
Dressed Hogs.

CORRESPONDENCE SOLICITED.

70 McDERMOT STREET, - WINNIPEG.

DAIRY BUTTER!

Merchants holding fine DAIRY BUTTER
are requested to correspond with us.

◀J. Y. GRIFFIN & CO.▶

DICK, BANNING & CO

MANUFACTURERS OF

Lumber, Shingles and Lath,

DOORS AND SASH.

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

Toronto Hide & Wool Co

Wholesale Dealers in

HIDES!
SHEEPSKINS AND WOOL

JOHN HALLAM

88 Princess St., WINNIPEG
83 and 65 Front Street East, - TORONTO.
PROPRIETOR.

Frank Lightcap, - Traveler.

☞ We will be in the market this season
as usual for all classes of Wool, and
are prepared to pay the highest market prices.

E. A. SMALL & CO.,

MANUFACTURERS OF

CLOTHING

WHOLESALE,
203 and 210
McGILL STREET, MONTREAL

SAMPLE ROOMS:

30 AND 32 McINTYRE BLOCK,
WINNIPEG.

COCHRANE, CASSILS & CO.
Wholesale Boots and Shoes

Cor. Craig & St. Francis Xavier Sts.,

MONTREAL.

Samples with McLean Bros.,
Donaldson's Block, WINNIPEG.

ROYAL SOAP MFG. CO.

WINNIPEG.

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

Protect HOME Industry!

BOECKH'S

STANDARD

BRUSHES.

Quality and Size Guaranteed.

For Sale by all Leading Houses.

Campbell, Spera & Co.,

WHOLESALE IMPORTERS OF

MEN'S FURNISHING GOODS,

Smallwares, etc.

MANUFACTURERS OF

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

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

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

JAMES WHITHAM. A. A. AEYR, Special Partner

James Whitham & Co.

Manufacturers of & Wholesale Dealers in

BOOTS & SHOES,

43, 45 and 47 St. MAURICE STREET,

Near McGill Street,

MONTREAL.

Represented by J. M. MACDONALD,
525 MAIN ST., WINNIPEG



Home Production

WE MANUFACTURE

BARB WIRE,
PLAIN TWISTED WIRE, WITHOUT
BARS

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. Quality
of wire the best ENGLISH BESSEMER STEEL.
Every pound guaranteed.

Manitoba Wire Company

OGILVIE MILLING CO.

Mill at Point Douglas.

Capacity - - 750 Barrels per day.

OFFICE:—Corner King and
Alexander Streets, Winnipeg.

A Full Stock of Patent Hungarian, Strong
Bakers' and Spring Extra Flour; Oatmeal, Pot
and Pearl Barley, Graham Flour, Cracked
Wheat, Bran, Shortst, Ground Feed, Oats,
Barley.

Wheat buyers at all C.P.R. Shipping Stations

LIVINGSTON, JOHNSTON & CO.,

WHOLESALE

Manufacturers of Clothing

44 BAY STREET,

TORONTO.

Smith & Keighley,

TEAS,

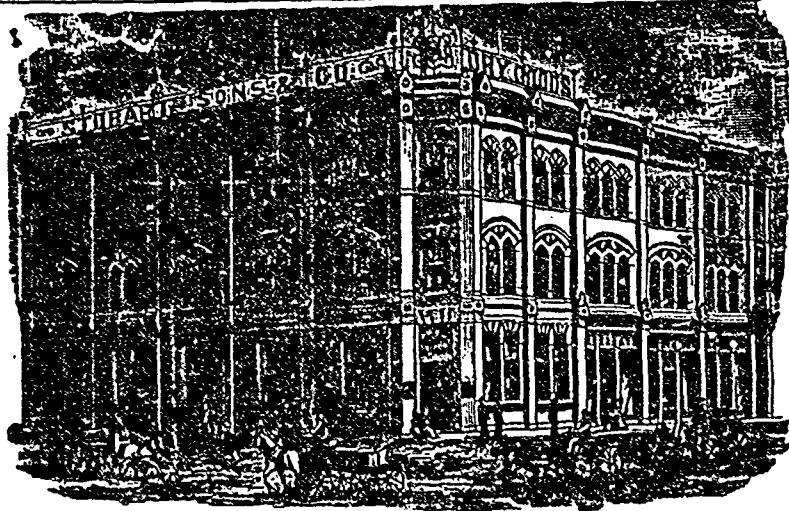
EAST and WEST INDIA PRODUCE

—AND—

GENERAL GROCERIES.

9 Front St. East,
TORONTO

Importers British & Foreign Dry Goods



A Full Range of Canadian Staples
Always in stock.

STOBART, SONS & CO.
PORTAGE AVENUE, WINNIPEG.

Rates and Rates.

A good many changes in freight rates have been made of late, due to the inauguration of railway competition in Manitoba. A few weeks ago the C.P.R. Co. announced a new special tariff on grain, millstuffs, etc., giving a cut of three cents from Winnipeg and other Red River Valley points in Manitoba, to Port Arthur and Fort William. This tariff was last week superseded by a new list, which gives further reductions in grain, flour and millstuffs rates from all Manitoba points to Port Arthur, with the exception of Winnipeg and points which were given the three cent cut in the first tariff. This tariff is published in another column of this issue.

The first tariff issued by the Northern Pacific and Manitoba gave the local rates from Winnipeg to points on the Red River line as far as the international boundary, as follows:

Rates in cents per hundred pounds between Winnipeg and the boundary:

Winnipeg to	Morris.	West Lynne.	Boundary.
Class 1.....	34	44	46
" 2.....	29	37	29
" 3.....	27	30	32
" 4.....	19	24	25
" 5.....	18	22	23
" 6.....	12½	17½	18
" 7.....	11	13	14
" 8.....	12	14½	15
" 9.....	8	10½	11

	Cattle, Hogs or Sheep.	Horses and Mules.	Grain, Flour and Millstuffs.
	Dollars	Dollars	Cents per 100 lbs.
per car.			

Winnipeg to			
Morris.....	20	22	10
West Lynne.....	26	30	12
Boundary.....	26	32	12½

Cartage—First, second, third, fourth and fifth class rates include collection and delivery by the company's cartage agents, within the usual cartage limits, at Winnipeg. When traffic in sixth, seventh, eighth or tenth classes is teamed by the company's cartage agents, the expenses of the same will be added and collected in addition to the rate.

The local distance tariff, governing all business between local stations south of Winnipeg, is as follows:

Class	1	2	3	4	5	6	7	8	10
10 miles or under.	15	13	10	8	7	6½	6	7	5
20 miles or under.	21	18	14	11	10	8½	8	9	6
30 miles or under.	27	23	18	14	13	10½	9	11	7
40 miles or under.	31	26	21	16	15	12½	11	12	8
50 miles or under.	35	29	24	18	17	14½	12	13	9
60 miles or under.	39	33	26	20	18	16½	13	14	10
65 miles or under.	41	34	27	21	19	17½	13	14½	10½

Special carload rates are quoted: For grain, flour and millstuffs, 5 cents per 100 lbs. will be charged for ten miles and under; 7 cents for twenty miles, 9 cents for thirty miles, 10 cents for forty miles, 11 cents for fifty miles and 12 cents for sixty-five miles.

Following these announcements the N.P. published its tariff between Winnipeg and St. Paul, the same rate also applying to Minneapolis, Duluth and West Superior. The rate to and from points between Winnipeg and the boundary will be the same as from Winnipeg. Following are the N.P. rates as announced from Winnipeg to St. Paul, Duluth, etc., as compared with the rates charged by the C.P.R. from Winnipeg to Port Arthur, also showing the reduction:

Classes ..	1	2	3	4	5	6	7	8	9	10
C.P.R. rate.	1.33	1.12	90	69	63	49½	35	35½	49½	29
N.P. rate.	1.16	98	80	66	57	47	35	35	35	27
Saving.....	17	14	10	03	06	02½	00	00½	14½	02

Of course it was not to be expected that the C.P.R. Co. would maintain their old rates in the face of this cut. A new tariff was at once issued, giving precisely the same rate to Lake Superior ports, as the N.P. had announced to St. Paul, Duluth, etc. The following shows the new C.P.R. rates as reduced, from Winnipeg to Port Arthur:

Classes ..	1	2	3	4	5	6	7	8	9	10
Old rate...	1.33	1.12	90	69	63	49½	35	35½	49½	29
New rates.	1.16	98	80	66	57	47	35	35	35	27

These rates are available to base on in calculating lake and rail rates to and from eastern points. The present lake and rail rates from Toronto to Port Arthur, are:

Classes	1	2	3	4	5	6	7	8	9	10
Rates	50	44	33	31	25	25	20	20	..	20

Adding rates from Winnipeg to Port Arthur to rates from Toronto to Port Arthur, and we have the following new through rates, lake and rail, from Toronto, Montreal, etc., to Winnipeg, as compared with the old rates.

Classes ..	1	2	3	4	5	6	7	8	10
Old rates.	1.82	1.55	1.27	99	87	72	55	56	49
New rates.	1.66	1.42	1.18	87	82	72	55	55	47
Saving....	16	13	09	02	05	00	00	01	02

Rates over the St. Paul, Minneapolis and Manitoba road from Winnipeg (connecting with the C.P.R. at the boundary) to Duluth, St. Paul, etc., will be the same as by the Northern Pacific.

The Northern Pacific has not yet published its rates from Winnipeg to the Pacific coast points, nor through rates to the East. It is expected that rates to the coast will show considerable reduction. It is also rumored that the C.P.R. will issue a new through all rail tariff; also a new general merchandise tariff from Winnipeg to western points.

GRANT AND HORN,

PRODUCE and
COMMISSION

•• **MERCHANTS.** ••

19 Alexander St. West,
WINNIPEG, MAN.

FLOUR EXPORTERS,

AND DEALERS IN
BUTTER AND EGGS, CHEESE

☞ Potatoes in Car Lots. ☞

BALED HAY,

SACKS.

FOR GRAIN AND FLOUR.

COARSE - LIVERPCOL SALT - DAIRY

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.

**GERRIE BLOCK, PRINCESS STREET,
WINNIPEG.**

School Supplies!

WARWICK & SONS.,

Publishers, Wholesale Booksellers and
Stationers, Printers, Bookbinders, Etc.

TORONTO, Ont.

Large and Varied Stock of School Requisites.
College, High and Public School
Text Books.

✉ WRITE FOR EDUCATIONAL CATALOGUE. ✉

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
Printers Supplies

Duluth Road.

A Duluth despatch says: Railroad developments here have been so numerous of late, that it is hard to keep track of them, and it is not too much to say that no city in the west has ever been so favored with railroad building as Duluth will be in the next twelve months. The building of the Duluth terminal lines is of the greatest importance, and will be of immense advantage to the city. Then comes the Duluth and Winnipeg. This has been the one line Duluth has most longed for during the past five years. It means the location here of great shops—the opening up of an undeveloped iron lumber and agricultural country, and a shorter line that will force cheaper rates from the Red River valley and Manitoba to Duluth than to the Twin Cities, (meaning St. Paul and Minneapolis) and these things mean the best advantages to Duluth jobbing houses. Along the line of this road there will be numerous railroad saw mills, which will ship their lumber here and make Duluth the greatest lumber distributing point in the state. The Manitoba will build a new line to the Northwest from the head of the lake, paralleling, fifty miles south, the Duluth and Winnipeg, and will double the advantages of the other road. This line is practically assured, and others in different directions will be built before many months.

A Wheat Farm in Dakota.

The big Grandin farm in Dakota comprises about 40,000 acres, of which 13,000 are under cultivation, 11,000 acres being sown to wheat.

There are used on the farm 15 gang plows, two plows in gang, each plow cutting 14 to 15 inches. There are 45 gang harrows. These are six feet square, but are arranged together side by side to work 24 feet wide. One long evener draws the four with a pair of mules at each end. One man drives both teams. The advantage of this system is worthy of notice by other farmers. It reduces the number of men usually required by one half. There are 44 broadcast sowers, sowing 8 feet each, but two of these are attached end to end with a span of mules before each, and one man drives both spans, another saving of half the man force. There are 65 self-binding harvesters employed on the place. Modern improvements have so perfected these that only one expert is required for the whole, especially since the experienced workmen on the machine are kept from year to year, and they are able to attend to any little repairs. The harvesters are each drawn by three mules and one and one-half to two men are required to shock the bundles from each machine. The threshers, of which there are six, are quite extensive affairs compared with those of former times or with the flails or the animals on the threshing floor of our boyhood. Each one of these machines, driven by steam power, threshes out from 1,900 to 2,000 bushels a day. They are set down in the center of a hundred acres of shocks and when these are threshed are moved to the center of another hundred acres. The working force on a single thresher forms quite a little army. Thus, there is, first, the general superintendent, eight bundle teams to haul the shocks, with eight drivers and eight other men, part in the field and part at the machine as pitchers and

unloaders. At the machine two men are required simply to cut the band. There are three feeders, two to work and an alternate. Then there are the engineer, the fireman, the waterman, the "straw buckler," who with two mules and a pole removes the straw accumulating before the machine, a barn man to care for the animals and the cook and his assistant. The wheat is received into wooden tanks holding one hundred bushels each, and four men with four wagons drawn by four mules each, one tank wagon at the machine and three on the road, take the wheat to the elevators. This saves bags and bagging. It will thus be seen that there is a force of thirty men employed to run a single machine.—*Milling World.*

FIRE in the wholesale hardware establishment of Saml. Benjamin & Co., Yongo street, Toronto, last week, did \$50,000 damage; covered by Assurance.

Representatives of the cheese trade in Chicago have presented a memorial to the district Attorney alleging that one hundred manufacturers of the product in the State of Illinois adulterate their product to such an extent that it is unfit for food.

—Affable traveler to neighbor in railway car Your name is very familiar to me, Mr—er—ah. Quiet Stranger—My name is Mactzonetskiest Korocztoether, I am a Pole.

Affable Traveler—Yes; er—it isn't your name so much as your face; I was about to say your face was very familiar to me.

Quiet Stranger—Yes; I have been in Sing Sing prison fourteen years. I was discharged this morning.

Affable traveler keeps on travelling, but quits affabbling.

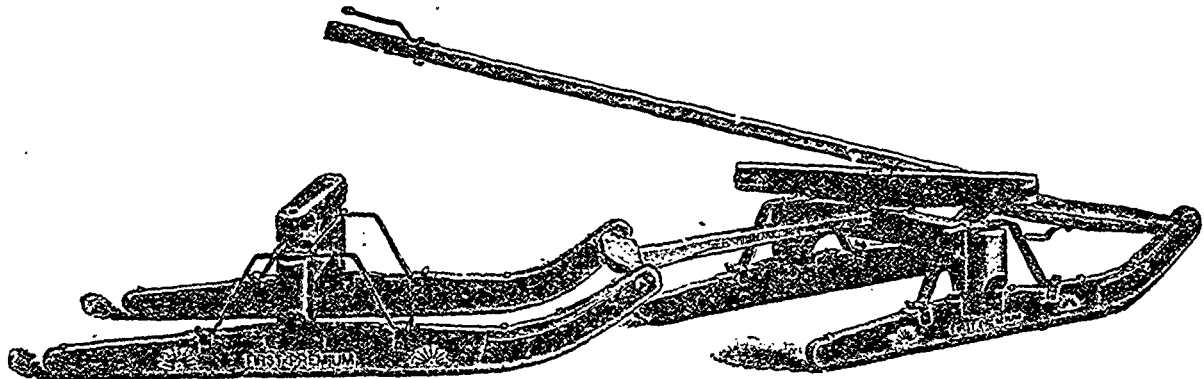
F. A. FAIRCHILD & CO.

—WHOLESALE DEALERS IN—

AGRICULTURAL IMPLEMENTS,

CARRIAGES, SLEIGHS, &c

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



CLOSE PRICES TO DEALERS. SEND FOR ILLUSTRATED CATALOGUE AND PRICE LIST.

WINNIPEG.

A TONSORIAL artist is much needed at Minn-
dosa.

T. GREEN will establish himself in the wheat
business at Brandon, Man.

BOLTON, head miller for Smith & Brigham,
Moosomin, Assa., has arrived from Minnesota,
and is giving the mill a thorough renovating
preparatory to commencing the season's op-
erations.

JOHNSTON & Co., general dealers, Emerson,
Man., advertise that they will close out their
stock of dry goods and furnishings by auction.
They have sold out their grocery department
to Thos. Sturdy, who will continue this branch
of the business.

THE Vancouver World is the authority for
the statement that the Hon. Robt. Dunsmuir
will shortly establish a daily steam service be-
tween Nanaimo and Vancouver. The steamer
Isabella has been purchased and is being fitted
up for the route.

TAKING experience as the test there can be
no question about the superior quality of the
"Myrtle Navy" tobacco. From the first year
of its manufacture the demand for it has steadily
grown. Even in the years which were marked
by our business depression, there was no pause
in the increase of the sale of it. In the dull
years of 1876-'77 and '78, the sales of it were
vastly greater than in the prosperous year 1873.

Northern Pacific & Manitoba Railway.

CHEAP EXCURSIONS TO POINTS EAST.

The Northern Pacific & Manitoba Railway
announces a series of seven special Excursions
from Winnipeg, Man., to points in Eastern
Canada and return during November and
December.

Tickets will be on sale November 5th, 12th,
20th, 27th, and December 3rd, 11th and 17th.

The fare will be at the very low rate of

\$40.00

for the round trip; Tickets are limited to ninety
days from date of sale and good for stop over.

With the completion and opening of the new line
through to Winnipeg the Northern Pacific Railway
offers the superior accommodations of dining cars
and Pullman sleeping cars through on all trains between
St. Paul and Winnipeg. We desire to call especial
attention to these accommodations as they are entirely
new departure to the traveling public of North Dakota.
Bear in mind that no other line offers similar induc-
ements, and notwithstanding the attractions of fast time,
through cars, Pullman sleeping cars and magnificent
dining cars via the Northern Pacific, the fare is always
as low as via any other route.

For full information regarding routes, rates,
etc., apply to the nearest ticket agent of the
Northern Pacific Railway. H. SWINFORD,
Winnipeg; W. E. JERMAINE, Passenger and
Ticket Agent, Grand Forks; H. W. NUNN,
Agent, Grafton; F. J. CUNNINGHAM, Agent,
Pembina, or CHAS. S. FEE, General Passenger
and Ticket Agent, St. Paul, Minn.



Northern Pacific Railway.

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

—THE—

POPULAR TRANS-CONTINENTAL

—AND—

DINING CAR ROUTE

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

Express Trains Daily

To which are attached

Pullman Palace Sleepers and
Free Colonist Sleeping Cars.

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

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

Manitoba and Northwestern Ry.

CHANGE OF TIME.

Taking Effect Monday, April 17th, 1887

PASS Tuesday Thursday and Saturday	Miles from Portage	STATIONS.	PASS Monday Wednesday and Friday
LEAVE 13 00		Portage la Prairie ...	ARRIVE 14 50
A14 25	65	..... Gladstone	13 25D
D14 45	61	..... Neepawa	13 05A
15 45	79	..... Minnedosa	11 55
A16 35		..... Rapid City	11 15D
D16 45		..... Rapid City	11 05A
17 50	94	..... Rapid City	9 45
18 30	115	..... Shoal Lake	9 20
119 30	133	..... Birtle	18 20
21 40	155	..... Binscarth	6 20
23 00	166	..... Russell	5 00
23 15	180	..... Langenburg	4 45
ARRIVE			LEAVE

Meals.
No. 4, Mondays and Thursdays. No 1, Wednesdays
and Saturdays. No. 2, Tuesdays and Fridays. No. 3,
Tuesdays and Fridays.

Trains for Binscarth leave Birtle Tuesdays and Thurs-
days only at 20.30. For Russell leave Birtle Tuesdays only
at 20.30; returning leave Russell Wednesdays only. For
Langenburg leave Birtle Thursdays only at 2.30; return-
ing leave Langenburg Fridays only. For Rapid City leave
Minnedosa Tuesdays Thursdays and Saturdays at 17.00;
returning leave Rapid City Mondays, Wednesdays and
Fridays.

Above trains connect at Portage la Prairie with trains
of the Canadian Pacific Railway to and from Winnipeg.

For information as to Freight or Passenger Rates apply
to A. Macdonald, Assistant Freight and Passenger Agent
Portage la Prairie, or to
W. R. BAKER, General Superintendent.

THESE VESTIBULED TRAINS
go in service May 15th.

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

The best equipped line to

CHICAGO, OMAHA AND KANSAS CITY.

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

These Vestibuled Trains are limited as to time but not
limited as to number of passengers. All classes of Pas-
sengers carried, with separate apartments for each class,
and NO EXTRA FARES.

Trains Eastward will run as follows: Leave Minne-
apolis 8.50 p.m.; St. Paul 7.30 p.m. Arrive Milwaukee 7.40
a.m.; Chicago 9.30 a.m.

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

Tickets at Lowest Rates and good on these Vestibuled
Trains, can be secured at the following offices: St. Paul,
159 East Third Street; Minneapolis, 13 Nicollet House
Block; Duluth, 112 West Superior Street. Also at St. Paul
and Minneapolis Union Depots and at offices of connecting
lines. Sleeping car accommodation secured in advance.

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

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



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

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

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

ROSSELL MILLER, General Manager. A. V. H. CARPENTER, Gen'l Pass. and Tkt. Agt.
J. F. TUCKER, Asst Gen'l Manager. GEO. H. HEAFORD, Asst Gen'l Pass. and Tkt. Agt.
MILWAUKEE, WISCONSIN.

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

TRAVEL VIA THE

Minneapolis and St. Louis Railway AND THE FAMOUS Albert Lea Route

	Live St. Paul.	Live Minneapolis
Chicago, Burlington, Kansas City	8.45 a.m.	9.25 a.m.
and Des Moines Ex.	8.45 p.m.	9.05 p.m.
St. Louis Fast Ex.	8.25 p.m.	8.05 p.m.
Chicago Fast Ex.	8.35 p.m.	8.05 p.m.
Des Moines Passenger	8.35 p.m.	8.45 a.m.
Excelsior and Watertown	8.00 a.m.	8.45 a.m.
Arlington and Excelsior	8.15 p.m.	8.50 p.m.
Manitoba Express Excelior	8.15 p.m.	8.00 p.m.
a Ex. Sunday b Ex. Saturday c Daily.		

THROUGH COACHES AND PULLMAN PALACE
SLEEPERS to Chicago, St. Louis and Des Moines

DIRECT LINE TO WATERTOWN, D.T.

PALACE DINING CARS ON CHICAGO TRAINS.

2—THROUGH TRAINS DAILY—2
to KANSAS CITY, LEAVENWORTH, ATCHISON or
ST. JOSEPH, making connections in Union Depots for
all points west

Fast and frequent trains between St. Paul, Minneapolis
and Lake Minnetonka points.

For maps, sleeping car berths, or other information call
upon any agent in the Northwest or write to

S. F. BOYD,
General Ticket and Passenger Agent, Minneapolis.