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# The Commercial

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

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WINNIPEG, MARCH 23, 1891.

## Manitoba.

R. Alexander, grocer, Winnipeg, has received an extension.

Arthur Doig, hardware, Birtle, is opening a branch store at Russell.

W. J. Middleton, boots and shoes, Winnipeg, stock advertised for sale by the sheriff.

The general stock of the estate of M. A. Russell, Morris, has been sold to Henry Burke.

Ermer Morden, confectioner, etc., McGregor, has left, and reported as going to the Pacific coast.

The estate of J. J. Smith & Co., Emerson, which has been conducted for some time for the benefit of the creditors, will be sold shortly.

The dissolution of partnership of Jos. A. Merrick & Anderson, general dealers, Virden, took effect March 2. C. V. Anderson & Co. continue.

Philp & Co., fruits and commission, Winnipeg, have assigned. The trouble has been brought about by snow collections and losses on credit accounts.

The fourth annual spring show of horses, under the auspices of the Portage and Lakeside Agricultural society, will be held at Portage la Prairie, on April 11.

The Beaubier House, Brandon, changes hands on the 1st of April. Beaubier will go out of the business and the hotel will be handed over to his son-in-law, Payne.

Richard Alston, of the Royal Green House, Notre Dame street, Winnipeg, has just issued his spring catalogue of plants, bulbs, seeds, etc. It is one of the best he has ever issued.

Two men from Bottineau, Dakota, were in Deloraine recently, asking for railway rates to

Edmonton; they reported they know about 20 families who would come over shortly.

A. McBean, general dealer, Cartwright, is in trouble, a demand of assignment having been made on him on Friday. The estate is a small one, but shows a deficit; liabilities being about \$3,000 and assets \$2,600.

It is reported that two hundred families in North Dakota have decided to move to this side of the boundary on terms proposed by the Canadian Pacific railway Co. and the Dominion Government. Agents are now working in Dakota.

This has been a remarkably fine winter for sheep, says the Pilot Mound *Sentine*. These useful and profitable animals have been able to remain on the fields and prairies most of the season, finding much of their own feed and seemingly delighted with their liberty.

The Manitoba & Northwestern railway have decided to establish an extensive stock yard at Portage la Prairie. Shipments of stock from along the line of this railway have increased to important dimensions. The region served by this road is specially adapted to stock raising.

A correspondent writes: "Stewart & Kelly have opened up a general store and lumber yard at Methven; Robinson & Co., of Wawanesa, have a clothing and gents' furnishing establishment in full swing. James McFadden has a hotel and livery stable in course of construction. We also boast a blacksmith shop and two grain warehouses, and numerous other buildings will be erected in the spring." Methven is a new town which has sprung up on the extension of the C. P. R. Glenboro branch, constructed last fall.

## Cattle in Fine Condition.

Cattlemen in Southern Alberta are jubilant over the prospects for the coming season. The stock have never come through winter in better condition and the loss has never been lighter. The remarkably fine weather of the past winter was highly favorable for the cattle grazing on the open plains, and the snowfall of the past month, while not heavy enough to cause any inconvenience, will produce sufficient moisture to give the grass a good start in the spring and insure a reasonable good growth of natural fodder. Should the country be favored with an abundant rainfall in the early summer as there is every reason to hope, it will be a great stimulus to the cattle industry of Southern Alberta. —*Lethbridge News*.

## French Wheat Crop.

A Paris despatch of March 3rd says.—"In the Chamber of Deputies yesterday, M. Meline, on behalf of 145 Deputies, submitted a proposal remitting the land-tax for this year on that portion of the Winter Wheat area which will have to be resown with Spring Wheat. He stated that out of 17 million acres nearly five million had been a prey to the frost, causing a loss of 80,000,000 fr or 100,000,000 fr; that, to prevent a deficit of 40 or 50 million bushels of Wheat the fields would have to be resown, as also other fields, for Spring sowing never yielded much; and that farmers must be encouraged to make a great effort. M. Meline added that in any case the yield of Wheat sown in the Spring being so much less than Winter sown, the consumption of Foreign Wheat would necessarily be large this year.

## Potatoes Booming.

Potato prices are so high, says the Chicago *Produce Reporter*, that buyers are afraid to buy more than they just need. Most sales are comprised of small lots. The demand is strictly local with prices slowly advancing. The receipts are quite large, but there is no accumulation visible, and very likely prices will further advance. The same paper quotes prices as follows—Mixed stock, in car lots, choice, 96 to 98c per bushel; mixed fair, 95 to 96c.; fancy selected sort, 98c to \$1.05.

## Regina Board of Trade.

The annual meeting of the Regina board of trade was held last week. President D. Mowat read his report which was received and adopted. Treasurer's report shows receipts and expenditures of about \$500.

Mr. Mowat suggested that the farmers be at once instructed to prepare their exhibits for the exhibition car.

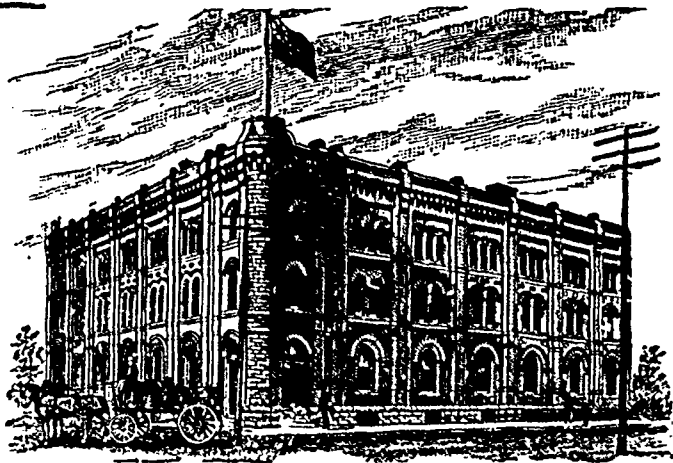
The question of reducing fees from \$4 to \$2 was discussed and left over.

The following new members were balloted for and duly elected: W. C. Fowler, James Duncan, L. C. Rodgers, J. K. McInnes, Geo. Fleming.

Election of officers for the ensuing year was proceeded with, resulting as follows: President, R. Paul; Vice-President, H. Lejeune; Secretary, R. J. Steel; Treasurer, R. B. Ferguson. Council—D. Mowat, J. W. Smith, J. A. MacCaul, P. Lamoat, W. C. Fowler, L. C. Rodgers, R. J. Tinning, J. K. McInnes, Robert Martin, Jos. Jackson. Mr. Stenshorn was appointed an *ex officio* member. Board of arbitrators—All the council and Andrew Martin, H. Lejeune, R. Paul, John J. Young, J. Duncan.

A gentleman who has wandered over nearly the entire civilized world writes: "The handsomest grocery store I ever expect to see, is in Belfast, Ireland. It has a grand front on two streets. The goods are arranged with the best effect. The ornamental woodwork is of black walnut, traced with gold. The floor would answer for a ball room. Innumerable gas jets flood the place with light, and gorgeous mirrors double the brilliancy. Sixty clerks are employed in this establishment, mostly young men, and neatly dressed. You could shake hands with any one of them, and not smell like a mackerel two hours after. The proprietor boards and lodges all of them. Their dining room through the day becomes their sitting room in the evening. And he not only gets the work out of them for his money, but he also keeps a careful eye on their personal interests."

The reports of the visit of the British tenant farmer delegates to Canada last year, in parts one, two and three have been published from the office of the Dominion Government in England. The reports all contain illustrations of the various Canadian cities visited by the delegates, and numerous scenes in Manitoba, including the Beresford Stock farm, threshing and harvesting at Sandison's, near Brandon, an Albert ranch scene, two original sketches of Manitoba and Northwest farm houses by Col. Fane, and views on the Dominion experimental farms.

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### Wheat Forecast.

The Miller, of London, England, on March 2, makes the following forecast of British wheat markets for March:—

March came in with a good prospect of strong markets, though the arrival of Californian wheat should be liberal enough to supply the more immediate requirements of fine white wheat. We expect farmers' deliveries to range from 150,000 to 180,000 qrs. weekly during the month, but after Easter a very material falling away seems almost inevitable. Red wheat will not be too plentiful for several weeks to come, even though Russia should increase her shipments. Of this, however, there appears to be no particular prospect. That we shall get the benefit of India's new crop of wheat, which is likely to yield 1,000,000 qrs. more than last year, seems to be taken for granted, yet it is by no means certain that the exports of India in 1889 or 1890 will be surpassed by those of 1891. The silver question is more vital to this matter than the actual crop yield of any one year. Silver at present is at a price which encourages shipments, but how long this will continue to be the case appears to depend very largely on that most uncertain of factors, United States politics. The present position of wheat prices in England is, we take it, that values may be expected—in the absence of the unexpected—to range from 30s. to 40s., with an imperial average of 32s. to 33s. per qr., and a good sale for all fine white wheat at quite 33s. per qr. The events which we have classed as "unexpected" are. it may be added, only comparatively so. A rise in the price of silver, a rise in French prices, a deterioration of crop prospects through drought, and an accentuation of political tension, both between the different Continental Powers and between England and Canada and the United States, are four distinct possible causes of price advance on English markets. Against any one of them taken singly there may be said to be a decided balance of probabilities, but it would take a hardy adventurer in opinion to say that probability is against any cause of higher values arising between now and Easter. The latter little holiday break, however, comes early this season—before the present month is out, in fact

—and therefore it may be well that activity in grain purchasing will be postponed until the short period of the pause is past.

### Toronto, Ontario.

The annual report of the Toronto board of trade is an attractive volume of seventy pages full of information as to the commercial life of Toronto during 1890. In addition to the usual routine reports, there is an interesting address by the president, John I. Davidson, on the course of trade during the past year. A full list of resident and non-members, a *Brautstreet's* statistics of mercantile failures in the Dominion for ten years past, and exhaustive statistics of the foreign trade of the city in 1890 are among the more noteworthy contents. In his annual address President Davidson congratulates the members of the board on the completion of their new building, which, he says, is the finest of its kind in Canada. A review of the trade of 1890, the president states, is not altogether as satisfactory as might be wished. The situation at the close was, however, more hopeful than at the beginning, partly owing to careful reduction of stocks and shortening of credits, but still more owing to the fair harvest reaped in Ontario, with the active demand for farm products. In spite of the financial disturbances of the year there were, he says, no large failures in Toronto. Caution in trade is recommended pending the full operation of the Foster and McKimley tariffs. The need of ample capital in order to successfully carry on large business enterprises is emphasized, the spread of the commercial traveler system and the necessity of large expenditure for advertising being the chief items in extra expense. Ample banking and transportation facilities have encouraged Toronto trade expansion. In ten years the import trade of that city has increased 60 per cent., and the per centage of Toronto's trade to the total trade of Ontario is 45, against 35 per cent. in 1878-79. A need for civic reform is specified, the taxes being characterized as much too high. It costs more to conduct the business of the city of Toronto than it does to manage the affairs of the whole of the province. The British demand has been active at good prices. An interesting comparison is

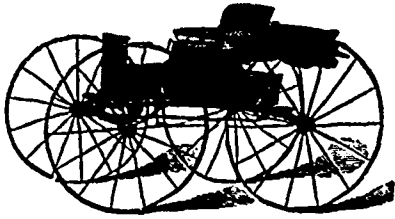
made between Ontario and the leading cereal producing states of the United States, with the advantage in favor of Ontario as regards proportionate yield. A portion of David A. Well's remarks on Toronto's natural advantages is reproduced in the report. The Ontario farmer, the president claims, has no cause to fear competition from his American neighbors, with or without tariff walls, but he is recommended to copy British methods of intensive cultivation with the aim of still further bettering his position. Attention is called to the need of conserving Ontario's forest and to the need of enlarging Ontario's trade with the world at large. A comparison of the Canadian and American systems of banking is one of the features of the address. By the creation of a guarantee fund to redeem the notes of failed banks, the president says, the only exceptionally good feature of the system in use in the United States has been incorporated in the Canadian system without the adoption "of any of the effects now so abundantly evident." The president suggests the creation of a clearing house at Toronto. The nickel mines of Ontario are the subject of comment. The industry was started four years ago. It now employs 1,000 persons, and before the close of 1891 may employ five times that number. The value of Ontario's nickel and copper ore in sight is placed by President Davidson at the striking total of \$25,000,000,000. The address closes with a recommendation that nickel refining works be erected at Toronto. *Brautstreet's*.

### Men With Brains.

It is not every man who knows his position in life. Some aspire to govern who are only able to serve, and in rare cases we find those serving who are well qualified to govern or lead. A man who can direct and who is yet content to follow the leadership of others is doing himself, his family and his associates a great wrong in remaining in obscurity. On the other hand, a man who cannot direct and who aspires to the management of affairs is doing the business community a great wrong on account of the cost of his experiments and the loss of the plans that miscarry. It was the remark of a veteran in business some time since: "Show me a man who can direct men, who can always select men adapted to different purposes, and I will show you a man who can do anything to which he aspires." When we look over the great industrial and commercial enterprises of the country, the railroad lines, the mining enterprises, the banking houses, the insurance companies, and so on to the end of the chapter, we are impressed with the idea that at the head of each there is one particular man who is able to select subordinates intelligently, and who is able to adequately direct the special business to which his time is given. Without these governing or directing minds these great enterprises would not exist.—*The Office*.

The *Dry Goods Chronicle* gives the following as the cost of raising an ordinary boy for the first twenty years of his life: \$100 per year for first five years, \$300; \$150 per year for second five years, \$750; \$290 per year for third five years, \$1,000; \$300 per year for next three years, \$900; \$500 per year for next two years, \$1,000. Total, \$4,150. This is a moderate estimate of the financial balance against the boy who complains that his father has never done anything for him.

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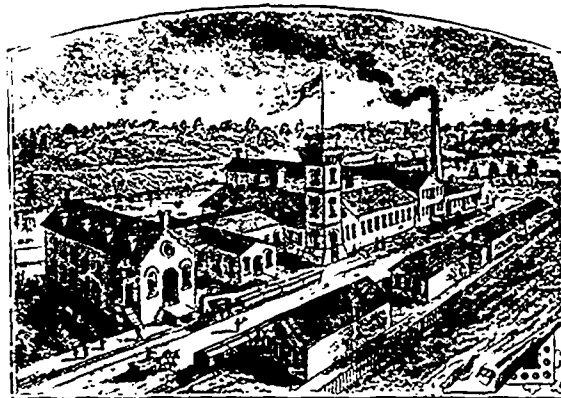
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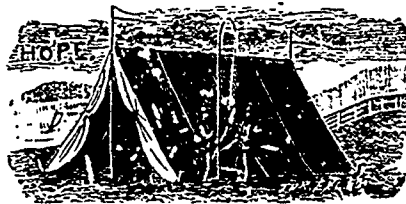
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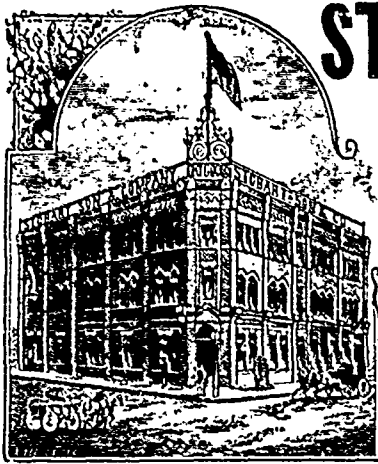
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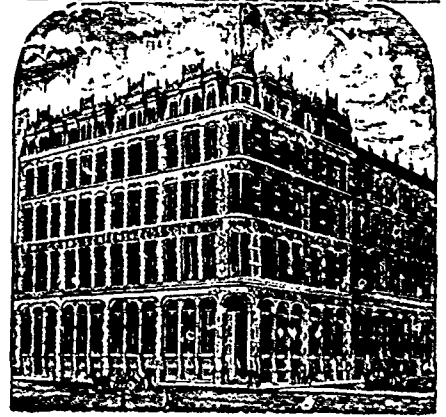
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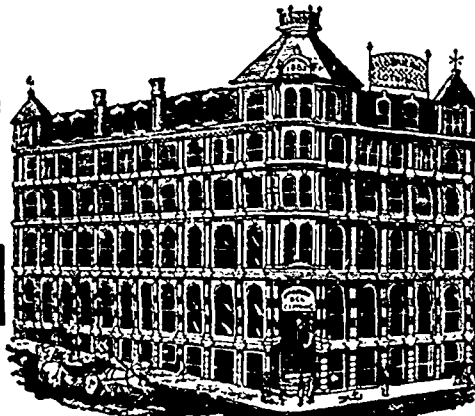
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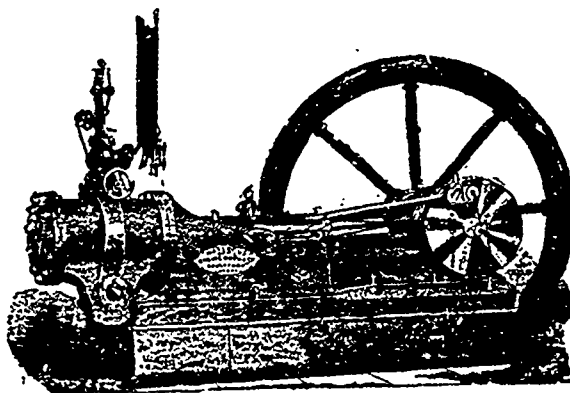
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# The Commercial

WINNIPEG, MARCH 23, 1891.

## OUR DOMINION.

Canada has grown immensely in area since confederation. The Dominion has not yet celebrated its twenty-fourth birthday, but the country has made wonderful progress in every direction. The area of Canada at confederation was about 100,000 square miles. When the Dominion came into existence in 1867, it consisted of what are now the four provinces of Ontario, Quebec, New Brunswick and Nova Scotia. These provinces now have an aggregate area of about 465,000 square miles. The boundaries of Ontario and Quebec, have been considerably extended since confederation. Canada has doubled its original area several times over, in the short time of its existence. In 1870 Manitoba and the great west was incorporated in the Dominion. In 1871 British Columbia joined hands and entered confederation, thus extending our boundaries to the western islands of the Pacific ocean. In 1873 the Island colony of Prince Edward cast in her lot with Canada. The total area of the country now stands at 3,379,000 square miles. This does not include 140,000 square miles of lake and river area within the boundaries of the Dominion, which makes the total area 3,519,000 square miles. Without Alaska, Canada is therefore 500,000 square miles larger than the United States. Including Alaska, the area of the latter country is 3,602,990 square miles, or slightly larger than Canada.

In length from east to west Canada is about 3,500 miles, and about 1,400 miles from north to south. The colony of Newfoundland, which includes the island of the same name and Labrador on the mainland, are the only remaining portions of British North America not now included in the Dominion. These two divisions have an area of about 100,000 square miles, something over 40,000 of which comprise the island, and the balance the Labrador coast. This territory is required to round off the Dominion on the east coast, and no doubt in time the "oldest colony" will cast in her lot with Canada.

Nor has the wonderful growth of the Dominion been confined to territorial expansion alone. In population, wealth, commercial advancement, railways, shipping, and the general development of our resources, we have made progress almost beyond conception. In all these respects we lead all the countries of the new world. The best available statistics show that in population Canada has increased nearly twice as fast as the United States. In the last 100 years the population of the territory forming the Dominion of Canada, is estimated to have increased thirty-two to thirty-five fold. The United States is estimated to have increased during the same time from sixteen to twenty fold. In 1875 Winnipeg had a population of about 500. It is now not far from 30,000. In 1885 the site of the present city of Vancouver was marked by a solitary saw mill, surrounded by dense woods. Vancouver

now has about 20,000 people. The cities and towns of Canada have increased on an aggregate 50 per cent. between 1891 and 1890, while the aggregate assessment increased 68 per cent. for the same time. Toronto increased 123 per cent. within the period mentioned, in population.

In shipping Canada stands away up among the great maritime countries of the world, our registered tonnage amounting to 1,089,642. This is only a trifle under the German empire, the latter being exceeded only by Great Britain and the united kingdom of Sweden and Norway.

In railways the Dominion has made wonderful progress. We have the longest railway in the world. The first railway in Canada was opened in 1836. This was a short line of sixteen miles, between Laprairie and St. Johns, Quebec. In 1850 there were 71 miles of railway in the country. We now have 15,000 miles of railway. Ten or eleven years ago there were no railways in Canada, west of Lake Superior. Now there are in this territory about 3,500 miles. In 1875 the railways carried 5,100,000 passengers. In 1889 they carried 12,150,000 passengers. Within the same period the freight carried increased from 5,670,000 tons, to 17,928,000 tons. Only four countries in the world have a greater railway mileage than Canada. This country has a mile of railway for every 380 persons, while the United States has one mile for every 431 of population.

Upon its system of canals the Dominion has expended about \$60,000,000. Canada's canal system is one of the greatest in the world, and yet it is only in its infancy. The country possesses vast stretches of inland navigation, which can be expanded enormously by further canal and other improvements.

Another point which will show the wonderful growth of the Dominion, is in its banking business. Bank and savings bank deposits have increased about \$100,000,000 in the last ten years. Bank discounts have increased about \$65,000,000. The total amount on deposit in 1889 was about \$207,466,000, or equal to \$40 per head of population. In 1869, the earliest date for which statistics are procurable, the amount of fire insurance in force in Canada was \$188,359,000. In 1888 insurance in force had grown to \$650,735,000. In 1869 the amount of life insurance in force was \$35,680,000. In 1888 it had grown to \$211,761,000. The amount of life insurance effected in 1869 was \$1,156,000 by Canadian companies, \$2,627,060 by British companies, and \$9,069,000 by United States companies; total \$12,854,000 by all companies. In 1888 Canadian companies alone did \$24,876,000 worth of business and the total now insurance effected was \$41,226,000. The total foreign trade of Canada, export and import, in 1879, was \$40.27 per capita. The foreign trade of the United States for the same year was \$22.38. The latter country no doubt has a larger domestic commerce, statistics of which it is impossible to obtain with any degree of reliability. Canada's domestic trade has undoubtedly increased at a much more rapid rate of late years than her foreign trade.

The above gives a few random illustrations of the general advancement of the country. The

growth of the postal and telegraph systems, number of schools and churches, etc., show equally marked progress. In education Canada occupies an enviable position among the most advanced countries of the world. With this great advancement, we have no reason to despair of the future. There are a few pessimistic individuals in the country, who delight to whine about what they call the unsatisfactory advancement of the country, and its poor prospects ahead. Some such individuals are no doubt to be found in every country and among every people, but there is very little reason for the production of such persons in Canada. In the matter of undeveloped resources, this Dominion has a great work ahead. In undeveloped minerals, timber and wild lands available for cultivation, there is no country in the world which can measure such resources with Canada. These are our heritage, and with such a vast source of wealth to work up, there should be no time for pessimistic whining.

## A SURPRISING STATEMENT.

A most surprising statement appears in a letter to *The Miller*, London, England. The letter is signed "W. W., Rockford Farm, Port Arthur, Canada." The writer says that the "largest and best portion of the Manitoba wheat crop is going to feed the mills of Minneapolis. The high freight rates charged by the Canadian Pacific railway enable the Minneapolis millers to buy up the best of it in spite of the tariff, and with the produce to successfully compete with the British millers in their own market." This statement displays an ignorance of the grain trade of Western Canada which would be unpardonable in any Manitoba school boy. Fancy the bulk of Manitoba's wheat crop going to Minneapolis for grinding, with 25 cents per bushel duty on wheat going into the United States, while the state of Minnesota, in which Minneapolis is situated, produces a surplus of millions of bushels of wheat for export over what is ground in the state. The statement is about the most ridiculous one which has ever appeared in print concerning western grain matters. The freight rate from Manitoba to the seaboard is exactly the same via the Canadian Pacific railway, as it is via the lines running through Minneapolis. The freight rate from Manitoba to Minneapolis is also proportionately the same as the export rate, and shippers can pay relatively as high prices for wheat in Manitoba, for export, as they can in Minnesota. Not a bushel of Manitoba wheat is ground in Minneapolis mills. With wheat ruling on an export basis in Manitoba and Minnesota alike, and freight rates to Minneapolis equalized with export rates, the thing is simply impossible, so long as a tariff remains in force, against wheat imported into the United States.

The freight rates charged on the Canadian Pacific railway are the same as on the two other trunk lines which afford an outlet from Manitoba to the seaboard. If the one road were higher, the other roads would take the traffic. Instead of the Canadian Pacific being higher in its rates, it is a well known fact that the action of this company last fall prevented an advance in grain rates from Manitoba points



eastward. When the southern roads agreed last fall upon an advance, the Canadian Pacific resolutely refused to advance its rate in proportion, with the result that the other roads doing business here, were compelled to take through Manitoba grain traffic at the old rates, notwithstanding the advance in freights south of Minneapolis. We would advise *The Miller* to suppress any further communications from "W. W.," for his last epistle shows a most incomprehensible ignorance of western grain trade matters and western traffic conditions.

### Editorial Notes.

There is a tendency in the neighboring republic to create legislation tending to control the operations of commercial agencies to some extent. The states of Dakota, says the *Minneapolis Commercial Bulletin*, "have leant with stringent legislation in this regard, and it is feared they have been too radical, as they have virtually driven the commercial agencies from the field, not a wise move for the Dakotas to make at this time, when credit plays so important a part with the jobbing business." In the state of Illinois a measure has been introduced providing for the licensing of commercial agencies. The proposed measure provides for a fine of not less than \$1,000 upon any corporation which shall engage in the business of reporting upon the financial standing of persons or firms until it has complied with the requirements of the act. The first step under the measure is that the mercantile agency must take out a license before it can do business in the state. The license fee is \$100 per annum. Licenses will not be granted to corporations where the business of collecting, or the practice of law is carried on in connection with that of reporting upon the financial standing of parties or firms. The most important part of the proposed law is, that any corporation intending to carry on business in the line referred to, shall give approved security in the sum of \$1,000, which shall be forfeited to any person who may recover a judgment for damages by reason of any incorrect or injurious representations made by the principal in said bond, or emanating from the source of his employment against any such plaintiff. The commercial agencies serve a useful purpose no doubt, but in view of the instances which sometimes occur, in which injury is done through the work of the agencies, the proposal to license these corporations under reasonable restrictions, seems fair enough.

When a man is continually endeavoring to impress his acquaintances with the belief that he is thoroughly honest, it is time to keep a careful watch of the individual and not trust him too readily. When a people are continually protesting that they are loyal to the core, it may be safe to regard them with some suspicion. This time it is the Manitoba Legislature which bobs up with a loyalty resolution. This thing is really getting tiresome, if not disgusting. Last session the Dominion Parliament placed the country in a humiliating position by passing an address intended to convey to her majesty the information that her Canadian subjects are loyal, though we are not aware that her majesty ever questioned our loyalty, previous to the passage of this precious epistle, though she

would have good reason to do so afterwards. Why the Manitoba legislature should have made itself ridiculous by passing such a resolution, is a surprise. Who ever questioned the loyalty of the provincial legislators of Manitoba? The Manitoba legislature now wishes to affirm, that in declaring in favor of reciprocity with the United States at a previous session, it did not mean that it was in favor of political union with the republic! This is about the context of the loyalty resolution adopted recently by the local legislature. What a ridiculous spectacle! Who in the world ever intimated that the Manitoba legislature was aiming at political union with the United States? The more practical portion of the resolution reads: "And this house further declares that no treaty of reciprocity will be satisfactory which will not place it beyond the power of United States legislation to fix, or United States influence to change the Canadian tariff against other lands, or which will in any way place Canada at the mercy of the United States." The practical meaning of this is that the strongly Liberal legislature of Manitoba has pronounced decidedly against unrestricted reciprocity or commercial union, as it is evident to any person possessed of a modicum of common sense, that unrestricted reciprocity can only be carried out through an assimilation of the tariffs of the two countries. The Liberal party might as well give up its fad at once, or else come out squarely in defence of it, in its full meaning. This policy of talking unrestricted reciprocity, and at the same time denying its practical features, and opposing the only possible plan of carrying such a policy into effect, is becoming just too ridiculous for anything.

One of the arguments advanced by THE COMMERCIAL against Canada's voting in favor of unrestricted reciprocity at this time was, that it would be regarded in the United States as a triumph for the McKinley bill, and to this extent would strengthen the high tariff party in that country. This is exactly the idea which has been expressed in the republic since the elections. The *New York Press*, an influential political paper, attributes the decreased majority of the Government, to the high tariff legislation of the United States directed against Canada. Among other statements on this line the *Press* says: "It is undoubtedly true that the increased duties imposed in the McKinley bill aroused the Canadians to the necessity of cutting loose from England and allying themselves with the United States."

The custom seizures in Canada for the last year, according to the auditor-general's report, amounted to \$154,980, of which no less than \$88,951 went to refunds or was distributed to officers, leaving only \$66,029 that went into the treasury. This is one of the rotten regulations of our customs system, which places importers at the mercy of unscrupulous officials, who make seizures and in other ways annoy business men, in the hope of making personal gains. The only correct system would be to secure conscientious and vigilant officials, and pay them well. The divy-up system is degrading to the officials, vicious in its conception, and productive of abuses in the service.

The Vancouver board of trade at its recent annual meeting discussed the question of better mail accommodation between that place and Winnipeg. Under the present regulation, the train which leaves Winnipeg for the coast on Wednesdays, does not carry mail. The reason for this is that there is no train from Montreal on Wednesday, and consequently there is no through eastern mail for the west on that day. But regardless of the eastern mails, the business interests of the west are sufficiently important to demand that mails be carried on the through train between Winnipeg and the coast leaving here on Wednesdays. Likewise the train leaving Vancouver on Monday does not carry the mails, ostensibly for the same reason that this train does not connect at Winnipeg with a train for the east. This regulation is a great inconvenience to business men in Winnipeg and points west to the coast. Another inconvenience, that mails are received from the south on Wednesdays, for points west of Winnipeg, and these mails are held over twenty-four hours for Thursday's mail train, when they might be forwarded immediately on Wednesday's train. A strong push should be made to secure a through mail to the coast on these trains, and the move made by the Vancouver board should be seconded in Winnipeg.

### U. S. Government Crop Report.

The statistical returns for the Department of Agriculture at Washington for March are: Estimates of the Corn and Wheat in the hands of farmers; the proportion and present value of merchantable Corn; the weight of Wheat per measured bushel; and other points in the commercial distribution of Grain.

The result of the consolidation makes the farmers' reserve of Corn 36.4 per cent of the crop, in comparison with 45.9 per cent last year—in bushels, 542,000,000, against 970,000,000 last year. The average price of merchantable Corn is 55.8 cents per bu; of unmerchantable, 32.9 cents. The aggregate value of the crop, on this basis, is \$761,000,000, nearly \$7,000,000 more than the December valuation, an advance of about 1 per cent.

The proportion of Wheat still in the hands of farmers is lower than an average of the last ten years, the range being from 26 to 33 per cent. It is 28.2 per cent, or 112,000,000 bu. It has been lower only in two years of the last ten, after the meager crop of 1881 and 1885, which were smaller than that of 1890. Including the visible stocks, the supply is 133,000,000 bu. The consumption of the last twelve months is estimated at 299,000,000 bu; seed used, 53,000,000 bu., and the exports have been about 98,000,000 bu. from March 1, 1890. The low percentages of the Spring Wheat States are especially noticeable. Half of the present stocks in these States will be required for the spring seeding. The proportion of the crop estimated for consumption within the country is 52.1 per cent, against 43.1 per cent last year. The average weight per measured bushel is 57.2 lbs. The average of 1889 was 57.7 lbs, which was the precise average of seven crops from 1883. In bushels of 60 lbs the aggregate is 381,000,000 bu., or 90,000,000 bu. less by weight than the preceding crop.



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

### Statistical Wheat Information.

The following table shows the exports of breadstuffs and provisions from the principal Atlantic seaboard ports for the week ending March 14, and the corresponding week last year:—

Articles—	1891.	1890.
Flour, barrels . . . . .	199,500	296,300
Wheat, bushels . . . . .	311,200	555,500

Wheat and flour exports from both coasts of the United States for the eight months ending Feb 28 amounted to 62,383,245 bushels, against 72,328,780 bushels for the corresponding period last year. By coasts exports for the eight months were as follows:—

Division—	1890-91.	1889-90.
Atlantic ports, bu . . . . .	37,310,910	48,213,373
Pacific ports, bu . . . . .	25,066,335	24,115,406

Total, bu . . . . . 62,383,245 72,328,780

The visible supply decreased 250,083 bushels during the week ended Mar. 14. For the corresponding week last year the decrease was 213,185 bu. The total stocks at all points enumerated in the statement aggregate 22,990,113 bu, against 28,100,064 bu last year.

For the week ended March 14 the amount on ocean passage increased 3,376,000 bu, making the available supply 53,228,113 bushels, against 55,224,964 bushels for the corresponding date last year, 49,793,430 bushels two years ago, 53,133,024 bu three years ago, 74,932,927 bu in 1887, 68,175,314 bu in 1886, and 75,550,434 in 1885. The amount on ocean passage increased 952,000 bu for the corresponding week last year.

The visible supply for the United Kingdom decreased 1,375,000 bu the for week; that is the consumption exceeded the imports of wheat and flour and farmers deliveries by that amount.

Bradstreet's report published on Wednesday of the available supply showed a decrease of only 430,000 bu east of the Rockies, and an increase of 150,000 bu on the Pacific coast, making the net decrease on both coasts only 280,000 bu, against a decrease of 1,772,000 bu a week ago.

The number of sheep in the United States in 1890, is reported by the census enumerators at 44,336,000 head, against 43,431,000 in 1889.

## Pure Highland Scotch Whiskies.

THE FAMOUS  
**LAGAVULIN DISTILLERY,**  
ISLAND OF ISLAY,  
SCOTLAND.

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

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

ASK FOR THE LAGAVULIN.

**MACKIE'S**  
**PURE OLD BLEND**  
**10 YEARS OLD.**

GOLD LABEL  
AS PATRONIZED BY ROYALTY AND THE LEADING  
PHYSICIANS.

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

## The Manufacturers' Life AND Accident Insurance Co's

Head Office: - TORONTO.

Combined Authorized Capital - - \$3,000,000

Incorporated by Special Act of the Dominion Parliament.  
Full Government Deposit.

Absolute Security Offered in a Live, Prosperous and  
**POPULAR CANADIAN COMPANY.**

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—William Bell, Esq., Manufacturer, Guelph.  
—S. F. McKinnon, Wholesale Merchant, Director of the Trade's Ban  
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Merrick, Anderson & Co., Northwest Agents  
WINNIPEG, . . . . . MANITOBA.

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214 William Street, - WINNIPEG.

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# DRY GOODS,

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Complete range of Samples with  
Andrew Callender, McIntyre  
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Dry Goods, Woolens,  
and Men's Furnishings,  
TORONTO.

Represented in Manitoba, North-  
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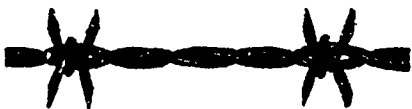
MANUFACTURERS,

Importers and Wholesale Dealers in

# BOOTS AND SHOES!!

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## Home Production

WE MANUFACTURE

**BARB WIRE,**  
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We are in a position to fill all orders promptly.  
Ours is the only wire manufactured in the Dominion of  
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A personal inspection will convince you of this fact. Quality  
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Every pound guaranteed.

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DOORS AND SASH.

MILLS AT KEEWATIN. OFFICE: OPPOSITE O.P.B

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MILLS AT SELKIRK, MAN.

DIMENSIONS ALL SIZED.

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ROYAL DOMINION MILLS,

TORONTO.

Highest prices paid for Choice  
Samples of HARD WHEAT on cars  
at any Station in Manitoba or  
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NOTHING LIKE LEATHER.

W. N. JOHNSON & CO.,

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## LEATHER AND FINDINGS.

Manufacturers of Harness, Collars, Boot  
and Shoe Uppers, etc.

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Encourage Home Manufactures by  
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SELECTS, La Rosa and Havana Whips,

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## RAW FURS WANTED.

Highest Cash Prices. Send for Price List.

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## BURNS AND LEWIS,

WHOLESALE CLOTHIERS.

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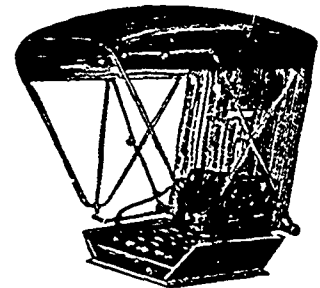
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Our travellers visit Manitoba, North-  
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## A. C. MCRAE,

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Gas and Electric Light Fixtures, Gas Meters

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BRASS GOODS.

Montreal Brass Works.

## WINNIPEG MONEY MARKET.

Matters are unchanged in financial circles. The improvement in collections is so slow that it is barely perceptible in some lines, and this is the most discouraging feature to the trade. Discount rates are unchanged.

## WINNIPEG WHOLESALE TRADE.

This week brought increased activity in several branches of wholesale trade. The genuine spring thaw which set in, greatly accelerated the movement in goods which required just such weather to start them off. The most noticeable activity was perhaps in the agricultural implement trade. The implement concerns have been busy forwarding stocks to country warehouses, and there has already been quite a call for wheeled rigs, plows, seeders cultivators, harrows, etc. The first seeding was reported from one or two western territorial points during the week, and with a continuance of the mild weather for a short time, early seeding will soon commence generally. In boots and shoes, leather and harness goods, considerable activity was noticeable, especially in the latter class of goods. Clothing, hats and caps are pretty well shipped out in early spring shipments, though there is little call for present requirements. Though it seems rather ridiculous, clothing houses are already thinking about preparing samples for the canvass for fall orders. There is little movement in hardware, paints, glass, etc., yet and no change to not in quotations in these branches. The sharp upward movement in values continues in flour, meals, feed and grains of all kinds. Stocks of country produce, such as butter and eggs, are scarce, and prices firm. Meats are in good supply, with the exception of mutton, which is scarce and high in price.

## GREEN FRUIT.

The first direct car lot of California oranges were received on Saturday. Prices for these will likely range between \$1.50 and \$3.25 per box. Heavy damage is reported from Italy to the lemon crop, which may affect the price of lemons in the future. Fairly good qualities of apples are obtainable at \$7 per barrel, but real fancy stock is held at \$7.50 to \$8. Mexican oranges are held at \$6 to \$6.50, and Floridas at \$4.50 per box in 125 size, and \$5 in 150 to 200 size. Lemons are quotable at \$5.50 to \$6 per box Malaga grapes, in 55 lbs kegs at \$13 per keg. Cranberries are scarce, and quotable at about \$11.50 per barrel. A few bananas are arriving in small lots.

## RAW FURS.

Cables from London, England, show that the Hudson's Bay Co's. March sales have been fairly satisfactory. Sharp advances were made in prices on six sorts of furs, while fox and lynx held their own, and three sorts declined. Reliable cable reports are as follows: Otter advanced 12½ per cent.; fisher advanced 10 per cent.; silver fox advanced 40 per cent.; cross fox advanced 20 per cent.; red fox and lynx unchanged; bear advanced 30 per cent.; mink advanced 30 per cent.; marten declined 7½ per cent.; wolf declined 20 per cent.; wolverine declined 20 per cent. Prices current in Winnipeg market have been revised, on the basis of the London sales, and the following quotations represent a very fair range of values in

Winnipeg, per skin, the wide range given covering values for poor to prime skins: Badger, from 5 to 80¢; bear, black, 50¢ to \$35; do brown, 50¢ to \$32; do grizzly, \$1 to \$20; beaver, 50¢ to \$8.25; castor, \$2.50 to \$4 per pound; ermines, 1¢ to 2¢; fisher, \$1.50 to \$7.75; fox, cross, 75¢ to \$7.25; fox, kit, 10¢ to 45¢; fox, red, 25¢ to \$1.70; fox, silver, \$5 to \$90; lynx, 25¢ to \$3.50; marten, 75¢ to \$1.85; mink 5¢ to \$1.20; musquash, 3¢ to 12½¢; otter, \$1.50 to \$10.15; raccoon, 50¢ to 85¢; skunk, 5¢ to 35¢; wolf, large, \$1.50 to \$1.80; wolf, small, 25¢ to 65¢; wolverine, \$2 to \$3.25.

## WHOLESALE PRODUCE MARKETS.

## WINNIPEG.

## WHEAT.

Wheat prices in leading United States markets this (Saturday) morning, stand just about where they were a week ago. There has not been much variation in prices during the week. Big receipts at Minneapolis and Duluth—531 cars on Monday, against 193 cars the same day a year ago—the weakening factor the first day of the week. Fine crop weather and rumors of French financial troubles added to the weakness. Bad crop reports from Europe was the bull feature, and in spite of the preponderance of bear features, wheat moved up a trifle at Chicago. Further bank troubles, 331 cars at Minneapolis and Duluth, against 193 cars a year ago, and a big increase of 3,776,000 bushels of wheat on passage, were the features in Tuesday's news record, though Liverpool cables were one half pence higher on spot wheat. The advance at Chicago on Tuesday was due to the covering of shorts, but there was free selling on the advance. A dispatch was telegraphed from London that the Mark Lane Express estimated the crop damage in Europe at 112,000,000 bushels of wheat, and saying that India would make up 8,000,000 bushels of the deficit, but that America and other countries would be taxed to their utmost to supply the demand next year. On Wednesday Liverpool cables were firm, and there was further confirmation of crop damage reports from Europe, but this was partially offset by favorable weather and good crop reports from the United States winter wheat sections. Bradstreet's report showed a decrease of only 280,000 bushels in the available supply of the United States and Canada. There was an increase in Pacific coast stocks, which offset decrease east of the mountains considerably. Sharp advances were reported by cable from Berlin, equal to about 3¢ per bushel, Minneapolis and Duluth received 281 cars on Wednesday, and 337 cars on Thursday, which larger receipts, with easier cables and favorable crop weather, caused a decline in prices on the latter day. On Friday cables were easier, the weather was favorable for crops, receipts were large at northwestern states points, and there was a heavy bank failure in Philadelphia, which caused a decline again, but reports of export business from Duluth, New York and New Orleans, counteracted this tendency.

In Manitoba prices seem to continue upward, regardless of the situation outside. The steady export movement which has been going on from Manitoba since the beginning of the wheat movement, has made a favorable basis for the advance in prices, and this taken with the good demand from home millers, both here

and in the east, has made the situation very firm. Prices may again this week be quoted up 3 to 5¢ per bushel on an average, in the prices to farmers at Manitoba country points, as compared with a week or ten days ago. Prices to farmers at country points would average fully 80 cents or more per bushel for samples equal to about No. 2 hard. Only at a few points were prices under 80 cents, while at several markets prices were over 80 cents and up to 85 to 90¢ was reported. This higher range, however, was exceptional, and due to local causes, such as a little tiff among buyers. At the mills in Winnipeg 80 to 87¢ per bushel was paid for best samples offered, ranging about No 2 hard or better as to quality. Prices in Manitoba, it will be seen from these quotations, are above a parity with Duluth and Minneapolis. Farmers' deliveries in Manitoba have kept up steadily, and for the week were equal to fully 50,000 to 60,000 bushels per day. The quantity of surplus wheat in farmers' hands is generally estimated at about 2,000,000 bushels. Bradstreet's statement shows stocks in store as follows at the points named on March 7: Winnipeg, 310,000 bushels; Manitoba country elevators, 1,310,000; Keewatin, Port Arthur and Fort William, 1,066,000; Toronto, 110,000; Montreal, 398,000; Kingston, 7,000 bushels. Stocks in store at Lake Superior Ports (Port Arthur and Fort William) increased 19,000 bushels, for the week ended March 12, making them now about 600,000 bushels.

## FLOUR.

Flour is showing considerable strength both in local and Eastern Canada markets, which is a necessary outcome of the advance in wheat. Some brands of strong bakers were reported 25¢ per barrel higher at Montreal over a week ago, and there were further advances last week again in eastern markets. In the Winnipeg market there was an advance of 10¢ per sack (100 lbs.) on all grades the first of the week. Some grades of flour from country mills is offering in the city in an irregular way at from 15 to 25¢ per sack under quotations, but this for brands not well known to the trade. Quotations in jobbing lots to the local trade, per 100 pounds are: Patents, \$2.70; strong bakers', \$2.50; Imperial, \$2.20; second bakers', \$1.85; XXXX, \$1.45; superfine, \$1.25; lower grades \$1.00; buckwheat flour, \$3.75.

## MILLSTUFFS.

Millstuffs have also advanced \$1 per ton, in sympathy with the general upward tendency of flour and feed. Millstuffs prices at Minneapolis are exceptionally high, as will be seen by our prices elsewhere. In the Winnipeg market bran is now quoted at \$13 and shorts at \$15 per ton.

## MEALS, OIL CAKE, ETC.

Oatmeal is very firm at the second recent advance, prices being quoted 20¢ per sack higher. Quotations are: Oil cake, in bags, \$21 a ton; oil cake meal in ton lots, sacked, \$26; in bulk \$25; Oatmeal, standard, \$2.90; granulated, \$3.00 per 100 pounds; rolled oats, \$3.00 per sack of 80 pounds; Cornmeal is held at \$1.80 per 100 lbs. Pot barley, \$2.65 per 100 lbs. Pearl barley, \$3.00.

## GROUND FEED.

All feeds are advancing. Pure ground oat and barley chop is still held at \$24 to \$25 per ton. Anything offered lower is of mixed quality, made up of various substances, including damaged wheat feed.

## OATS.

Still a higher notch has been reached in oats. About 43 to 44c was being paid freely for ordinary feed qualities, for street offerings in the city, while some dealers paid 45c per bushel (31 lbs) for considerable quantities, and up to 46 and 48c was paid for fancy graded oats. In Manitoba country markets prices to farmers ranged from 35 to 40c per bushel.

## BARLEY

There is a great demand for feed barley, at higher prices, quotable at 36 to 40c per bushel.

## BUTTER.

Good butter is scarce. Nothing in the line of new fodder butter received, and very little of any sort coming in. Anything fair to good brings 17 to 20c, in dairy tubs. City retailers are paying 25c in trade to country customers for choice rolls or prints.

## EGGS.

Eggs were scarce last week, receipts being hardly equal to immediate requirements. Good fresh brought 24c per dozen readily, with some poor quality offered at irregular prices. The warmer weather, if it holds out, will likely increase the supply quickly.

## CURED MEATS, ETC.

Prices hold steady, with a considerable quantity of home curing offered. Choice fresh breakfast bacon is held by some packers at 4c higher than our last quotation, though others are offering at the inside price. The inside price on dry salt leaves a very small margin, but sales are occasionally being made at this figure. Prices are: Dry salt bacon, 9 to 9½c; smoked long clear, 10½ to 10¾c; spiced rolls, 11 to 11½c; breakfast bacon, 12½ to 13c; smoked hams, 13½ to 14c; mess pork, \$17 per barrel. Sausage are quoted: fresh pork sausage, 10c lb.; bologna do., 8c lb.; German do., 9c lb.; ham, chicken and tongue do., 9c per ½-lb. packet.

## LARD.

Pure lard is held at \$2.25 per 20 pound pail, with compound lard at \$2 per pail.

## CHEESE.

Jobbing at 12½c in small lots. A large lot in first hands was refused at 11c.

## HIDES.

The mild weather brought in considerable frozen hides, and the balance of such holdings will soon have to be marketed. There was also something more offering in fresh city hides. Frozen lots are taken at 3½ to 4c lb, and No. 1 green cows are quoted at 4½c. Few calf offered and taken at 4 and 5c lb. Sheepskins, 50 to 90c each. Tallow, 2½c rough, 3c rendered. Some hides were received from the west on which the freight amounted to 80c each.

## VEGETABLES.

There was a rather lively business doing in potatoes, for shipment to the States, and quite a number of car lots continue to go forward. The price is still 30c per bushel delivered at the cars, though a few were taken up to 35c to complete car lot requirements. Other vegetables are getting scarce. Onions are not obtainable in wholesale lots, and celery is about used up. Carrots are scarce. Prices are: Turnips, 25c to 30c per bushel; parsnips, 2 to 2½c per pound; carrots, 75c per bushel; beets, 40 to 50c per bushel; cabbage, 75c per dozen, for good, as to quality; Spanish onions, \$1.40 to \$1.50 per crate of 30lbs. nett.

## DRESSED POULTRY.

Good chickens are in demand at 13 to 15c per pound. Turkeys will bring about the same price, but not in much request.

## DRESSED MEATS.

The thaw which set in so sharply this week did not cause any uneasiness in the meat trade, as stocks of frozen meat are very low. Butchers are now being largely supplied with fresh killed beef. There is very little country beef offered on the market, and for such the price ranges from 2 to 5c per pound, poor, thin stuff having sold as low as 2c, and choice brings 4 to 5c. City dressed brings 5 to 6c as to quality, and

fancy eastern beef will range from 6½ to 7c. A car lot of good cattle was received last week. As usual there is a great difference of opinion as to the future cattle supply, some claiming that the large quantity of cattle shipped east from Manitoba last fall will make animals scarce this spring, while others say that the abundance of feed and the favorable winter will cause an abundant supply of good spring beef cattle. The probability is the market will be fairly well supplied. Mutton is the scarcest article on the list, and prices are firm and higher at 12 to 12½c per pound. Hogs are fairly plentiful and incline to be easier, bringing 6½ to 7c per pound. Good veal is quoted at 7 to 8c, and large calves at 5 to 6c per pound.

## HAY.

Pressed hay on track held at \$7 to \$7.50 per ton. On the market loose was in better demand, as buyers were stocking up to prepare for the season of bad roads, when offerings will be light. On some days loose sold up to \$7 per ton, and quotable at \$5 to \$7.

## Toronto Grain and Produce Prices.

Grain and Flour—Flour was higher. On Monday, March 16, the *Empire* reports that two cars No. 1 Manitoba hard sold at \$1.15, North Bay this week's delivery. No. 2 hard sold at \$1.10 both Saturday and Tuesday. On call No. 3 hard offered at \$1.05 with grinding in transit privileges; it sold without these at \$1. No. 2 frosted sold at 80c. Oats were strong. The *Empire* of March 17 quotes car lot prices as follows:—Flour, Manitoba patent, \$5.90 to \$6; Manitoba Strong Bakers', \$5.50 to \$5.60; Ontario Patents, \$4.50 to \$4.75; straight roller, \$4.40 to \$4.50; extra, \$3.90; superfine, \$3.25 to \$3.35; fine, \$3 to \$3.20; low grade, \$2 to \$2.75. Bran—\$16; middlings, \$17 to \$19. Wheat—No. 2 white, \$1.04 to \$1.05; No. 2 spring, 95c; No. 2 red winter, \$1.04 to \$1.06; No. 2 hard, \$1.06 to \$1.10; No. 3 hard, \$1; No. 1 northern, \$1.02; No. 1 frosted, 96c; No. 2 frosted, 80c. Peas—No. 2, 73 to 74c. Barley—No. 3, 48 to 49c. Rye—75c. Oats—52 to 53c.

Produce—Quotations were: Beans, \$1.35 to \$1.75; potatoes, per bag, 90c to \$1; dried apples, 7½ to 8½c; evaporated do. 12½ to 14c; eggs, fresh, 16½ to 17c; sheepskins, \$1 to \$1.45; hides, green, No 1, 5 to 5½c; wool, 20c.

The wholesale price of dressed beef has been put up to the extent of 7 to 1c per lb within the last few days at Chicago.

The new C.P.R. steamer *Empress of Japan* will leave Liverpool on April 11th on a trip round the world. Intending passengers from America will have to leave New York not later than April 1st. The third boat, the *Empress of China*, will leave Liverpool on June 15th.

The number of samples of seed tested at the Experimental Farm at Ottawa last year was 1,250, while for this year so far 2,094 have been tested. The distribution of seed grain this year comprised 5,386 bags of three pounds each through the mail. Manitoba got 591 bags, the Northwest 497, and British Columbia 348.

Northwest land was active on the local stock exchange last week, says a Toronto report of March 16th. Twelve hundred and sixty-six shares changed hands. Prices ranged from 74½ to 73½ Thursday, after which they rose, reaching 76½. Thursday a year ago this stock sold at 83 to 84.

The government organ at Ottawa last week speaking with authority says that Sir Charles

Tupper will represent Canada at the approaching negotiations at Washington, while with him will be associated Sir William Whitway on behalf of Newfoundland, and the Hon. Jos. Chamberlain as the representative of the British Government.

She said to her grocer, not long since, "I bought three or four hams here a couple of months ago, and they were very fine. Have you got any more like them?" Grocer—"Yes, ma'am. There are ten of those hams hanging up there." "Are you sure they are all off the same pig?" "Yes, ma'am." "Then I'll take three of them."—*English Paper*.

The United States Government revenue for the eight months of the current fiscal year commencing July 1 last, has amounted to \$285,843,977, or 25½ millions more than for the corresponding months of the preceding fiscal year; custom receipts alone for the last eight months showing an increase of more than 16 millions over the eight months of the preceding.

A combination among the United States manufacturers of steel rails has been completed. The concerns included in it are the Pennsylvania Steel company, the Bethlehem Iron company, the Cumbria Steel & Iron company, the Scranton Steel company, the Illinois Steel company, the Edgar Thomson Steel company, and the Lackawanna Coal & Iron company, the most powerful firms in the business.

## British Columbia.

Prout & Insley, of the Leland hotel, Vancouver, have dissolved partnership. Wm. Prout has sold out his interest to his partner, John Insley. C. Edwards, recently from Australia, will take an interest in the house, and it will hereafter be conducted by Insley & Edwards. The Leland has long been a popular house, and no doubt it will continue in the favor of the commercial and other travelling public.

The *Victoria Times* relates the following case of hardship: Some time ago twenty six white men, and their families, squatted on Sea Bird island, and proceeded to make it their permanent home. They got in lumber for house building and had actually built about twenty residences, not being aware that the land which they proposed to occupy was a governmental reserve for Indian purposes. A. W. Vowell went up there last week for the purpose of acquainting the squatters of their mistake. In explanation they stated that they had been induced to take up the land on the representations of a member of the local legislature, who stated that everything would be all right, and that moreover the land was to be thrown open for settlement on the 12th of the present month. They said they did not wish to cause the government any trouble, so they would leave peaceably.

British Columbia now has two trade journals. A few weeks ago the first issue of the *British Columbia Commerce and Maritime Register* made its appearance in Vancouver. Last week *The British Columbia Commercial Journal* reached us from Victoria. Of the latter paper the name of D. M. Carley appears as editor, and L. G. Henderson as manager. The paper is neatly printed, and appears to have a good advertising patronage. With the names of the two papers so similar, many misunderstandings are likely to arise concerning them.

# WE HAVE TOO MANY CIGARS.

With a view to reduce our stock of Cigars, we offer half dozen brands at very close figures. Some Capital lines for Jobbing. We have a job lot bought from Sheriff at less than factory cost.

About Four Thousand Traveller's Samples, Very Slightly Damaged at Half Price

CALL AND SEE THEM.

*Dawson, Bole & Co.*

WINNIPEG - MANITOBA

As announced some time ago a project was on foot to buy up all the salmon canneries on the Fraser river. A number of the cannery owners would not sell, however, and of the Fraser river packing establishments only nine sold. These are learned to be the Birrel, Young, Bon Accord, (2), Wadhams, English, Hobson and Todd (2) canneries. The other two are the British American and Northern Pacific, on the Skeena river. The purchase price is \$600,000, of which \$11,000 was paid down to bind the sale. R. P. Richet & Co., Turner, Beaton & Co., A. Ewen, J. A. Laidlaw and several others are out of the deal. The purchasers are supposed to be Anderson Bros., of London, but whether for themselves or a syndicate is not known.—*Columbian*.

In the issue of THE COMMERCIAL of March 21st, the opening sentence of the British Columbia trade letter was as follows: "This time last year business in Vancouver was much depressed, owing to the long hard winter, the closing of navigation by ice, etc." The words "on the Fraser" should have been inserted after "navigation." The closing of navigation on salt water, at Vancouver, or anywhere on the coast has never been known, and even on the Fraser river it is unusual, but there being a large traffic between Vancouver and points on the Fraser when freezing over does occur, as it did last year during weather, the severity of which was unexampled on the coast, the effect is necessarily depressing on trade, and the British Columbia correspondent of THE COMMERCIAL desires this explanation made in justice to Vancouver's harbor, the navigation of which is never obstructed from any cause.

## Lumber Cuttings.

There are 41 saw mills now built or under construction in British Columbia, and 45 timber leases comprising 225,526 acres. The annual rental is \$15,614, and the revenue from timber royalty for 1890 was \$29,700.

The *Nexus* of Vancouver, B. C., says: "W. L. Tait, of Winnipeg, paid a visit to this city about two months ago, and was so favorably impressed with Vancouver that he returned with his family a few days ago, and is now erecting a shingle mill on the other side of False Creek, just at the end of Granville street bridge. The mill will not be a very large one at present. It will have a daily capacity of from 35,000 to 40,000. Most of the machinery has arrived. The engine is of 65 horse-power, and the boilers will be about 100 horse-power."

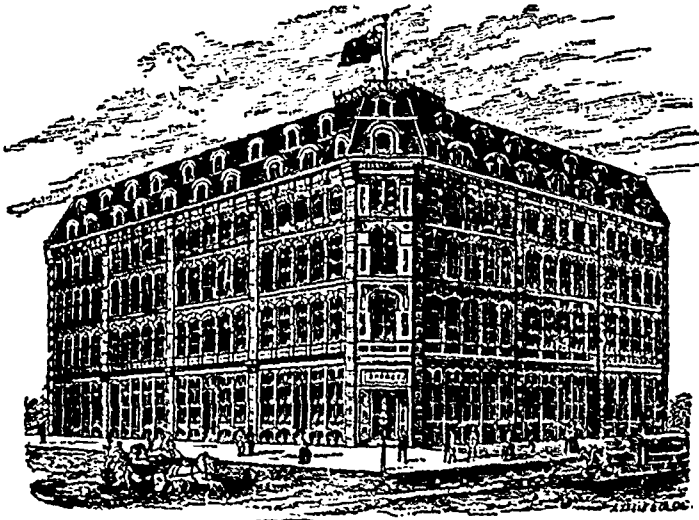
Several new sawmills are talked of in B. C., at Liverpool, opposite McLaren-Ross mill; at Hall's Prairie; one by Clarence Debeck, a late partner in the Brunette Saw Mill Co., on the northwest coast of the mainland, with a capacity of 100 M per day; one by N. Slught & Co., late of Michigan, at Stoveston, near mouth of Frazer River; one by C. L. Street & Co., at Chilliwack now almost ready and making a specialty of box lumber. The Victoria Lumber and Manufacturing Co's, new mill at Che-mainus, will begin cutting early in April with a capacity of 200 M per day. The Brunette saw mill starts again after completing some improvements and alterations. The McLaren-Ross mill is soon expected to be in full operation.

Following is the cut of lumber by some of the principal British Columbia coast mills for

1890:—Victoria Lumber Manufacturing Co., 4,000,000 feet; A. McKinnon, Duncans, 500,000 feet; Moodyville Saw Mill Co., 18,620,000 feet; Royal City Planing Mills Co., 35,000,000 feet; Hastings Saw Mill Co., 30,000,000 feet; J. B. Tiffin, 3,800,000 feet; Brunette Saw Mill Co., 9,000,000 feet; Nanaimo Saw Mills, 6,000,000 feet. In the foregoing the Brunette Co. cut 3,000,000 with their old mill and 6,000,000 with the new one. They lost considerable time in building and moving into the new mill. The cut of Hastings is also small, as the mill has been thoroughly repaired and was prevented cutting while the same were going on. The Moodyville Saw Mill Co., cut laths, 22,509 bundles; Brunette Saw Mill Co., shingles, 3,000,000; G. F. Slater, Vancouver, shingles, 12,000,000.

*Mississippi Valley Lumberman*: "Statistics covering all the lumber producing points on the Pacific coast show that the mills in Washington made 1,820,171,000 feet of lumber; in Oregon, 829,200,000 feet and in California, 864,916,000 feet, making a total of 3,523,370,000 feet. This is a little less than one half the cut of lumber in the three white pine states of Michigan, Wisconsin and Minnesota. But the western manufacturers have no such populous region into which to distribute their lumber as have the manufacturers in the white pine states. There are no figures available with which to make a comparison between the output of the Pacific coast manufacturers in 1890 and that of previous years, but there was undoubtedly a large increase, particularly in Washington. Meantime figures are published in San Francisco which show that the export of lumber from California markets amounted to only 4,376,776 feet, while the remainder of the coast sent out 40,830,566 feet, chiefly from Washington."

MEN'S BOYS' AND YOUTHS' CLOTHING  
CHILDREN'S CLOTHING A SPECIALTY.



Our Samples for the Spring Season, 1891, are now on view at No. 18 Rowand Block, cor. Portage Ave. & Main.

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



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Our Brands: { Reliance Terrier,  
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**WINES, LIQUORS AND CIGARS.**

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**EGGS, BUTTER AND HOGS.**

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**TEAS.**

We make a specialty of CEYLON and INDIAN Teas, and carry the largest assortment of any House in the Dominion.

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**EASTER.**

Ask your Grocer for Griffin's Sugar-Cured Hams, Breakfast and Roll Bacon, also Pure Leaf Lard, quality strictly first-class. Full stock of Long-Clear Bacon, Barrel Pork and all kinds Heavy Provisions.

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**WHOLESALE CLOTHIERS,**

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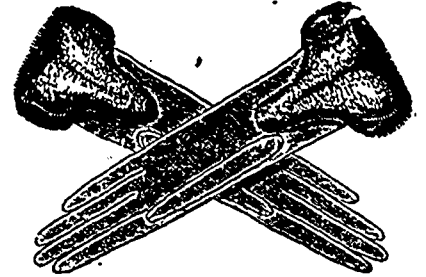
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Complete set of Samples with J. N. ADAMS, Rooms 14 and 15, Rowan Block, Winnipeg. (Opposite Queen's Hotel.)



\$600.00 a year is being made by John B. Goodwin, Troy, N.Y. at work for us. Reader, you may not make as much, but we can teach you quickly how to earn from \$2 to \$10 a day at the start, and more as you go on. Both sexes, all ages. In any part of America, you can commence at home, giving all your time, or spare moments only to the work. All is new. Great pay. Sit tight. I never work. We start you, furnish everything. EASILY, SURELY learn. PARTICULARS FREE. Address at once, STANSON & CO., PORTLAND, MAINE.

**STRANG & CO.**

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**WHOLESALE GROCERS**

AND DEALERS IN

Provisions, Wines and Liquors,

WINNIPEG.

**Chicago Board of Trade Prices.**

The drop of about 1c in wheat on Saturday was partially recovered on Monday, March 18. On this day prices opened 3c higher and at the close were about the same. Corn gained about 1/2, and oats 1/2c. Closing prices were:—

	Mar.	April	May	July
Wheat.....	93 1/2	—	1 01 1/2	97 1/2
Corn.....	60 1/2	61 1/2	62 1/2	63 1/2
Oats.....	—	—	52 1/2	49 1/2
Pork.....	10 97 1/2	11.07 1/2	11.17 1/2	11.55
Lard.....	6.20	6.25	6.32 1/2	6.57 1/2
Short Ribs.....	5.17 1/2	5.27 1/2	5.37 1/2	5.07 1/2

Wheat gained 1/2 to 3/4c on Tuesday, which brought closing prices up to about where they were on Friday previous. The situation was nervous, and fluctuations were sharp, with rumors of bank failures and a large increase on passage the weakening features. Closing prices were:

	Mar.	April	May	July
Wheat.....	93 1/2	—	1.01 1/2	99 1/2
Corn.....	62	63 1/2	64 1/2	61 1/2
Oats.....	—	—	53 1/2	49 1/2
Pork.....	11.15	11.25	11.35	11.72 1/2
Lard.....	6.27 1/2	6.32 1/2	6.43 1/2	6.65
Short Ribs.....	5.30	5.10	5.50	5.80

On Wednesday May wheat opened slightly lower. May started at \$1.01 1/2, and sold as low \$1.09 1/2 and up to \$1.02 1/2c, closing near the top. Corn and oats made further gains. Closing prices were:—

	Mar.	April	May	July
Wheat.....	99 1/2	—	1.02 1/2	99
Corn.....	62 1/2	63 1/2	63 1/2	62 1/2
Oats.....	—	—	53 1/2	49 1/2
Pork.....	11.05	11.15	11.32 1/2	11.70
Lard.....	6.32 1/2	6.32 1/2	6.40	6.62 1/2
Short Ribs.....	5.20	5.32 1/2	5.47 1/2	5.77 1/2

to 1 1/2c.

Wheat closed 3/4c to 3/8c lower on Thursday on easier cables, good crop weather and larger receipts in the Northwest.

	Mar.	April	May	July
Wheat.....	99	—	1.01 1/2	99 1/2
Corn.....	63 1/2	—	64 1/2	62 1/2-62 3/4
Oats.....	53 1/2	—	53 1/2	50
Pork.....	11.20	—	11.37 1/2	11.75
Lard.....	6.30	—	6.47 1/2-50	6.72 1/2
Short Ribs.....	5.37 1/2	—	5.57 1/2	5.87 1/2

On Friday wheat declined 3/4c, caused by the Philadelphia bank failure, large receipts in the Northwest, favorable weather and easier Liverpool cables. Later prices recovered sharply, on reported large export movement.

	Mar.	April	May	July
Wheat.....	99 1/2	—	1.02	99 1/2
Corn.....	65	—	66	64 1/2
Oats.....	—	—	54	50 1/2
Pork.....	11.40	—	11.60	11.97 1/2
Lard.....	6.32 1/2	—	6.52 1/2	6.77 1/2
Short Ribs.....	5.60	—	5.75	6.07 1/2

**Minneapolis Market.**

Following were closing wheat quotations on Thursday, March 19th:—

	Mar.	April	May	On track
No. 1 hard.....	93	—	—	92 1/2
No. 1 northern.....	96 1/2	97 1/2	93 1/2	97 1/2
No. 2 northern.....	95	—	—	95-95 1/2

Flour.—Unchanged at \$4.85 to \$5.2) for first patents; \$4.70 to \$4.85 for second patent; \$3.90 to \$4.40 for fancy and export bakers; \$2.00 to \$2.35 for low grades, in bags, including red dog.

Bran and shorts.—Quoted at \$17.50 to \$18 for bran, \$17.50 to \$18.00 for shorts, and \$18.00 to 18.50 for middlings. These prices are \$1.50 to \$2 higher than a week ago.

Oats.—Quoted at 48 to 50c by sample.

Barley.—Quoted at 55 to 68c for good to fine samples of No. 3.

Feed.—Millers held at at \$23.00 to \$23.50,

with corn meal at \$22.00 to \$23.00. These prices are \$1.00 to \$1.50 higher than a week ago.

Eggs—Jobbing at 16c, including cases.

Potatoes—Brisk demand, in excess of receipts. Quoted at 70 to 85c for rose, and 70 to 90c for mixed lots, fair to choice, per bushel, in car lots.

Mutton—Country dressed held firm at 7 to 7 1/2c lb.

Hides—Green salted quoted at 5 to 6c lb. —Summarized from *Market Record*, Minneapolis March 19.

**Minneapolis Closing Price Wheat.**

At Minneapolis, on Saturday, March 21, wheat closed as follows, (No. 1 northern grade) —March option 97 1/2c, May 98 1/2c. These prices were 1/2c higher for March, and 1c higher for May.

**Duluth Wheat Market.**

The range of wheat prices at Duluth during the week was not wide, and \$101 for cash and \$104 1/2 for May on Tuesday, were the highest closing prices of the week. On Saturday, March 21, No. 1 hard wheat closed as follows: Cash \$1.00 1/2, March option, \$1.01; May option \$1.04. These prices were 1 1/2 to 2c higher than a week ago for Cash and March, but 1c lower for May.

**Montreal Stock Market**

Reported by Osler, Hammond & Norton, March 21, 1891:—

Banks.	Sellers.	Buyer.
Bank of Montreal.....	225	223 1/2
Ontario.....	117	114
Molson's.....	157 1/2	156
Toronto.....	217	215
Merchants.....	115	113
Union.....	—	—
Commerce.....	129 1/2	128 1/2
Miscellaneous.		
Montreal Tel.....	106	105
Rich. & Ont. Nav.....	68 1/2	67 1/2
City Pass. Ry.....	189	188 1/2
Montreal Gas.....	214	212 1/2
Canada N. W. Land Co.....	76 1/2	75
C. P. R. (Montreal).....	78-1-2	76 1/2
C. P. R. (London).....	—	78
Money—Time.....	7	—
Money—On Call.....	5	—
Sterling 60 Days, N. Y. Posted Rate.....	487	—
“ Demand “.....	489 1/2	—
“ 60 Days Montreal Rate Between Banks.....	9-1-16	9-5-16
“ Demand Montreal Rate Between Banks.....	9-15-16	9-15-16
New York Exchange Montreal Rate Between Banks.....	1-32 per	1-32 dis.

**Manitoba.**

A branch of the Union Bank of Canada was opened at Neepawa last week.

J. T. Blowey, furniture, Morden, advertises a clearing sale with the object of giving up business.

Delaney & Woodruff, blacksmiths, Carman, have dissolved partnership; Delaney will continue alone.

The bankrupt stock of M. Zickrick, Ninga, has been purchased by W. C. McLaren, Bois-servain, at a low rate on the dollar.

The stock of W. J. Middleton, boots and shoes, Winnipeg, was sold by the sheriff to J. S. Douglas & Co., shoes, of Winnipeg, at 69c on the dollar.

Lively scenes may now be occasionally witnessed at the Winnipeg railway depots. The season for immigration is at hand, and already several large batches have arrived.

Smith & Shirriff, implement, Brandon, who advertised a short time ago their intention of dissolving partnership, have decided not to do so and the business of the firm will be carried on as usual.

The Rapid City Reporter is preparing to issue a special immigration number for distribution in the east and in England, setting forth the advantages of the town and district.

The regular examinations of the Pharmaceutical association of Manitoba, will be held in Winnipeg on Wednesday and Thursday, April 1st and 2nd. Candidates must give one week's notice to the registrar of their intention to present themselves for examination.

Owing to the mild winter, says the Pilot Mound Sentinel, and the absence of snow during a portion of the season, a large quantity of hay has remained unrequied. The experience gained in past years shows that farmers would act prudently by preserving as much as possible of the unused provender, which may prove useful in the future.

Bolton & Co., general store, Russell, are in difficulties, and an assignment was looked for on Saturday. A joint judgment for \$3,000 has been obtained against the firm. Bolton built a small flour mill at Russell last year, at a cost of \$12,000, and this has been the cause of his embarrassment. His liabilities are about \$18,000, and nominal assets about \$10,000 above liabilities, including \$5,000 book debts and valuing the mill at \$7,000. It is not likely the business will be wound up, and it will probably be continued in the interest of the creditors, etc.

Wawanesa was visited last week by a severe fire, which started in the building occupied by D. Ricker, general dealer. Ricker's stock was mostly removed, but considerably damaged. The post office was in this building, and the mail matter was also secured. The stock was insured for \$3,500. R. W. Hætor, flour, feed and implements, was also burned out, with the loss of most of his stock and no insurance. His loss is placed at \$1,000. Mrs. Dabson, milliner, lost \$500; no insurance. The building in which the fire started was owned by R. J. Winita, Winnipeg, and was insured.

The Morden Monitor, of Thursday last, says: "There exists at the present time in the town of Morden, a veritable wheat blockade, no less than 95,000 bushels being stored in the elevators in Morden. Of course we are unable to give any particulars as to the blockade, or when it will be removed, but until some cars arrive farmers should cease to bring in their wheat. The price being paid for wheat and still offering is 75c per bushel, but during the past few days one or two buyers who still had space left took advantage of the blockade to reduce the price to 70c and even lower. The total marketed this season in the town of Morden up to date is 319,000 bushels. From 4,000 to 5,000 bushels of wheat per day have been marketed recently here."

Russian exports of wheat since January 1st are reported at ten per cent less than same time in 1890, and but one-half those same time in 1889.



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# WILLIAM JOHNSON COMPANY.

OUR SPECIALTIES ARE,

Johnson's Decorators Pure White Lead  
 " Pure Liquid Paints.  
 " Pure Colors in Oil.  
 " Superfine Coach Colors in Japan.  
 " Magnetic Iron Paint.  
 " Sun Varnish for Universal Use.

WORKS: - MONTREAL.

## Toronto Hide & Wool Co

Wholesale Dealers in

# HIDES!

SHEEPSKINS AND WOOL

## JOHN HALLAM

88 Princess St., WINNIPEG

83 and 85 Front Street East, TORONTO.  
PROPRIETOR

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

# LAKE OF THE WOODS MILLING CO.

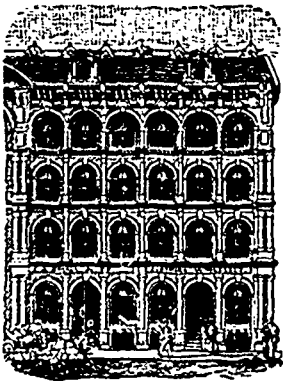
LIMITED.

The most perfect Flouring Mill in Canada. CAPACITY 2,000 BARRELS A DAY.

Barrel Factory at the Mill and Grain Storage Capacity of 550,000 bushels in addition to which we have a system of handling Elevators throughout the Northwest.

All Grades of HARD WHEAT FLOUR in Barrels and Bags.

Offices at: MONTREAL. KEEWATIN. WINNIPEG.



## E. A. SMALL & CO.

### MANUFACTURERS OF CLOTHING

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Albert Buildings,  
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Represented by WM. H. LEISHMAN,  
 Sample Rooms, Nos. 30 and 32 McIntyre Block  
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## Redwood Brewery

Fine Ales, Extra Porter  
 and Premium Lager.

Most Extensive Establishment of  
 the kind in Western Canada.

## ED. L. DREWRY,

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Highest cash price paid for good  
 Malting Barley.

All the Nutritious Constituents of Prime Beef

Are

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An invaluable Food for all who need Strong Nourishment in an easy-digested form.

Andrew Allan, President. John McKechnie, Superintendent.  
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OF MANITOBA, (LIMITED).

BRASS &amp; IRON FOUNDERS,

Light and Heavy Forgings, Engine and Boiler Works  
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GENERAL BLACKSMITHING,

All Kinds of Machinery.

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## Eby, Blain & Co.

### WHOLESALE GROCERS,

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Represented in Manitoba and the Northwest  
 Territories by JAMES DOWLER, 130 Donald  
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A RARE

## Business Opportunity!

The undersigned wishes to dispose of his branch General Store business in the thriving manufacturing town of Keewatin. Stock new and well assorted, about \$2,500. Reason for selling sickness of manager and advertiser having sufficient other business to attend to.

J. B. DAVIES,  
 NORMAN, Ont.

A man from Dakota who was in Winnipeg last week, reported that Canadian immigration literature sent to parties in Dakota is suppressed by the post office officials.

## Eastern Business Changes.

## ONTARIO.

P. P. Good, grocer, Berlin, has assigned.  
 F. F. Pette, grocer, Brockville, has assigned.  
 W. H. Norman, tailor, Shodden, has sold out.  
 H. F. Archer, grocer, Havelock, has assigned.  
 Geo. Veitch, general store, Haysville, has sold out.  
 Annie O'Brien, milliner, Lindsay, has assigned.  
 Richard Chaffey, general store, Victor, has sold out.  
 A. J. Davis, general store, Tupperville, have sold out.  
 Hugh Ferguson, general store, Arthur, has assigned.  
 Chas. Currey, general store, Dunnville, has assigned.  
 The Kingston Synticate, Kingston, have assigned.  
 Beath & Paris, jewelers, Sudbury, have assigned.  
 Wadsworth & Co., merchant tailors, Toronto, have assigned.  
 Walker & Birss, shoes, Walkerton, have dissolved.  
 Emma A. Desmond, merchant, Bowmanville, has assigned.  
 D. F. McDonald, physician, Rodney, moved to London.  
 The Napanee Syndicate, dry goods, Napanee, have assigned.  
 McGaw & Winnett, Tecumseh House, London, have sold out.  
 Badgerow-Falconer, Vinegar Works, Toronto, have dissolved.  
 Walter Thomson, oatmeal mill, London and Mitchell, has sold out.  
 Davison, Scott & Co., wholesale provisions, Toronto, have dissolved.  
 Toronto Soap Co., Davison, Scott & Co. proprietors, have dissolved.  
 Bradley Bros., jewelers, Windsor, were partially burned out; insured.  
 James & Furness, commission, Toronto; John James proprietor of this firm dead.  
 W. Millichamp, Sons & Co., manufacturers, Toronto, have sold out their manufacturing department.  
 Hess Bros. & Co., furniture manufacturers, Toronto and Listowel; Listowel premises destroyed by fire.

## QUEBEC.

A. L. Lacroix, general store, Montebello, have assigned.  
 Delisle & Paquet, produce, Montreal, have assigned.  
 Dimes & Richmond, saloon, Montreal, have assigned.  
 C. M. R. Prenoveau, lumber, Cote St. Louis, has assigned.  
 Marchand & Co., general store, Vercheres; Mrs. L. H. Marchand retires and Theo. Marchand registers as only partner.

## Vancouver Board of Trade.

(Report from our special correspondent.)

The most successful and important meeting of the Vancouver board of trade ever held was on Tuesday evening of last week, on the occasion of the annual election of officers, etc. There was a very large and interested attendance of members in the new rooms on Hastings

street and a spirit of enthusiasm prevailed. A number of communications were read: From the Victoria board of trade asking for co-operation in obtaining lights, beacons and buoys on the Northern route; from Mr. Abbott, of the C. P. R. Co., in reference to the shacks along the foreshore of the Inlet, there being an effort made towards their removal; from Mr. Horne, M. P. P., promising the support of the settlers in the Squamish and Chickamus valleys for trails and roads; from the Westminster board of trade with reference to getting a new trade classification for what is known as "Oregon pine," which is really a product of British Columbia and superior to the pine of any other part of America; from Mayor Oppenheimer urging action of the board in the matter of answering Mr. Audley Cootes' letter re Australian steamship connection, and others. A verbal report was received from a committee in regard to advertising the city stating that no definite steps had been decided upon. The committee on fisheries reported on the commercial value of the fishes of the Pacific coast and the development of the fishery industry. One clause of the report referred to the halibut, most important in view of the fishing companies being formed, as abounding in all the waters of British Columbia from April to November, but that during the four months following changed their feeding grounds, which so far have not been discovered. Black cod (more properly skil) teemed in the deeper waters, from one to two hundred fathoms, improving in quality as they went north and equal in flavor to No. 1 eastern mackerel. The importance of developing the sardine, oolochan, herring and other fishing industries was also referred to.

The feature of the evening was retiring President R. H. Alexander's address, which was able in the thoughtful suggestions and comprehensive review of the trade situation which it contained. As a preliminary he spoke of the great success which had attended the board of trade in 1890-91, during which time the membership had been increased from 54 to 120, and a large balance had accumulated to the credit of the treasury. He then reviewed the business and industrial progress of the year, which has been pretty fully outlined in THE COMMERCIAL from time to time. As to some important public improvements effected and enterprises on foot, he enumerated the steps taken by the board of trade in their furtherance. A good deal of attention was paid to the improvement of False Creek navigation, and the President recommended that the member of the district be requested to, if possible, have False Creek included in the proposed topographical survey of Burrard Inlet. As a matter of necessity towards the end in view a draw must be put in the C. P. R. bridge and the sooner the better. He congratulated the members on the establishment of daily communication with Nanaimo and in this connection he remarked:—

"Within the last four days a steamer has entered our port, with a cargo from England, and I am pleased to be able to say that the captain and manager, Captain Scott, informed me that he intended to bid for a share in the carrying trade between here and San Francisco, and that he proposed to land goods here at the same rates of freight as to Victoria, and that the company he represents is prepared to supply other steamers having Vancouver as their

headquarters, if a suitable trade can be found for them." The commencement of shipbuilding was a most important epoch in the city, and Vancouver has a bright future as a shipbuilding and shipowning port. For the furtherance of this industry, and with the view that products should be transported by vessels built and owned in Vancouver, he suggested that the city council be asked to take under their consideration the advisability of granting a bonus of so much per ton on the registered tonnage of any vessel of 600 tons or over built in Vancouver. As "all roads led to Rome" so Mr. Alexander reasoned that all railroads in British Columbia would lead to Vancouver, and such was the tendency at the present time. The conclusion of the President's address was so important that I cannot do better than give his remarks in full:—

"It seems to me our principal commerce will be across the Pacific and that we should strain every possible means to promote that commerce, and in connection with this I would throw out the idea that we try to promote a wish, and possibly afterwards get it enunciated in the house by our member, that we get something in the shape of a commercial union. Not with the United States, but with the mother country and our sister colonies. It seems to me that if there is one place in all the Dominion that would profit by this, Vancouver is peculiarly situated to procure that profit, as it stands just on the highway between Canada and all that goes west of us. Although the scheme of Imperial Federation is often sneered at as being impossible. Leaving the sentiment out of it altogether the bugbear has principally been the question of tariffs. And although we may not be prepared to go in for free trade if the idea takes root and gains ground we might come to some sort of an arrangement whereby a certain change in the tariff might be given to the mother country and our sister colonies over foreign countries. This would give a tremendous stimulus to Canada, the territories and to British Columbia in particular. If an emigrant knew that grain he would raise in the north-west would have an advantage over grain raised in the United States he would be encouraged to come to the side of British free trade. We can all see the enormous trade that is being done in our trade in lumber with Australia. Now if we had any advantage over the lumber that is produced to the south of us you can see at once that the most enormous results would be achieved in British Columbia, the whole timber trade with Australia would come here. Of course these may not be the views of the board of trade, and I only hazard them as a suggestion. These facts came to my mind during the recent election more than ever before and it seems to me that what Canada generally and the boards of trade throughout the country should endeavor to do is to work some such intimate commercial relations with our sister colonies and the mother country. A matter that was brought before us informally during the past year and one that may still take shape is reciprocity with the Hawaiian Islands and I think this a most important matter. I do not know whether that country would wish to abrogate the treaty with the United States, but it expires next year and some effort should be made to obtain a treaty with Canada. A treaty of reciprocity with the Sandwich Islands is really the key to the trade between here and the Australian colonies. There is nothing to be

lost and everything to be gained by such a treaty, as they do not produce a single thing that Canada produces. All those things that they do not raise they buy from the States, and they might just as well be supplied by our own Dominion."

It is needless to say that the address was received with appreciation and applause.

The secretary's report deserves more space than you could possibly spare. It comprises a most comprehensive review of business of the city and province, dealing with all aspects of our resources, devoting particular attention to agriculture, the development of which is the most promising factor in our future as a province. The whole will be published in pamphlet form for general distribution.

A resolution was carried asking for postal services to be added to the train leaving Winnipeg on Wednesday for the coast and the train leaving Vancouver for Winnipeg on Monday. A committee was appointed to make arrangements for according a fitting reception for the Empress of India on her arrival here. Altogether the meeting was a very harmonious and important one, and augurs well not only for the success of the institution itself but for the commercial life of the city.

### British Columbia.

J. T. Brown, has opened a livery at Vancouver.

D. Goldberg, has opened in clothing at Vancouver.

Green & Birchall is the name of a new real estate firm at Victoria.

British Columbia sold to the United States last year coal to the value of \$1,953,231.

D. McConkey has opened a lunch counter and confectionery store at Vancouver.

Ice is being shipped from the interior to Fraser river points, for the summer fishing supply.

Brenchley & Bennett, have opened in the real estate, insurance and commission business at New Westminster.

W. E. Cook, for several years with Lenz & Leiser, will open business about the 15th of May at Victoria, in dry goods, etc.

J. T. L. Meyer, late of Calgary, has joined with A. P. Joyce, in establishing a real estate, financial and insurance business at Victoria.

Baker Bros., of Vancouver, have chartered the steamship Grandholm, to load freight at Glasgow and Liverpool for British Columbia.

J. Mahrer, of Nanaimo, has purchased the lot at the corner of Farquhar and Haliburton streets and it is his intention to erect a large hotel thereon.

Gravely & Spiuks will build a large block on the corner of Carroll and Oppenheimer streets, Vancouver. There will be five stores in the block, two storeys high. It will be brick.

An effort is being made to suppress the processions of the locked-out Wellington miners. Several are under arrest. The wives of the miners are now keeping up the procession.

Delay in granting fishery licenses has caused some annoyance to the Fraser river fishermen. The shipment of fresh salmon has commenced, the first shipment having gone forward last week.

A telegram says a smelting company has

been organized at Nelson, to build a complete reduction works at the Falls, on Cottonwood Smith creek, provided the government will grant it a site at that place.

The city assessment of New Westminster for 1891 shows the value of real estate and improvements to be \$7,004,820. Last year the total assessment was \$4,595,865; increase over last year, \$2,408,955, or more than fifty per cent.

R. T. Williams has made arrangements with the contractors to have his new block on Broad street, Victoria, continued up for another storey, making five in all. This will make it the only five-storey block in Victoria.

The Bonanza Company have struck a rich vein of gold at Lillooet, which is said to be one of the best things in mining. The precious metal is almost visible, and promises an abundant yield. It is claimed to be a bonanza indeed.

Brackman & Ker, wholesale grain men, of Victoria, will at once proceed with the construction of their oatmeal mill, near the outer wharf at Victoria, where their private landing for ships loading or discharging has already been completed.

The Victoria board of trade some time ago submitted to Ottawa a list of points where it would be advisable to locate buoys and beacons. The marine department has acted upon this, and probably all or most of the buoys, lights and beacons will be supplied.

The contract for the construction of a large three-storey hotel on Dallas road, James Bay, Victoria, for W. Jensen has been let to Wm. Lorimer, and work on the building will be at once commenced and rushed through that the late summer tourist travel can be catered to. The selection of the site is a splendid one overlooking as it does the straits, and near the outer wharf where all the large steamers touch. The hotel will be run on the European plan.

For some time past a scheme to consolidate all the breweries of British Columbia under one management, has been under way, and the proprietors of the principal breweries have been approached with offers to purchase. The scheme has been engineered by John Mahrer, of Nanaimo, assisted by John Pollexfen, of the same place. The amount of capital involved in the scheme will be close on a million dollars. At latest reports the scheme was in a fair way to be successfully arranged.

Victoria master and journeymen tailors are disputing as to wages. The journeymen want an increase of prices to the following:— For frock coats the bill proposes, first class, about \$17, second class, \$15.50. Morning coats, first class, \$14, second class, \$12, double breasted sacque coats, first class \$12, second class \$11, third class, \$10. Overcoats, first class, \$14, second class, \$13, third class, \$11. Pants and vests start at \$3 and with extras in the various styles run up to \$4.50.

Victoria Times: "From the trade and navigation returns for the year ending 30th June, 1890, which have just been issued, we learn that British Columbia bought from the United States of dutiable goods \$2,032,353 worth; of free goods \$527,069 worth; total \$2,559,426. During the same time we bought from Great

Britain, dutiable \$802,106; free, \$403,862; total \$1,211,053. British Columbia exported of her produce to Great Britain \$2,039,765, and to the United States \$3,043,187."

The last British Columbia Gazette contained the advertisement of the association of the "British Columbia Roburite Explosive company limited." The capital stock is placed at \$50,000, in 500 shares of \$100 each. The trustees are James Dunsmuir, Hon. F. G. Vernon and John Wilson, all of Victoria. Their object is to acquire, for British Columbia, the invention of an improved explosive called roburite, to manufacture it and other explosive substances compounds, etc., etc., the company to exist for fifty years, with principal place of business at Victoria.

### British Columbia Trade Letter.

(SPECIAL CORRESPONDENCE.)

VANCOUVER, March 16.—Nothing special in commercial circles this week, with the exception that flour has advanced in sympathy with prices east. Good creamery butter is very scarce, but steady in price, though likely to advance. Eggs are also scarce. Shipments of fresh fish east have started. Real estate is in a healthy condition. One feature of last week was the deciding of the tramway route between Vancouver and Westminster, which will have a decided effect on the realty market. Consolidation in the cannery business seems to be the order of the day and all the canneries of British Columbia are likely to become the property of either of one of two large syndicates being formed one of which R. P. Rithet, Victoria, is at the head of and the other being organized by Bell, Irving & Patterson of this city. Several large industrial companies have been gazetted, one the Vancouver Traders' and Navigation Co., capital \$20,000, another the Nelson Improvement Co., controlled by Victoria capitalists, and still another for the manufacture of a new explosive in Victoria. General business remains about the same. Prices are about as follows:—

Flour, grain and feed—Flour is quoted 25c higher for Manitoba brands. Oregon is unchanged, but will be higher. Quotations for principal brands are as follows: Manitoba Patents, \$6.25; Manitoba Bakers, \$5.25; Oregon flour, \$5.25; cornmeal, \$2.60; rolled oats \$3.50; oatmeal, \$3 to \$3.50 per 100 pounds; oil cake is firm at \$40 per ton; shorts, \$26 per ton; bran, \$24; wheat, \$35 to \$40; chopped feed, \$35 to \$40; oats \$35; hay, \$17 to \$18.

Dairy products—Creamery butter, firm at 28 to 29c; dairy, choice, 20 to 24c; medium, 15 to 20c; poor 10 to 12c; California roll butter expected in the market soon. Cheese, 12½ to 13c.

Eggs—Easier, Ontario pickled eggs, 18 to 20c. Fresh scarce.

Vegetables—Potatoes \$25 \$30 per ton; carrot and turnips \$10 to \$15 per ton; onions, \$4 to \$5 per box.

Fruits, Oranges plentiful. Choice Washington Navels, 4.75 per box; best Riverside seedlings, \$3.25, and \$4; medium quality seedlings, \$2.75; San Gabrielle, \$2.50 to \$3. Apples scarce \$2 per box. Sicilian lemons \$7 to \$8 per box; California, do., \$4 to \$5.

Fish—Salt Salmon, \$9 per 200 lb barrel, canned salmon, \$4.50 to \$5.50 per case.

Sugar—B. C. refined quoted at 7½c for granulated, and 6½c for yellow.



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b 18 00	Kildonan, Parkdale, Lower Fort Garry and West Selkirk.	10 35
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## Vancouver Board of Trade.

The annual general meeting of the Vancouver board of trade was held March 12. R. H. Alexander, President, occupied the chair. Communications were received from His Honor the Lieutenant-Governor acknowledging the receipt of a communication from the board of trade; from H. Abbott, General Superintendent of the C.P.R., acknowledging receipt of communication regarding shacks on the foreshore; from E. Elworthy, Secretary of the B. C. Board of Trade, with reference to the lights, beacons and buoys which would form a safeguard to the navigation of the waters on what is known as the "Northern Route;" from A. Campbell Reddie, Deputy Provincial Secretary, acknowledging receipt of a memorial for presentation to the Legislative Assembly; from J. W. Horne, M.P.P., stating that he would do all in his power to forward the resolution passed re petition of settlers on the Squamish for trails and roads; from D. Robson, on behalf of the City Council of New Westminster, thanking the board for their expression of sympathy respecting the late fire in that city; from T. E. Kitchen, M.P.P., acknowledging receipt of resolution; from D. Robson, on behalf of Westminster board of trade, thanking this board for their letter of sympathy for the people in consequence of their loss in the recent fire; from D. Robson asking the co-operation of the board in having the classification of lumber so changed as to discriminate between Oregon and British Columbia fir; from J. W. Horne, M.P.P., regretting inability to attend owing to illness; from Mayor Oppenheimer asking what action had been taken relative to the desired cable and mail service between this country and Australia, as he desired to answer the Hon. Audley Cootes' letter on this subject.

Mr. Ceperley, on behalf of the Advertising Committee, said that they had no lengthy report. They had met on several occasions, and they had considered the scheme Mr. Mills proposed most favorable.

### PRESIDENT'S ADDRESS.

R. H. Alexander, President, made his annual address as follows:—

GENTLEMEN,—At the close of my term of office as President, I beg to thank the members of the Board, and especially the members of the council, for their assistance, ably seconded by the Secretary, who has on all occasions rendered attentive and willing service. Since our last annual meeting, I am pleased to say, that the membership of the board has largely increased. The number of members at the date of our last annual meeting having been 54, while it is now 116, a most substantial advance which shows that the importance of the board is fully appreciated, and I trust that the increased membership and our change to more convenient quarters, will aid materially in furthering the objects of our organization. Touching briefly on the matters which have come before the board during the past year, I would note that one of the first that engaged our attention was the location of the new post office, I daresay, most of the members recollect that the diversity of views as to its location was reconciled only on the plea of immediate construction. Although now under way, it seems to me that a great deal of time has been lost, and that should any further delay take place it should be made the subject of representation to the Department. During the year a fog signal

and light has been established at Brockton Point, which is of considerable assistance to shipping, but in this respect the port needs further equipment, and the board should not fail to urge the necessity of the promise of placing a fog signal and light at Prospect Point being carried out, and that this should be done so that it could be available for the foggy season next Autumn. In the matter of a properly equipped quarantine station we are given to understand that a change from the present methods would be made, and I trust that this will receive the attention that its importance demands, the present system is wholly inadequate to the proper protection of the city and province from the importation of disease from Asiatic and other ports. Our representation with the object of Vancouver being created a port of entry for shipping has been successful, and vessels owned here can now hail from the port to which they justly belong, and there is every indication that our city bids fair to rapidly advance in this respect. The opening of the railway bridge at the mouth of False Creek and the improvement of the navigation of False Creek are subjects that have been frequently before the board, though thus far but little has been accomplished in either direction. The matter was urged on the attention of the Minister of Public Works during his visit, who fully conceded the importance of False Creek as a harbor, and intimated that some assistance might be given if a proper survey were made and data of the necessary work furnished. A request was made that the city council should instruct their engineer to furnish this information; but although a resolution was passed in the council directing the work to be done, I am not aware that it has ever been complied with, and I would suggest that the member for the district be requested to endeavor that the engineers who have been detailed to make a topographical survey of Burrard Inlet be instructed to include False Creek in the field of their operations. With respect to the opening of the railway bridge, the Minister expressed his opinion that it would be necessary that such should be done, and I have understood from interviews had on the subject that the railway company concede that it must eventually be provided with a draw, but contend that the traffic into False Creek is not yet of such importance as to demand it at present. With this view I beg to differ, as not only is the traffic increasing, but False Creek is the favorite location for ship-building, which is now being hampered by the existence of this fixed bridge, which bars the exit of any but the smallest class of vessels, and even these cannot be spared until they are brought out of False Creek. I believe the board fully agree that the importance of the trade in False Creek demands the opening of the bridge, and that without delay, and I trust that when our member proceeds to Ottawa he will go armed with the strongest possible representations on the subject. Turning now to glance at what the year has brought to Vancouver in the way of commercial advancement, I think we may fairly congratulate ourselves on a material increase in commercial enterprise and prosperity. Real estate throughout the city has materially and steadily advanced in value. Our municipal credit is of the best. There have been no business failures of any importance, and this in the face of a monetary crisis, which, however, I am thankful

to say, seemed to have spent its force before reaching the shores of the Pacific. The past year has seen the establishment of daily steamer communication with Nanaimo, and I am sure the Union Steamship Company has the hearty good wishes of the board for their success, and that they may depend on this board for possible support in their efforts to push new lines of communication. Within the last four days a steamer has entered our port, with a cargo from England, and I am pleased to say that the captain and manager, Captain Scott, informed me that he intended to bid for a share in the carrying trade between here and San Francisco, and that he proposed to land goods here at the same rates of freight as to Victoria, and that the company he represents is prepared to supply other steamers having Vancouver as their headquarters, if a suitable trade can be found for them. The commencement of ship-building in Vancouver I look upon as a most important epoch in our history. This industry is increasing, there being 4 schooners and 1 steamer now under construction. From her position, I consider Vancouver peculiarly fitted to become a large shipbuilding and shipowning port, and for the furtherance of this industry, and with the view that our products should be transported by vessels built and owned in Vancouver, I would suggest that the city council be asked to take under their consideration the advisability of granting a bonus of so much per ton on the registered tonnage of any vessel of 600 tons or over built in Vancouver. As the Italian says: "All roads lead to Rome," so I think we are of opinion, and justly so, that all roads, or at least railroads, in this section will lead to Vancouver. The opening of the New Westminster Southern has put us in connection with the system of American railways, and in a few days more we will have daily communications with Seattle, via the Mission branch of the C.P.R. and the Seattle, Lake Shore & Eastern. Other lines also seem to be heading this way, and I have no doubt that Vancouver will rapidly become a railway centre. A number of lines within the province are projected, while the Shuswap & Okanagan is already under construction, and though remote, will nevertheless help to bring grist to our commercial mill, while the construction in the near future of the electric railways to New Westminster and Lulu Island cannot fail to be productive of an increase in our business with those important communities. The manufacturing industries of Vancouver show a marked increase, that of shipbuilding has already been referred to, the Sugar Refinery is now in operation, another foundry and machine shop has been established, a furniture factory, fruit cannery and a tannery have been added during the year, while all the saw mills have increased their output and extended their connections. With the increase of business and manufactures the city has improved. Hand-some blocks have been added to our commercial buildings, the Vancouver Opera House has been completed and tasteful residences have sprung up on every side. The street lighting by the Arc system has been installed and the Electric Tramway inaugurated and proved an unqualified success. Proposals were made to the city council by parties willing to undertake the construction of a graving dock; a bonus in its aid has been granted and there is every reason to expect to see the work commenced during the coming summer.

In conclusion Mr. Alexander said he hoped that the members would do all in their power to promote the advancement of the city. It seemed to him that their principal commerce would lie across the Pacific, and that the majority of people desired greater commercial relations. In connection with this he would ask the board to think over the question whether they could not try and promote their wish, and get it enunciated in the House by their member, whether they could not get something like a commercial union, not with the United States, but with the mother country, and their sister colonies. Vancouver would be, he was sure, the place that would especially benefit by such an arrangement. Although the scheme of Imperial Federation had often been rallied at, the bugbear had principally been the question of tariffs. Although free trade was impossible he thought that if this idea took root, and gained ground, they might come to some arrangement whereby a certain advantage in the tariff might be given to the mother country and the colonies over other countries. It would give a tremendous stimulus to Canada, the Northwest and British Columbia in particular, if an emigrant in the old country knew that grain raised in the Northwest had an advantage over grain raised in the United States, and it tended to induce him to come to this country. They could all see the enormous trade that was done in lumber, their staple articles, with Australia. If they had any advantages in lumber over that of the country to the south, the whole lumber trade of Australia would come to them. Those facts had especially come in his mind during the recent elections when the question of reciprocity was so often discussed. He thought that what the boards of trade throughout the country should endeavor to do would be to work up some such scheme. A matter has been informally brought up before them during the year. He said he referred to the question whether they could not get reciprocity with the Hawaiian Islands. He did not know whether these people desired to abrogate their treaty with the United States, but he thought it expired next year. A treaty with the Sandwich Islands was in his opinion the key to trade with Australia. Nothing would at any rate be lost by it, as they did not raise anything that was produced in Canada. All things came from the United States to those Islands, and they might just as well come from Canada. He thought that this matter should be taken up as soon as possible by the board as it was one of the greatest importance. He then thanked them for the assistance they had given him a President, and said he would be most happy to work in any connection with the board during the coming year.

W. Skeene then said he thought they should pay a vote of thanks to their president for the very able manner in which he had performed his duties during the year. He then proposed the following resolution: "That this board desire to place on record their appreciation of the great attention given at all times to the commercial interests of Vancouver by the retiring president, R. H. Alexander, and request that he may be pleased to accept this resolution as an unanimous expression of their respect."

E. White seconded this resolution, which was carried unanimously.

#### SECRETARY'S REPORT.

The Secretary, A. H. B. Macgowan, submitted his report, which is a very highly interesting document, and contains a vast amount of useful information concerning Vancouver and the province generally. The information is both statistically and otherwise, and this year's report cannot fail to be of a most interesting and instructive character. The following is a brief synopsis of the secretary's report which was presented to the board:—

Mr. Macgowan begins with numerous statistics as regards the city. The population is estimated at 17,500. The city assessment amounts to \$11,977,375, an increase of \$2,460,005 over the last year. Statistics are then given regarding the grading and improving of the streets, the schools, water supply, weather report, health supervision, customs, post office and inland revenue returns, business and trades of Vancouver and number of men employed. A short account of the British Columbia sugar refinery follows, after which Mr. Macgowan devotes some space to the shipping of Vancouver. The number of steamers owned at this port amounts to 25, with an aggregate tonnage of 1,032. The industry of shipbuilding is next touched on, and Vancouver is spoken of as being the probable centre of this industry at no very distant date.

An important portion of the work is that which deals with the lumber industry of Vancouver. Very concise statements and statistics are given of the amount of lumber turned out from each mill. The vessels that have come to this port as well as their destination are all mentioned, while the number of men employed at each mill, is also stated in detail. In another portion of the report the total number of the saw mills in the whole Province are given as well as the daily capacity of each. Various interesting facts concerning British Columbia timber, its strength &c. are also furnished. The various new industries of Vancouver are next dealt with, a paragraph being devoted to each. The Dry Dock, and Electric Tramway are also mentioned, while facts concerning the New Westminster and Vancouver Tramway and all the other tramways and railways which are either built or contemplated are furnished in full.

One of the most interesting and important features of the work is that which deals with the trade of British Columbia as a whole, and includes statements of the value of exports and imports in the aggregate and detail. The exports amount to \$5,763,467, and the imports to \$4,379,272. The value of the exports and imports for the previous three years are also given, and the increase is enormous. Statistics of the number of steamers and vessels employed in the coasting trade, including their tonnage, crews, etc., are given in detail, as well as statistics of vessels employed in the foreign trade. The total number of steamers employed in the coasting trade of the Province in 1890 was 3,032, with a tonnage of 1,386,569, while the number of sailing vessels was 160, and their tonnage 18,930, the increase over the previous year being very great. The total number of British and foreign vessels was 1,434, with an aggregate tonnage of 1,241,253. In 1889 the number of vessels was 535, and the tonnage 556,261, the number having been nearly trebled during the year. The exports of Victoria, New Westminster and Nanaimo, as well as the inland revenue returns

from those cities, follow next, while the exports from Victoria and Nanaimo to the United States are also furnished, full statistics being given regarding the same.

As in last year's report, special attention has been paid to the farming interests of British Columbia, and the secretary has dealt at considerable length with its resources in this respect. Samples of wheat grown in the province were forwarded to W. W. Ogilvie, of the Ogilvie Milling Co. for testing and he has given his opinion as to the quality of each. Mr. Ogilvie in one of his letters on the subject says he has no fears whatever of this province as a wheat growing district. Returns are then given of farm products from all parts of the province. Some enormous samples of cereals and vegetables have been grown in these districts during the year, a heat grown at Steveston, Lu'lu Island, weighing as much as 60 pounds. A considerable amount of space is devoted to the wants of farmers in these places. The returns received have stated that beet, flax, fruit and hops can be cultivated in most of these localities, while the results from wheat growing have been most encouraging. This portion of the report concludes with some remarks from the report of A. L. Pondrier D.L.S. to the Commissioner of Lands and Works, which says that the soil is of the richest character, abounding with water, wood and game, while there is plenty of room for thousands of settlers.

Valuable information has been given in the report concerning the fisheries for the past year. The salmon catch for 1890 was a most successful one, 409,461 cases being the total number for the year. The report then treats on the many advantages for fishing on this coast, the absence of storms, the facilities offered by the C.P.R., and the prices given for fish in the east. The various food fish that are found in these waters are then enumerated. The sealing industry is next mentioned, full statistics of the catch being given. In 1890 the catch was 43,315, and the value \$493,160 as against a catch of 35,310 valued at \$247,170 for 1889.

A considerable amount of space is devoted to the mineral and mining industry of the province. The statistics concerning the output of the alluvial mines for 1890 show a decrease of some \$177,046. Reports of the output and prospect of the various mines have been received by the Secretary and this information will doubtless form one of the most interesting features in the work. This portion concludes with a table of selected assays of ore from British Columbia, containing gold and silver. The tables have been extracted from Dr. Dawson's 'Mineral Wealth of British Columbia' and contains a vast amount of information.

The amount of boat building done during the year is then treated of, and this is followed by the failures in the province which have been very small, the total amount of liabilities being very little in excess of assets. The secretary has touched briefly upon the proposed line of steamers to Australia, and has weaved into his report a speech of Sir George Baden Powell, Conservative M.P., for Kirkdale, Liverpool, made to an enthusiastic throng of businessmen in the Chamber of Commerce on the subject of the new route from England to Asia via the C. P. R. The new route brings England within 21 days of Yokohama and Japan, and so would

# WHOLESALE MEN'S FURNISHINGS,

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SPECIAL INDUCEMENTS IN  
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# CORNELL, SPERA & COMPANY,

Corner Princess and Bannatyne Streets, WINNIPEG.

greatly increase the trade with that country. The journey would be 30 hours shorter than the United States route, and would undoubtedly be patronized by all. The new route would shortly capture a trade of £120,000,000 yearly. For military and other reasons the new route should be worked up, and Sir George stated that England would subsidise the line with £60,000 yearly for carrying the mails to China. Statistics of the trade done between the United States and Australia are also given, as well as a summary of the commerce of the Hawaiian Islands.

**ELECTION OF OFFICERS.**

G. E. Berteaux and John Hendry were nominated for the office of president. On the ballot being taken Mr. Hendry was declared elected. Dr. Whetham and R. Clark were proposed for the office of vice-president; Dr. Whetham was elected. A. H. B. Macgown was unanimously re-elected secretary. Gideon Roberson proposed a resolution to the effect that the council be increased to fifteen, which was seconded by Mr. Clute and carried. The following council was then elected: R. H. Alexander, R. C. Ferguson, W. Skeene, H. T. Ceperloy, J. C. Keith, C. E. Berteaux, J. C. McLagan, F. Cope, F. C. Cotton, E. White, D. F. Salsbury, W. Taylor, H. A. Jones, D. Webster, J. Rounsefell.

J. C. McLagan moved and R. A. Anderson seconded that, whereas: There is no postal car on the train which leaves Winnipeg for Vancouver on Wednesday, and in consequence the British and United States mails which arrive at the former place on that day do not reach here until Sunday; and, whereas, the said mails if forwarded on the day of their arrival at Winnipeg, would arrive here on Saturday, and

thus enable recipients to answer their correspondence by mail, instead of having to wait until Tuesday as under existing circumstances; Therefore, be it resolved: That this board request the representatives of this district to urge upon the Dominion Government the necessity for having the mails leave Winnipeg on Wednesday's for Vancouver and leave Vancouver for Winnipeg and all eastern points on Monday. Carried.

The following new members were then proposed and elected: H. A. Berry, Isaac Oppenheimer and H. McMillan.

W. J. Gallagher proposed that a committee consisting of McLagan, Salsbury, Cope, Webster, Ferguson, Taylor, Browning and the mover be formed to make arrangements for the reception of the SS. Empress of India. Carried.

W. Skeene brought forward, on behalf of Mr. Cotton, the resolution that all nominations for membership should be accompanied with a joining fee of \$25. Carried.

Mr. Berteaux thanked the members for the support they had given him, and stated that although not elected president, he would still do his utmost to further the interest of the board—*News Advertiser.*

**A New Live Stock Tariff.**

The New Canadian Pacific railway live stock tariff, from western points to eastern Canada, went into effect last week. It shows a reduction of about twenty per cent. compared with the tariff it supercedes, and has been adopted with a view of encouraging the stock raising industry in Manitoba and the territories. The rate per 100 pounds from a few of the principal shipping points to Montreal and C. P. R. sta-

tions west of that place in Quebec and Ontario, are here given:—

	-Car-loads-		-Train-loads-	
	Horses.	Cattle.	Horses.	Cattle.
Winnipeg	81	71	70	60
Portage la Prairie	84	74	72	62
Brandon	88	78	74	64
Moosomin	95	85	79	69
Regina	112	102	96	86
Moosejaw	118	108	97	87
Maple Creek	114	104	98	88
Calgary	116	106	100	90
Manitou	86	76	73	63
Deloraine	91	81	76	66
Carman	84	74	72	62
Glenboro	86	76	73	63
Souris	89	79	75	65
Rapid City	89	79	74	64
Birtle	91	81	75	65
Blincauth	95	85	79	69
Yorkton	104	94	87	77

The half-yearly meeting of the share holders of the Bank of British Columbia was held in London, England, in February last. The financial statement for 1890 showed that the capital stock had been increased from £500,000 to £600,000. The reserve has been raised from £115,000 to £200,000. The amount in circulation increased from £175,000 to £212,751. The bills discounted and loans increased from £1,600,000 to £1,951,229, on Dec. 31 last as compared with the same date a year ago. The statement of profit and loss was very satisfactory. The profit shows an increase of £10,000 as compared with the previous twelve months, and £18,000 as compared with the previous half-year. The net profit £53,443. It was proposed to pay a dividend of 6 per cent. per annum, which will absorb £18,000; also to pay a bonus of £18,000, or 3 per cent.; carrying to reserve fund, £3,000; and £9,443 forward to the next half-year. Mr. Robt. Ward, of Victoria, was present, and made an interesting address, in which he reviewed the great development of British Columbia during the year.



Traffic on the Great Lakes.

Freight transportation on the great lakes, for 1889, as reported to the census bureau by census special agents C. H. Keop and Henry C. Adams, present the tonnage by cargo, by port and by separate lakes and the St. Lawrence river. The total movement of freight in receipts and shipments on the lakes was 51,203,106 tons. Of this the products of mines and quarries represented 54.22 per cent. of the total. Lumber gave 23.84 per cent., and the products of agriculture 16.50 per cent., leaving a very small margin for other goods. The report shows that the average distance carried is 566 miles; and the total ton mileage is 15,519,369,000 ton-miles, or 22.6 per cent. of the total ton mileage of the railways of the United States.—Bradstreet's.

The Future Wheat Supply.

A recent report by Consul E. L. Baker, of Buenos Ayres, Argentine Republic, hints as to the boundless possibilities of wheat growing in the Argentine Republic. A few years ago the Argentine pampas were pronounced unfit for anything but grazing. President Sarmiento laid out a number of farms in the heart of Buenos Ayres, induced settlers to cultivate them, and proved that the country was even better adapted to grain growing than Kansas or Nebraska. Immediately this branch of agriculture began to increase, as the following will show:

Crop.	1875.	1884.	1883.	1882.
Wheat	271,436	686,000	824,000	1,035,000
Indian Corn	249,256	3,600,000	332,000	850,000
Total acres	520,832	1,016,000	1,056,708	1,885,000

Mr Baker gives the cultivated area as only 2,359,955 hectares (5,809,895 acres), while the total superficial area is 239,429,811 hectares (723,574,602 acres). That is, less than one hundredth part is at present cultivated. Sixteen years ago the republic was importing a large part of the breadstuffs consumed there. Now it is exporting corn and wheat. The country is exactly in the position of our western States when they lay for years as barren wastes. Fifty years ago the United States was importing breadstuffs, and within thirty years it had become a chief source of the world's supply of cereals. That a similar development is before Argentine agriculture is declared to be no longer doubtful.—Bradstreet's.

Southern Melon Fields.

The Baltimore Sun says that "the south Georgia melon-growers convention was held in Albany, Ga., the 19th of February. The object of the meeting was the consideration of increased acreage in melon this year, and to provide methods for the prompt handling and movement of the crop. It is thought the entire crop of south Georgia will be fully double that of 1890. Georgia and Alabama had 21,000 acres in melons last year. This season there will be at least 47,000 acres. South Carolina shows an increase of nearly 50 per cent over her 9,000 acres of 1890. The Louisville & Nashville and the Cincinnati road carried 35,000 carloads of melons last year. With 500 new fruit cars they expect to double the record this year."

The general stock of the estate of Cruick shanks & Co, Regiua, has been sold to Stobart Sons & Co., of Winnipeg.

Northern Pacific  
And Manitoba Railway.  
TIME CARD.

To take effect at 6 a.m. Sunday, Dec. 7, 1890.  
Central or 90th Meridian Time.)

North Bound			STATIONS.			South Bound		
Freight	Passenger	Miles from Winnipeg	Central Standard Time.			Passenger	Freight	Miles from Winnipeg
No. 119.	3rd Class.	No. 117.	No. 118.	1st Class.	No. 120.	No. 118.	1st Class.	No. 120.
11.30a	4.10p	0	11.30a	3.00a	0	11.30a	3.00a	0
11.05a	4.02p	3.0	11.37a	3.18a	3.0	11.37a	3.18a	3.0
10.45a	3.50p	9.3	11.51a	3.47a	9.3	11.51a	3.47a	9.3
10.25a	3.30p	15.3	12.05p	4.15a	15.3	12.05p	4.15a	15.3
9.55a	3.20p	23.5	12.22p	4.55a	23.5	12.22p	4.55a	23.5
9.40a	3.12p	27.4	12.30p	5.15a	27.4	12.30p	5.15a	27.4
9.20a	3.00p	32.5	12.41p	5.46a	32.5	12.41p	5.46a	32.5
8.55a	2.48p	40.4	12.57p	6.25a	40.4	12.57p	6.25a	40.4
8.30a	2.50p	48.8	1.12p	6.57a	48.8	1.12p	6.57a	48.8
7.55a	2.10p	56.0	1.30p	7.55a	56.0	1.30p	7.55a	56.0
7.20a	1.45p	65.0	1.50p	8.50a	65.0	1.50p	8.50a	65.0
6.30a	1.55p	68.1	2.05p	9.05a	68.1	2.05p	9.05a	68.1
9.12a	1.61	161	2.50p	9.55p	161	2.50p	9.55p	161
6.30a	2.50	250	2.00a	10.00p	250	2.00a	10.00p	250
1.30a	3.43	343	7.00a	11.00p	343	7.00a	11.00p	343
8.00p	4.53	453	7.05a	11.15a	453	7.05a	11.15a	453
8.00p	4.81	481	6.35a	11.15a	481	6.35a	11.15a	481
8.35p	4.70	470	11.15a		470	11.15a		470
9.30p								

Eastward.			STATIONS.			Westward.		
No. 4.	Atlantic Express	Miles from Winnipeg	Main Line Northern Pacific Railway.			No. 1.	Pacific Express	Miles from Winnipeg
No. 4.	Atlantic Express	No. 2.	No. 1.	Pacific Express	No. 3.	Pacific Express	No. 3.	
9.45a	2.87	287	9.10p		9.10p		287	
2.05a	4.97	497	9.27a		9.27a		497	
1.43p	7.98	798	8.40p		8.40p		798	
4.05a	10.49	1049	8.00a		8.00a		1049	
10.55p	11.72	1172	1.50p		1.50p		1172	
6.35a	16.54	1654	5.40a		5.40a		1654	
12.45a	16.99	1699	11.2a		11.2a		1699	
			11.00p		11.00p			
2.50p	19.53	1953	6.30a		6.30a		1953	
7.00a	20.80	2080					2080	

MORRIS-BRANDON BRANCH.			STATIONS.		
Freight	Passenger	Miles from Morris.	Freight	Passenger	Miles from Morris.
No. 140	No. 137	No. 138	No. 137	No. 140	No. 138
6.30p	12.50p	0	2.50p	9.00a	0
5.15p	12.27p	10.0	3.12p	9.45a	10.0
6.00p	12.01p	21.0	3.37p	10.32a	21.0
4.40p	11.51a	25.0	3.45p	10.52a	25.0
4.05p	11.3.3	33.5	4.08p	11.25a	33.5
3.28p	11.20a	39.0	4.19p	12.05p	39.0
2.40p	11.00a	49.0	4.40p	12.56p	49.0
2.27p	10.49a	54.1	4.51p	1.20p	54.1
1.53p	10.19a	62.1	5.05p	1.57p	62.1
1.26p	10.16a	63.4	5.23p	2.25p	63.4
21.00p	10.03a	74.0	5.35p	2.50p	74.0
12.40p	9.53a	79.4	5.47p	3.14p	79.4
12.12p	9.39a	85.1	6.00p	3.43p	85.1
11.45a	9.25a	92.3	6.15p	4.12p	92.3
11.05a	9.04a	102.3	6.35p	4.55p	102.3
10.30a	8.48a	109.7	6.52p	5.23p	109.7
9.25a	8.25a	120.0	7.15p	6.15p	120.0
8.38a	8.03a	129.5	7.33p	7.00p	129.5
8.02a	7.47a	137.3	7.57p	7.37p	137.3
7.25a	7.25a	145.1	8.15p	8.15p	145.1

Meals.  
Nos. 117 and 118 run daily.  
Nos. 119 and 120 run daily except Sunday.  
Nos. 147 and 148 run daily except Sunday.  
Nos. 140 and 137 will run Mondays, Wednesdays and Fridays.  
Nos. 133 and 139 will run Tuesdays, Thursdays & Saturdays.  
Pullman Palace Sleeping Cars and Dining Cars on Nos. 117 and 118.  
Passengers will be carried on all regular freight trains.  
J. M. GRAHAM, General Manager, Winnipeg.  
H. SWINFORD, General Agent, Winnipeg.

Manitoba and Northwestern Ry.

PASS Tuesday and Saturday	Miles from Winnipeg.	STATIONS.	PASS Monday and Fridays
LEAVE			ARRIVE
ar 12 00	6	Winnipeg	17 20
do 12 50	56	Portage la Prairie	16 30 do
14 45	91	Oludstode	13 55
15 50	117	Nepawa	12 28
16 45	135	Minnedosa	11 45
ar 17 45	160	Rapid City	10 10 do
18 24	171	Shoal Lake	9 57
19 45	194	Hirtle	8 53 do
20 25	211	Blinscarth	7 55
21 55			
ar 21 05	229	A Russell B.	7 15 do
21 32	236	Langenburg D.	6 48
23 02	262	Saltcoats D.	5 50 do
24 00			LEAVE

Meals.  
A Thursdays and Saturdays. B Wednesdays. C Thursdays and Saturdays. D Mondays and Fridays.  
If any passengers for stations between Winnipeg and Portage la Prairie, train will stop to let off, and when flagged to take on passengers.  
W. R. BAKER, Gen. Super't.  
A. McDONALD, Asst.-Gen. Pass'gr Agent.



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FAST TRAINS with Pullman Vestibuled Drawing Room Sleepers, Dining Cars and Coaches of latest design, between CHICAGO and MILWAUKEE and ASHLAND and DULUTH.  
THROUGH PULLMAN VESTIBULED DRAWING ROOM and COLONIST SLEEPERS via the NORTHERN PACIFIC RAILROAD between CHICAGO and PORTLAND, ORE.  
CONVENIENT TRAINS to and from Eastern, Western, Northern and Central Wisconsin points, affording an equalled service to and from WAKESHA, FOND DU LAC, OSHTON, NEKAH, MENASHA, CHIPPWA FALLS, LA CROIX, HURLEY, WIS., and IRONWOOD and BRUSH, MICH.  
For tickets, sleeping car reservations, time tables and other information, apply to Agents of the line or to Ticket Agents anywhere in the United States or Canada.  
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J. H. HANNAFORD, Gen'l Traffic M'gr, St. Paul, Minn.  
H. C. BARLOW, Traffic Manager, Chicago, Ill.  
LOUIS ECKSTEIN, Gen'l Passenger and Ticket Agent, Chicago, Ill.

Canadians, Attention!

Minneapolis & St. Louis Railway  
**Albert Lea Route**  
In connection with the Northern Pacific and St. Paul, Minneapolis & Manitoba Railways, will during the months of November, December, 1890, and January, 1891, run a series of

**CHEAP EXCURSIONS**  
To Ontario and Quebec Points.  
\$10 - FOR THE ROUND TRIP - \$10  
TICKETS GOOD 90 DAYS.  
Avoid delays and detentions in Chicago and other points by purchasing your tickets via the "Albert Lea Route."  
For detailed information call upon your nearest railway agent or write to  
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Gen. Ticket and Pass. Agt., MINNEAPOLIS.