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 CAPITAL PAID UP (sub., etc.).....\$1,335,000  
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 Accounts of Merchants, Traders, Manufacturers, Cor-  
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 This Branch has special facilities for making Collec-  
 tions in Manitoba and North West Territories. Lowest  
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 Advances made on Consignments to British or  
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**Two cars** Crosse & Blackwell's goods comprising  
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**COLD WATER****ALABASTINE.**

16 Beautiful Shades and White.

We would warn our customers against im-  
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ALABASTINE. Remember the Genuine  
Article is made in Paris, Ont., and will  
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WINNIPEG, FEBRUARY 13, 1893.

## The Value of Waterways.

The late accident to the coal fleet on the Ohio bears strong testimony to the advantages of waterways. The destruction of the coal, but more particularly the closing of the Ohio, which is frozen nearly solid, has suddenly advanced the price of fuel in all the country tributary to that river, and even further south on the Mississippi.

There are railroads to all the towns affected direct from the coal districts of Pennsylvania, Ohio and West Virginia, and it would seem an easy matter to get all the coal that may be needed by rail; but when it comes to a matter of this kind the railroads are compelled to admit that they cannot compete with the waterways in cheap transportation.

If the closing of the Ohio by ice for a few weeks can send up the price of coal 40 to 60 per cent, we can measure to some extent, at least, the value of water transportation, and how much coal would cost if we did not have a magnificent system of interior waterways to transport it directly from the mines to our very doors.—N.O. Times-Democrat.

## Short Hog Supply.

A feature of packing operations this winter is that the reduction in manufacture of cured product is relatively greater than the decrease in number of hogs handled, for two reasons— one, because the average weight is lighter; also, because the consumption of fresh product has not been reduced proportionately with the decrease in number of hogs.

Last winter's packing was 7,760,000 hogs, for which packers paid an aggregate of \$75,000,000. This winter's packing may be calculated as approximately 5,000,000 to March 1, for which packers will pay \$80,000,000, according to present indications, or more money than last year by 6 2/3 per cent, for about 33 per cent less product.—Cincinnati Price Current.

## Binder Twines.

*Firm Implements and Hardware*, a journal published at Minneapolis, Minn., says:—In considering the topic of binder twine, there is usually little attention paid to it but the hard fibre grades. There is a growing inclination in some sections to give more consideration to the soft fibres, and the time will not be long before they assume an important position in the calculation of twine handlers. From some cause jute and American hemp twines are this year lower than ever before, perhaps in sympathy with the lower price of manila, and perhaps from improvements in methods of manufacture. The firm of Smith & Train, Chicago, are making vigorous efforts to get American hemp twines in favor, and to them we are indebted for the following table, showing more conclusively than by any other method, the relative value to the consumer of the various grades of hard and soft fibre twines:—

GRADE OF TWINE.	Price per lb. cents.	Av. Lg'h per lb. feet.	Cost of 500 ft. cents.
Sisal . . . . .	8 1/2	475	.0884
Standard . . . . .	9	475	.0947
Standard mixed . . . . .	9 1/2	525	.0904
Manila . . . . .	10	600	.0833
Pure Manila . . . . .	10 1/2	650	.0798
A 1 American Hemp . . . . .	8 1/2	550	.0772
Extra India Hemp . . . . .	7 1/2	500	.075
Standard Hemp . . . . .	7 1/2	550	.0681

According to this tabulated statement, the price of hemp twine of any goods is lower than any other kind, the pure manila ranking next. When it is remembered that pure manila has displaced sisal in many places because of the relative economy in its use, it is reasonable to suppose that a demonstration of the cheapness of the jute and American hemp twines will eventually lead to another change, this time to the soft fibre twines.

It is but just to state in this connection that the grades of sisal, standard and standard mixed, are usually credited with respectively 500, 500 and 550 feet to the pound instead of 475, 475 and 525 feet, as given in the tabulated statement. This would work a slight reduction in the cost per 500 feet of those three grades, but would not bring them as low as the soft fibre twines, nor even on a par with the manilla twines. The National Cordage company has withdrawn its quotations from the market, and called its traveling men in, and speculation is rife as to the cause. The supposition is that an advance in price is contemplated, and that at an early date it will be announced. This will afford more than ever a reason for seeking a cheaper article, and the opportunity was never better to investigate the merits of the American hemp and jute twines, which will be found occupying a position of unprecedented importance in the twine markets and calculations by the next season.

## Cattle Quarantine Declared.

Secretary Rusk, of the United States has issued an order reciting that whereas under the act of August 30th, 1890, the department of agriculture requires that all cattle imported into the United States from Great Britain and the continent of Europe must be held in quarantine for a period of ninety days; and whereas it has recently been officially declared by the authorities of Great Britain that cattle imported into England from the Dominion of Canada have been affected with contagious diseases, known as contagious pleuro-pneumonia, and have communicated the same to British cattle, and that said disease exists in the said Dominion of Canada, and whereas the existence of that disease in Canada is injurious to the stock interests of the United States, and the lack of quarantine might again lead to the introduction of this destructive disease into the United States, which disease has recently been exterminated at great

expense, it is ordered that all cattle to be imported from the Dominion of Canada into the United States are hereby made subject to the regulations of the department of agriculture of October 13th, 1890, and the exceptions contained in the third and sixth regulations of said date and applicable to Canadian settlers are hereby rescinded and cattle imported from Canada are subject to the same condition and requirements as if they were imported from Great Britain or the continent of Europe. It is further ordered that all meat cattle imported from the Dominion of Canada must be entered at the port of Buffalo, N.Y., which is hereby designated as a quarantine station, and as much of regulation I of the regulations of the department of agriculture of October 13th, 1890, and all other ports of entry along the Canadian border as quarantine stations for cattle are hereby suspended.

## Production of Precious Metals in 1892.

According to the report of Mr. Valentine of Wells, Fargo & Co., there appears to have been a decrease in the output of the gold and silver mines in the United States in the year 1892. As regards gold the decrease was only about \$500,000, but that makes it less than for either of the past six years. The production of lead also shows the moderate decrease of \$950,000. But the production of copper greatly increased, from \$13,261,663 in 1891, to \$19,370,516 in 1892, which is a gain of \$6,108,853. The value of the silver produced in 1892 is given as only \$50,607,691, against \$60,614,004 in 1891, but this difference in value is to be attributed largely to the low price of silver bullion which prevailed, the estimated average value in 1892 being 87c per ounce, while the estimate for 1891 is 98c per ounce. The actual decrease in quantity was about 3,631,365 ounces, the product of the American silver mines being indicated to be in 1891 about 61,851,020 ounces and 1892 about 58,169,655 ounces. The Mexican silver mines on the other hand appear to have increased their output from 43,977,551 ounces in 1891 to 52,586,207 ounces in 1892, showing an increase of 8,608,656 ounces. Thus it appears that the aggregate production of the two countries in 1892 was about 110,755,862 ounces against 105,728,571 ounces in 1892, a gain of over 5,000,000 ounces. Taking the two countries together there has undoubtedly been an increase in the output of silver, but as the estimate is based upon an assumed price of silver bullion the quantities may not be accurate, although they may be approximately so, and seem to indicate that the quantity of silver bullion finding a market in New York was larger in 1892 than in 1891.—Cincinnati Price Current.

## Weather and Crops in Europe.

From the North Cape to the Riviera and from the Bay of Biscay to the Caspian Sea "Winter presides in his cold icy car," and with little exception has flung a mantle of snow over the wheat fields of Europe. Complaints as to covering being insufficient to protect from frost are heard from the regions round about Odessa, but this deficiency apparently has been rectified, as yesterday's advices spoke of heavy snow in the Crimea and Southern Russia. In North America also winter is unusually severe, with the natural result of blockaded communication and congested traffic. Even the North of Africa has not escaped the touch of winter, and snow has fallen heavily in Algeria and Tunis, causing gratification on account of its beneficial influence upon the young crops. In England the action of frost on the heavy clay lands is regarded with satisfaction. Compared with the continent our snowfall is moderate, but no serious complaints are made as to condition of the winter sown cereals. The entrances to Danubian and Russian ports remain blockaded; the narrow waterways which constitute the Northeast passage to the Baltic are rendered impassable, and the harbors and bays of Denmark, North Germany and Northern Russia are full of ice.—[From Dornbusch, Jan. 20,

## SPRING TRADE, 1893.

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GODFRICH—Goderich, Ont.	1000 " "		



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WINNIPEG.

# The Commercial

WINNIPEG, FEBRUARY 13, 1893.

## BRITISH IMPORTS OF FOOD STUFFS.

The United Kingdom is by far the largest importer of food products in the world. In 1891 the imports of such commodities amounted to the enormous sum of £115,246,000, or equal to £3 per head of the population of the country. Of the total, grain and flour represented nearly one half, amounting to £53,200,000. Dairy and orchard stuff took second place with £57,100,000, and dead meats third, with £20,100,000. All three classes showed increases in comparison with former years, except meats, which showed a slight decline. In imports of living animals there was quite a sharp decline, imports for 1891 being £9,246,000, as compared with £11,216,000 in 1890.

What gives most cause for thought about these vast imports of food stuffs, is the assertion that it is unnecessary. Some British economists claim that the country is capable of producing all these products in sufficient quantities to supply the home demand. But with the market right at their doors, and the advantage of freights, etc. in their favor, the British farmers are not holding their own with the imported products. This is especially true of cereals, which show a decline in area almost from year to year.

It does seem strange that there should be such a large area of idle land in Great Britain, when there is such an unlimited market at hand, and to bring these lands into cultivation and increase the agricultural production of the country, should be a matter for the earnest thought of the nation. It may, however, be stated that the assertion that the United Kingdom is capable of producing all the food requirements of its people, needs some qualification. We will take the item of wheat only, as an example. It may be true that if all the idle land were brought under cultivation, the country could produce a sufficient quantity of wheat and other cereals, but something more than quantity is wanted. There is the question of quality which must be taken into consideration. In wheat, the demand for the home grown crop is limited to a certain quantity. English wheat is valuable, up to a certain point, for mixing with foreign wheat. No matter how much wheat could be produced, only a certain quantity would be required for mixing. There would still be a demand for foreign wheats, to supply qualities not found in the soft home-grown wheats. If, therefore, the production of British wheats were increased to a point beyond the natural requirements of that class of grain, the price would be greatly depressed. It is, therefore, not true, as some British economists claim, that the country is capable of producing all its requirements, at least in the item of wheat; for there is a demand for a quality of wheat which the country is not capable of producing at all, either in small or large quantities.

Wheat, however is only one product, and with the home demand for agricultural products so vastly in excess of the home produc-

tion, it is beyond comprehension that there should be so much idle land in the United Kingdom, and that the people should be content to allow foreigners to supply them with so much of what they could produce at home. Besides the ordinary economic aspect of the case, there is the unpleasant thought of the dependence of the people upon foreigners for their food supply. With this dependence upon distant lands for food, there is always the possibility that this supply may be cut off on short notice at any time by war. This thought must be a matter of some uneasiness to the British people at times.

## IMPLEMENT SALES TOO LARGE.

An intelligent farmer who visited THE COMMERCIAL office this week, in discussing the implement question, said that the great crime of the implement men was, that they sold goods altogether too freely on credit. In my district, he said, I know of farmers who have secured full outfits of implements on credit, though they were not in a position to make them safe credit customers. In fact, some of them really had no basis for credit. He then went on to show how this free sale of implements on credit is an injury. In the first place, said our visitor, farmers will buy implements before they are greatly in need of them, because they can obtain them on long terms of credit. Farmers with a limited area in crop, he said, would be better off if they would take a cradle and cut down their grain, instead of buying a binder which they are unable to pay for.

He then went on to describe how careless most farmers are in this country with their implements, leaving them exposed to the weather, etc. Many machines, he added, are cast aside and new ones purchased, when the old ones might be made to answer very well for years longer, with proper care. But the agent is around advising the farmer to have a new machine, and knowing he can get the machine on credit, the farmer casts aside a machine which might be made to do service for some time longer, and buys a new one.

Regarding the reports that the implement men are pushing very hard for collections, our visitor said he thought they were more active this year than usual, but that they had been too easy in the past, and this had encouraged farmers to buy on credit. He thought that if they would turn in and push collections hard it would be a benefit to the farmers, as it would deter them from buying so freely on credit in the future. If they knew they would be compelled to pay up promptly, there would not be half as many implements sold.

We give these statements as the substance of the remarks of a successful farmer, who has worked his own way up to a comfortable and independent position, and our readers will observe that they agree with much that THE COMMERCIAL has said upon the question.

The numerous letters appearing in the papers about the implement men are generally devoted to the complaints that they are too severe in enforcing payments; that they are demanding security for sums of money due them, when they cannot get the cash, and that they charge exorbitant rates of interest. The complaint THE COMMERCIAL has to make against them is,

that they sell too freely on credit, and urge farmers to buy on credit, frequently for implements they could get along without. We fully believe the statement made above by the farmer, that the implement men have been too lenient often with customers. If the farmer thoroughly understood that he would be compelled to pay for the implements at the time mentioned in the notes given for them, the sales of implements would certainly be vastly reduced. But they do not buy implements on this understanding. Their idea is that they will pay the notes when due, if it is convenient for them, but if not, it will be all right, and there will be no difficulty in having payment deferred until it is convenient for them to meet them. This again brings us back to the loose and slovenly credit system prevalent in the implement and other branches, as the great cause of much of the ills of the farmer. It is acknowledged universally that the sales of implements—nearly all on credit at long terms—are entirely too great in proportion to the requirements and production of the country. If it were understood that payments must be made sharp on time, sales would be greatly reduced—perhaps one half, as stated by our farmer visitor previously quoted. Therefore, by reducing sales of implements, it would in the end be a benefit to the country to have it understood that payments must be made promptly.

## WHEAT PRICES.

The highest price reached for regular No. 2 wheat at Chicago during January, was 83½ cents for May delivery, on the 16th. The lowest price for May wheat was 76½ cents on the last day of the month. Wheat opened at 78½ cents per bushel on the first day of January, so that the price on the last day of the month showed a decline of 2 cents from the first day of January. The range of prices during January was a little higher than during December, the lowest price being 2½c higher than December, and the highest price about 5 cents higher than December. There was a little sport in prices during January, which carried values up about 5 cents per bushel, prices reaching their maximum about the middle of the month, after which values steadily declined to the close. The bull movement was therefore short lived, and probably an expensive occurrence to many operators. Wheat had been low in price so long, that no doubt many decided when the advance set in, that the long expected upward tendency had been reached, and prices would rule permanently higher. On this theory there would be brisk speculative buying on the bulge, followed by quick disappointment as prices again receded.

The outlook for wheat prices now depends mainly upon crop conditions. If the winter crop comes through in good shape, and the spring is favorable for seeding, there is little prospect of a very strong upward movement. On the other hand, any widespread damage to the winter crop, which is now approaching its most critical period, could hardly fail to stimulate values.

The hardware store of Mr. Ashdown, at Mordon, Man., has been improved and the depth has been increased by about 20 feet.

### Flour Making in South America.

It is interesting to note the rapid commercial and industrial development of Latin America, and particularly of the wheat and milling industries in the Argentine Republic, as shown in the bulletins of the Bureau of American Republics, which are issued from Washington. A recent bulletin contains a mass of figures and data, many of which are brought down to the present year. With regard to the milling industry we learn that there are in the city of Buenos Ayres no fewer than 23 steam flour mills of modern equipment, besides five cracker factories. In former years the Argentine was an importer of breadstuffs from the United States, and in 1890 she purchased to the value of \$72,401, but in 1891 the imports of all breadstuffs from that country had been reduced to the insignificant sum of \$204. There are no officially collated statistics regarding Bolivia, but it is stated that the department of Cochabamba, until within a few years, has produced sufficient flour for the consumption of the country, and importation not exceeding in value \$150, from the United States, now helps to supply what deficiency there may be. Until the establishment of two large mills at Rio de Janeiro a few years ago, Brazil imported practically all their flour. The total importations of flour into Rio amounted in 1888 to 389,114 barrels, and in 1899 to 377,833 barrels, or 11,281 bbls. less than the previous year, notwithstanding the increased consumption. The flour imports from the United States in 1898, according to the American Consul at Rio Grande do Sul, declined over 3,306,000 pounds, as compared with those of 1899, and as the importation from Austria, Chili, the Argentine and Uruguay also fell away, the decrease is attributed to the output from the Rio Janeiro mills. The decrease in the exportation of breadstuffs from the United States to Brazil for 1891 also shows a decline; in 1889 the total value amounted to \$4,103,051, which in 1890 increased to \$4,973,656, but in 1891 fell to \$4,386,121.—*The Roller Mill.*

### Price of English Wheat.

Among the many letters to the *Times* which the discussion on "The Present and Future of English Wheat" has provoked, not the least practical is signed "W. T. Bates," a name sufficiently familiar to readers of *The Miller*. Mr. Bates contends that the imposition of a duty of 5s. or 10s. a quarter on foreign wheat would not at the present moment be of much help to the British wheat grower, because the quantity of native wheat which the miller can use in the best of seasons is limited. When English wheat is in prime condition its share of a mixture, taking an average of the British milling trade, can hardly exceed 50 per cent.; but at the present time, when it is moist and out of condition, the demand for it is necessarily restricted. "Put on a duty," says Mr. Bates, and you will doubtless compel the miller to pay more for the American or Russian wheat, which he must use if he is to produce a flour that will bake such bread as the public are accustomed to eat. That duty will therefore raise the price of bread, but it will not raise the value of British wheat, which as long as it continues out of condition must remain neglected. On the other hand, as there is no unlimited demand for English wheat, any artificial stimulation to its production would in the end inevitably lower the price, as there would be so many more sellers offering on the market an article for which the demand is, and must remain, limited so long as the taste of the bread-eating public remains what it is. As to the quoted values of English wheat, they are, it may be safely promised, unprecedented in modern times. Just before Christmas good samples of Lincolnshire wheat were selling on some markets for 22s. 6d. the quarter, while inferior sorts were only disposed of at a still lower rate.—*London Miller.*

### Agricultural Depression in England.

A large and influential meeting of agriculturists in the county of Essex was held at the Shire Hall, Chelmsford, on the 16th ult., to consider the present condition of agriculture. Lord Rookwood occupied the chair, over 600 persons from all parts of the country being present.

Jos. Smith, J. P., moved the following resolution: "That in the opinion of this meeting the agricultural industry of the county of Essex, after many years of acute depression, has now reached a position so extremely critical that it is the undoubted duty of the Government to initiate a thorough and immediate enquiry with a view to remedial legislation."

After some discussion, J. S. Gardiner moved an amendment to omit the latter part of the resolution after the word "critical," and to insert the words, "and that it is the duty of the Government at once to introduce remedial legislation." Robert Hasler, C. C., of Great and Little Dunmores Mills, moved that the following rider be added:—"And further, that such legislation should include the imposing of a substantial duty on manufactured articles, and also make it illegal to sell as ale or stout, beverages made from other ingredients than barley, malt and hops." He pointed out that this would put a stop to the large importation of flour, but might at the same time slightly increase the amount of wheat sent in. The raw material should be sent in free; it should be manufactured into flour at home. (Hear, hear; and a voice: "You're a miller." Laughter.)

J. B. Frankham seconded the amendment. Lord Brooke, of Great Easton Lodge, said, "I know there is nothing but destruction before us agriculturists unless we have protection; but it is useless asking for it at present. I don't want to cry about poverty, but I have spent since I have been at Easton £60,000 or £70,000 on farm buildings on my estate. I have spent in many cases five or six years' rent on farm buildings; and now I find my tenants are barely paying me sufficient to pay tithes, rates and taxes on my property. If this goes on, I shall have to shut up my house. What will be the result? Why, that those who have been in the habit of receiving employment all around me will have to go; and I shall see the town of Dunmow, like many other small towns dependent on agriculture, going down hill faster than ever. In the course of the next few years I am sure a great many will feel more than they do now this agricultural depression. (Hear, hear.)"

Mr. Hasler then withdrew his amendment, and the original motion as amended by Mr. Gardiner was carried unanimously.

### London Fur Sales.

Phillips, Poltzer & Co., of London, England, report as follows on the recent rates: Hudson's Bay Company's sale: Beaver advanced 12½ per cent.; muskrats advanced 5 per cent.

C. M. Lampon & Co.'s sale: Mink advanced 40 per cent.; marten advanced 30 per cent.; Russian sable and muskrats, other than firsts, unchanged; muskrats, firsts, advanced 35, black, 45 per cent.; Japanese foxes advanced 5, Australian opossum, 15; wallaby, 20, and bears 10 per cent. Raccoon, first, unchanged; seconds, advanced 15 and others advanced 35 per cent. Skunk, black, advanced 10; striped advanced 35 per cent.; American opossum 20, and gray foxes advanced 15 per cent. Northwest coast seals advanced 7½ and Lobos Island advanced 3s to 40 per cent.

Culverwell, Brooks & Co. offered January 18, in addition to monkeys, 40,000 chinchillas, 50,000 Australian opossum, 1,000 goat rugs and sundry small articles.

Flack, Chaudler & Co., January 19, offered in addition to monkey, 30,000 Australian opossum and various small lots of furs and skins.

Dyster, Nadler & Co., January 19, offered 14,500 wallaby and 50,000 Australian opossum.

A. & W. Nesbitt, January 19, in addition to monkey, offered 1,000 otter, 140,000 Australian opossum, 500 tigers and leopards, 120 Polar bears, 10,000 wallaby, 6,000 Thibet lambskins, 750 Thibet stink crosses, 500 Thibet lamb crosses, 400 sheep crosses, 3,500 grebs, 9,000 Japanese marten tails, 70 sheep coats and 110 Thibet lamb coats.

Anning & Cobb, on January 19, offered 1,500 Thibet lambskins, 150,000 Australian opossum, 3,000 wombat, 132 marten tails, 2,130 sable tails and 5,000 wallaby and kangaroo skins.

### Intelligible Price Marks.

Very few stores now adhere to the old plan of cipher marking. Experience has proved that a majority of customers prefer goods to be marked in plain figures, no one liking the idea of two sets of figures unless he is sure he is among the favored ones who get the benefit of the lower scale. It is said to be the practice with the medical fraternity of some towns to grade their charges to patients according to the style of house in which they live, and the same idea prevails so much as to retail stores that ladies have been known to send servants down to stores because they could get a larger discount. Other ladies are careful never to dress very well when shopping, and this shows how firmly the impression prevails that a genuine one-price store is a novelty. The easiest way to get over this impression is to have every article marked in plain figures, so that the customer may see that one price prevails for all. This is easier than arguing that the abuses feared are reminiscences of the old days when the evils of caste were much more rampant than now, for experience proves that the fear certainly exists, no matter how absolutely it may be without foundation. Ten years ago part of the education of a store clerk used to be the mastering of the cipher plan adopted in marking, but this is now quite a small matter. As already stated, most stores mark their goods in plain figures, and the few that do not, a lopt a very simple plan for denoting the price.—*St. Louis Globe Democrat.*

### Hogs and Wheat.

There is more than usual discussion of the problem of what to introduce to replace wheat in part. Flax has been quite extensively adopted in many portions, and now since pork has been so high, attention is turned to that. On that subject the *Grandin, North Dakota, Chronicle* says there is no reason why the number of hogs raised in North Dakota should not be tenfold greater than at present. All kinds of grain suitable for feed are extremely low, and pork in eastern markets is inordinately high. Present values are higher than they have been since 1883, and only once since 1882 have they exceeded the present prices.

W. H. West, of Arden, Minn., has disposed of his bakery business to John Hockin, and will move to Virden, where he will continue his sewing machine business.

The government has received notice from the French government that the tariff has been removed from the agricultural and kindred products of Canada imported into the island of St. Pierre, on the Newfoundland coast. A considerable trade in cattle, farm and dairy products has been carried on for years between Eastern Nova Scotia and St. Pierre, which is the headquarters of the French fishing fleet. The remission of duty will be quite a benefit to the farmers of Cape Breton.

Michael McConnell, of Toronto, the largest wholesale wine merchant in Canada, is in financial difficulties owing to the depression in real estate. It took \$100,000 ready cash to carry on his business. The estate will pay everybody in full but McConnell's fortune will be seriously impaired. His affairs are very much involved and no statement of liabilities and assets can be obtained.

**WELSH BROS.**  
Wholesale Dealers in  
**FLOUR, FEED and GRAIN**  
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N.B. - Correspondence Solicited. Box 787

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**Special Notice.**

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Our customers may have sorting orders filled promptly from stock on hand. We solicit Letter Orders and promise

**PROMPT ATTENTION.**

Our Travellers will be here shortly with full lines of Samples, of New lines and designs, of all our specialties in Gloves, Mitts and Moccasins for season

**1893.**

**Jas. Hall & Co.**

Brockville, December, 1892.

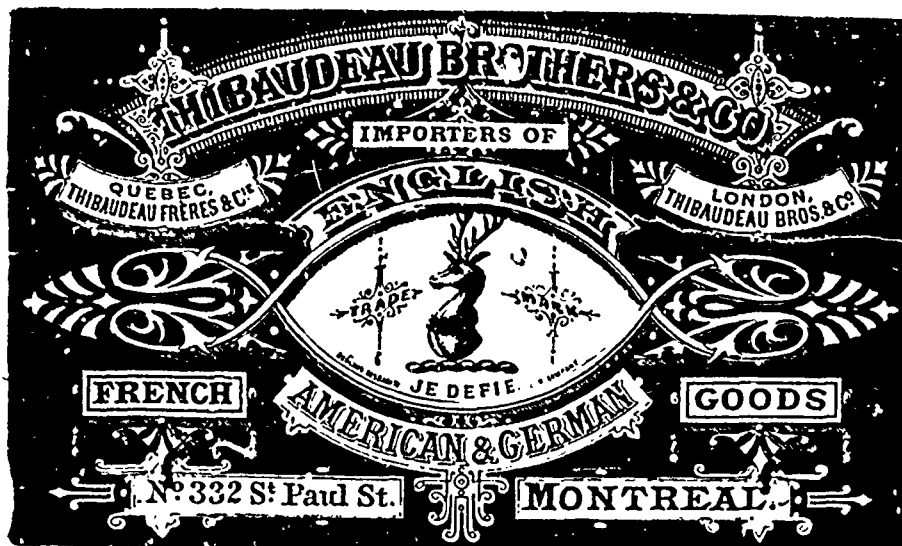
Those having **WHEAT** to Sell

will consult their best interests by consigning it to

**WILLIAM GREEN**

GRAIN, FLOUR and FEED. Car lots.

34 Yonge St., Toronto, Ontario. Opposite Board of Trade. I buy large quantities of flour from Ontario millers and have special advantages for selling them **WHEAT ADVANCES MADE ON CONSIGNMENTS.** Specialty of ungraded wheat. Send large samples and quotations.



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**MEN'S FURNISHINGS.**

MONTREAL.

We will show this season the latest Novelties in Neck Wear, "Newest Styles Out," controlled only by us; thousands of patterns to select from. Big range in Underwear, in Silk, Natural Wool, Balbriggan, Lisle and Silk, Silk and Wool. Grand range in top Shirts, Braces, Hosiery, Belts, Waterproof Coats and Umbrellas. Please wait for us, our representative will soon visit you.

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

**COCHRANE, CASSILS & CO.**  
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MONTREAL.

Manitoba and N.W.T. Agency: J. M. MACDONALD  
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**PURE VINEGARS.**

Manufactured Solely under the Supervision of the  
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**Mixed Pickles, Jams, Jellies and Preserves**

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## BLACK TEA.

½lb, 1lb and 2lb Metal Canisters, packed  
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The best article in the market—No grocery stock is  
complete without it. Prices mailed on application.

THE TRADE ONLY SUPPLIED.

Perfect Gem Vegetables and Fruits, California Evaporated Fruits,  
New Turkish Prunes, hds, bbls and cases, English Malt Vinegar in  
quarter casks, West India Molasses, New Cheese

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Wholesale Grocers,  
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**WM. B. HAMILTON, SON & CO.**

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**BOOTS, SHOES AND RUBBERS,**  
15 and 17 Front St. East, **TORONTO.**

Represented in Manitoba, Northwest Territories and British Columbia by **ALBERT FRENCH.**

### NEW CURING!

Sugar-cured Hams, Breakfast Bacon,  
Spiced Rolls, Long Clear Barrel Pork  
and Pure Lard now ready for ship-  
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### Try Our Fresh Pork Sausage.

Ship us your **DRESSED HOGS,**  
Poultry, Butter and Eggs.

**Highest Market Prices.**

ORDERS AND CORRESPONDENCE SOLICITED.

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PORK PACKERS, WINNIPEG.

## HOGS WANTED

Hams, Bacon, Rolls, Long Clear,  
Pure Lard, Lard Compound  
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## PORK SAUSAGES

W. ALLEN, Pork Packer, Winnipeg.

SAMUEL HOOPER, DEALER IN MONUMENTS, HEAD  
Stones, Mantle Pieces, Grates, Etc. Special designs fur-  
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**HO!** IMPROVED  
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Put up in neat paper packages and packed (3)  
three doz. in a case. Price per gross not \$12.  
GUARANTEED STRICTLY PURE.

**HORSERADISH**—Put up in 16 oz. bottles,  
2 doz. in a case. Price per doz. \$3. Patronize home in-  
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**J. S. Carveth & Co., Winnipeg,**  
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Awarded First Prize for Job Printing  
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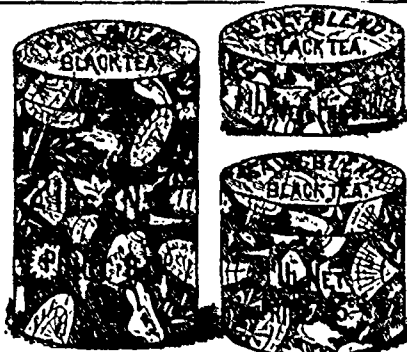
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Is the best imitation of Stained Glass Windows ever in-  
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on hand. Good profits to dealers.

—SEND FOR PARTICULARS TO—

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MONTREAL.

**Manitoba.**

Coatsworth & Co., butchers, Carberry, sold out to Thos. H. Revoe.

Stewart & Kelly, general store, Methven and Estovan, dissolved.

W. S. Hefron, & Co., general store, Eimer son, moving to Winnipeg.

J. R. Stone & Co, dry goods, Brandon, have dissolved partnership, Harper retiring.

J. A. Johnson, confectioner, Brandon, closed out under chattel mortgage.

J. A. Macauley, dry goods, clothing &c., Portage la Prairie, assigned.

Winnam Bros. have commenced business as implement agents at Manitou.

Donall McDougall, for some time proprietor of the Commercial house Assin, is dead.

T. E. Gilmour and W. H. Hastings, Winnipeg, have formed a legal partnership under the firm name of Gilmour & Hastings.

Thos. Adair, jeweller, Winnipeg, called at THE COMMERCIAL office last week to deny the report that he was giving up business. He is still in the field, though he has made some changes in his business.

Notices are out for the annual general meeting of the Western Retail Lumbermen's association to be held in Friendship hall, McIntyre block, Winnipeg, on Monday evening, 13th February, for the election of officers, etc.

The Brandon Times has changed hands. The company which controlled it having sold out to W. Huston, late of the Brantford *Expositor*, and Robert Hall, of Brandon. J. M. Robinson will now devote his whole time to the Portage la Prairie *Review*.

W. D. Pettigrew, formerly manager at Winnipeg for Jas. Robertson & Co., wholesale hardware, is taking some agencies and will establish himself here as commission and manufacturers' agent. He is open for a few good agencies. THE COMMERCIAL has no hesitation in recommending Mr. Pettigrew to the commercial community.

Cooke's general store, stock and furniture at McGregor was burned last week. H. B. Fryer's hardware store was also destroyed; the stock and furniture were saved but badly damaged. Cook's loss about \$9,000; insurance \$4,000. Fryer's loss \$2,000; insurance \$1,000. Watson's furniture stock was damaged about \$300 from removal. No insurance.

**Alberta.**

The Edmonton *Bulletin* has... enlarged and improved.

The contract for building the new Calgary postoffice, which is to cost \$40,000, has been awarded to Major Stewart of Ottawa.

Eight hundred and fifty-eight homestead entries were made in the Edmonton land office in the year 1892. Twenty-two entries had been made up to January 24th 1893.

Word has been received at Calgary that Elliot's hotel at Cochrane, twenty miles west, on the Canadian Pacific railway, has been totally destroyed by fire.

**Assiniboia.**

Wm. Walley, general store, Saltcoats, has assigned.

**Saskatchewan.**

C. E. Steele, head of the milling department of the Hudson's Bay Co., has gone to Prince Albert to inspect the company's mill at that place. This mill is old style prices, with some modern machinery. It is proposed to remodel the mill.

**Northwest Ontario.**

Captain Harry S. Davis, of Fort Arthur, is building a steamer which is to be used in the fish trade. It is seventy-five feet keel, sixteen

feet beam and is to have a steel boiler and compound engine, and is to make twelve knots per hour.

The binder twine machinery will be ready for operation in the Kingston penitentiary on July 1st. The output will be 500 tons per day.

A Toronto dispatch announces the incorporation of the Gurney-Tilden company, of Hamilton. The E. & C. Gurney company has been dissolved, Edward Gurney continuing the foundries and warehouses at Toronto and Montreal, while Charles Guiney takes charge of the Hamilton and Winnipeg houses. J. H. Tilden, whose name is associated with the new corporation, has been the manager of the Hamilton foundry and warehouse for years. The Winnipeg house will be continued under the management of J. Burridge as formerly, though in future it will be known as the Gurney-Tilden company.

The Winnipeg Grain Exchange held a meeting last Wednesday when the following resolution was unanimously adopted: "Whereas in the opinion of exchange it would be of the greatest benefit to trade and commerce of all the provinces of Canada, if a fast Atlantic steamship service was established for transportation of passengers and freight between the United Kingdom and Canadian sea board; therefore be it resolved that this Exchange desires to express its sense of the importance of securing the establishment of such first-class Atlantic steamship service at the earliest possible date, and would respectfully urge the parliament of Canada to give liberal assistance to any responsible company, able and willing to undertake this important enterprise."

A correspondent sends us the following account of a business incident at Fort William. "Reading the commercial papers from week to week, it is not an uncommon occurrence to hear of business firms, from various reasons, making assignments or compromising at so much per cent. on the dollar. But seldom do we hear of business men, for want of goods, walking out of their shop in disgust and locking the door after them. We refer to the firm of McCarthy & Kelso, butchers, of this town, who no doubt like many others, think that all that is needed is to put out their shingle, expecting money to flow into their treasury without any exertion on their part. This firm started in business about two and a half months ago, without capital and without business habits. But by cutting prices in their line, succeeded for a time in securing a share of the trade until an order was put into the bailiff's hands for rent. This along with a long-looked-for car of beef, which was coming from Manitoba, much to their surprise was shipped to the order of the bank, and money being scarce and collections slow, nothing remained but to give up in despair, this therefore being an actual case of freeze-out. The senior partner did not attend closely to business, being too fond of having a good time."

**Railway Rates in the United Kingdom.**

Judging from statements appearing in the English press, the new rates made on the railways of the United Kingdom have led to a considerable amount of protest from traders. Complaints are made against the new rates by farmers, vegetable-growers, coal merchants and manufacturers on the lines of different railways. The statements so far made about the rates appear to be in some respects contradictory. In some quarters the complaint is made that rates in general have been largely increased. From other quarters comes the statement that the reductions outnumber the increases. Railway managers express the opinion that the new rates will involve considerable losses to them. As a matter of fact, too short a time has elapsed since the rates went into effect to afford an opportunity for estimating the results of them with any

approach to accuracy, or even for generalizing to any considerable extent as to the directions in which the effects of the new rates are most felt.

There is one direction, however, in which the new rates appear to have had a distinct and palpable effect. The railroads appear to have in many instances at least, adopted the policy of making up for the losses they complain of under the new rates by withdrawing among other things concessions as to the amounts representing a given weight, which traders have come to regard as a right instead of a privilege. Furthermore, as the London *Financial News*, which devotes some space to a discussion of the subject says: "Having been hit heavily in the aggregate by the fixing of maximum rates they have also endeavored to find some compensation by raising rates on small consignments to the full limits of their powers." Upon this subject the journal quoted says:—

"It is all very well to say that the theory of rating the traffic at 'what it will bear' is obsolete and iniquitous; but the proof of the fallacy of 'maximum rates,' as now imposed, is that the companies, being deprived of any discretion in cases where high rates could be borne without discomfort, are endeavoring to enforce their strict rights on traffic which cannot even bear the terms authorized by legislation. According to W. M. Acworth, the capital invested in British railways returns less than 4½ per cent. all round, a yield which cannot be considered excessive, and which differs largely from that obtained from investments in gas, water and other important industrial undertakings. The hard and fast line concerning maximum rates, while it has indubitably reduced the charges on traffic in the aggregate, has had the effect also of changing the incidence of rates, and obliging the companies, in self defence, to shift the burdens on to the shoulders of those least able to bear them—viz, the small traders; but it is claimed also that the withdrawal of the former wastage allowance as regards coal and the change in the minimum weight of iron goods which the companies now consent to receive at low rates, are equivalent to a heavy increase in charges. This, no doubt, is so to some extent; but has the consumer ever benefited by the profit that the colliery owners and coal merchants enjoyed from being allowed to ship 21 cwt. as the measurement of a ton of coal? We confess to being very skeptical on this point."

One point brought out by the London journal is that what is known as the long and short haul clause in the United States attracted little or no attention from the British legislators. Upon this point it says. "It seems curious that recent legislation took no notice of what is known in the United States as the long and short haul clause. Traders have a distinct grievance in the excessive charges for short distance, as compared with long distance traffic. There cannot be any justification for charging more for goods between two intermediate stations—as, say, for example, Reading and Swindon—than from London to Bristol. The movement of traffic for a short distance cannot be more expensive than that for a longer one, and therefore it cannot be right that rates should be higher in the former instance, as they are frequently stated to be. Publicity given to a few facts of this kind will, however, quickly provide a remedy, and the present agitation by the traders will probably serve a good object."

—Bradstreet's.

Hyman Miller at the last meeting of the Winnipeg Young Men's Conservative Club gave the following notice of motion, which is to come up Monday evening: "That while giving the Dominion Government our loyal and enthusiastic support, yet this association will hail with delight such a reduction in the tariff as would tend to lighten the burden upon the farmers and residents of this country, and also introduce stringent legislation to dissolve combines and trusts, declaring them illegal."

Winnipeg Wholesale Prices Current.

PAINTS, OILS AND GLASS.		" " Black..... 25 to 30		" " Lard..... 70		" " Oil lemon, super..... 2.75 to 3.50		" " Oil poppermint..... 2.75 to 4.25		" " Oxalic acid..... .13 to .16		" " Potass iodide..... 4.25 to 4.60		" " Saltpetre..... .10 to .12		" " Sal rochellu..... .30 to .35		" " Shellac..... .85 to .40		" " Sulphur flowers..... .33 to .5		" " Sulphur roll, per keg..... .33 to .5		" " Soda bicarb, per keg of 112 lb..... 3.75 to 4.25		" " Sal soda..... 2.00 to 3.00		" " Tartaric acid, per lb..... .45 to .65																																																																																																																																																																				
White Lead, pure, ground in oil, Association guarantee, in 25 lb irons and 100 and 200 lb. kegs..... \$3.00 to 7.00	White Lead, No. 1, per 100 lbs..... 4.00 to 6.00	" " No. 2..... 5.50 to 6.00	" " assorted, 1 to 5 lb. tins, per pound..... 100	PREPARED PAINTS, pure liquid color, ora, per gallon..... 1.35 to 1.4	" " second quality..... 1.10 to 1.20	DRY COLORS, white lead, per lb..... 8	Red lead, per pound..... 7	Yellow ochre, per lb..... 3	Golden ochre, per lb..... 6	Venetian red, French..... 3 1/2	Venetian red, Eng..... 3 1/2	English purple oxides..... 4 1/2	American oxides, per lb..... 4	These price for dry colors are for broken lots. 1c per pound less when full kegs or barrels are taken.	Zanzibar vermilion, kegs..... 18	Less than kegs, per pound..... 20	English vermilion, in 50 lb bags 1.00	Less than bags, per pound..... 1.10	VARNISHES, No. 1, furniture, gal..... 1.35	Extra furniture, per gal..... 1.35	" Elastic oak, per gal..... 2.00	" No. 1, carriage, per gal..... 2.00	" Hard oil finish, per gal..... 2.00	" Brown Japan, per gal..... 1.00	" Gold Size, Japan..... 1.50	" No. 1, orange shellac..... 2.00	" Pure orange shellac..... 2.50	These prices are for less than barrels, and would be shaded for full barrel lots.	LINSEED OIL, Raw, per gallon..... 61c	" Balled, per gallon..... 64	These prices are in barrels, but would be shaded 2c for ten barrel lots.	TURPENTINE, Pure spirits, in barrels, per gallon..... 65c	Less than barrels, per gallon..... 72	GLUE, S. S., in sheets, per pound..... 15	" White, for kalsomining, gal..... 20	BURNING OILS, Eocene..... 34	" Sunlight..... 29	" Silver Star..... 23	" Water white..... 33	" Opalene..... 29	Stove gasolene, per case..... 3.50	Benzine, per case..... 3.50	Benzine and gasolene, per gallon..... 50	LUBRICATING OILS, Capital cylinder 53	" Eldorado Engine..... 35	" " Atlantic red..... 35	" Golden Star No 1 33	" Extra..... 35	" Eldorado Castor..... 36	" Golden..... 32	CASTOR OIL, per lb..... 12	Mica axle grease, per case..... 3.75	Gem "..... 3.20	Imperial "..... 2.50	SUNDRIES, Coal tar, per barrel..... 3.00	Portland cement, per barrel..... 4.75	Michigan plaster, per barrel..... 3.25 to 3.50	Putty, in bladders, per pound..... .03 1/2	" in barrels of bladders per pound..... .03	Whiting, barrels, per 100 lbs..... 1.25	Alabastine, per case, 20 p'ks..... 7.00	Asbestine, per case of 100 lbs..... 7.00	WINDOW GLASS, 1st break..... 1.90	WOOD.	Mixed taniarac, or oak, per cord..... \$4.00 to 4.50	Poplar, per cord..... \$2.50 to 3.25	Prices are for car lots on track; 50c per cord more at yards; \$1 per cord more delivered in city from yard.	COAL.	COAL, Pennsylvania Anthracite, per ton..... \$10.50	Pennsylvania, soft..... 8.00	Lethbridge coal..... 7.50	The above are retail prices for coal delivered; price at yard 60c less. The retail price for Estevan or Souris coal at present is \$5 or \$4 on track in car lots.	DRUGS AND CHEMICALS.	Alum, per lb..... .03 1/2 to .04 1/2	Alcohol, per gal..... 4.75	Bleaching powder, per lb..... .06 to .10	Blue vitrol..... .11 to .13	Borax..... .11 to .13	Bromide potash..... .44 to .55	Camphor..... .75 to .85	Camphor tunces..... .80 to .90	Carbolic acid..... .40 to .65	Castor oil..... .11 to .15	Chlorate potash..... .25 to .30	Citric acid..... .65 to .80	Copperas..... .03 1/2 to .04	Cocaine, per oz..... \$9.20 to \$9.75	Cream tartar, per lb..... .23 to .35	Epsom salts..... .03 1/2 to .04	Extract Logwood, bulk..... .14 to .18	" boxes..... .16 to .20	German quinine..... .30 to .40	Glycerine, per lb..... .20 to .25	Howard's quinine, per oz..... .50 to .60	Iodine..... \$5.50 to \$6.00	Insect powder..... .35 to .40	Morphia sul..... 1.75 to \$1.90	Opium..... 4.00 to 4.25	Oil lemon, super..... 2.75 to 3.50	Oil poppermint..... 2.75 to 4.25	Oxalic acid..... .13 to .16	Potass iodide..... 4.25 to 4.60	Saltpetre..... .10 to .12	Sal rochellu..... .30 to .35	Shellac..... .85 to .40	Sulphur flowers..... .33 to .5	Sulphur roll, per keg..... .33 to .5	Soda bicarb, per keg of 112 lb..... 3.75 to 4.25	Sal soda..... 2.00 to 3.00	Tartaric acid, per lb..... .45 to .65	LEATHER.	Spanish sole, best, No. 1 per lb..... .23 to .30	Spanish sole, No. 1..... .26 to .23	" No. 2..... .24	Slaughter sole, heavy..... .30	" light..... .27	Harness, heavy, best..... .23 to .30	" light..... .23 to .30	" No. 1..... .23 to .23	Upper, heavy, best..... .35 to .45	" light..... .35	Hip skins, French..... \$ 1.00 to \$ 1.10	" domestic..... .75 to .85	Calf skins, French, premier choice..... 1.25 to 1.50	Calf skins, domestic..... .75 to .85	Peblun, senior..... .25 to .25	" junior..... .30	Cowhide..... .35 to .45	Corduvan, per foot..... .17 to .21	Pebble, cow..... .17 to .21	Buff..... .17 to .17	Russets, saddlers', per doz..... 12.50	Linings, colored, per foot..... .12	METALS AND HARDWARE.	Tin, Lamb and Flag, 50 and 25 lb ingots, per lb..... .20 to .23	Strip..... .23 to .30	TIN PLATES—Charcoal Plates, Bright.	Bradley M. L. S. Per box.	I. C., usual sizes..... \$7.50 to \$7.75	I. X., "..... 8.25 to 8.50	Raven and P. D. Grades—	I. C., usual sizes..... 5.75 to 6.00	I. X., "..... 7.00 to 7.50	Charcoal Plates—Terne.	Dean or J. G. Grade—	I. C. 20 x 23, 112 sheets..... \$10.00 to 11.50	IRON AND STEEL—	Base Price.	Common Iron, per 100 lbs..... \$3.00 to \$3.25	Band..... 3.50 to 3.75	Swedish..... 5.25 to 6.00	Sleigh Shoe Steel..... 3.75 to 4.50	Best Cast Steel, per lb..... .13 to .16	Russian Sheet..... .12 to .13	BOILER TUBES—40 per cent. off list.	SHEET IRON—1 to 20 gauge..... 3.75 to 4.00	22 to 24..... " 3.75 to 4.00	20..... " 4.00 to 4.25	23..... " 4.25 to 5.50	CANADA PLATES..... 3.75 to 4.00	IRON PIPE—40 to 45 per cent. off list.	GALVANIZED IRON—Queen's Head—	16 to 24 gauge, per lb..... .06 to .06 1/2	26 gauge, "..... .06 1/2 to .06 1/2	28 "..... .06 1/2 to .07 1/2	CHAIN—	Proof Coll, 3-16 inch, per lb..... 0.7 to 0.7 1/2	" 1/2 "..... 0.6 1/2 to 0.7	" 5-16 "..... 0.6 1/2 to 0.7	" 3/8 "..... 0.6 to 0.6 1/2	" 7-16 "..... 0.5 1/2 to 0.6 1/2	" 1/2 "..... 0.5 1/2 to 0.6	Trace, per doz pairs..... 4.00 to 3.00	ZINC SPALTER..... 0.7 to 0.7	ZINC SHEET..... 0.7 1/2 to 0.8	LEAD—Pig, per lb..... 0.5 1/2 to 0.6	Sheets, 2 1/2 lbs. per square it..... 0.6 to 0.7	SOLDER—	Half-and-half (guar) per lb..... .22	ANTIMONY—Cookson's, per lb..... .25	AMMUNITION—Cartridges—	Rim Fire Pistol, Amer. dis., 35% Cartridges, Dom., 50% Military, Amer., 5% advance. Central Fire Pistol and Rifle, Amer., 12 1/2 Cartridges, Dom., 30% Shot Shells, 6.50 to \$9.50.	SHOT—Canadian..... 0.6 to 0.6 1/2	WADS—Eley's, per 1,000..... 25 to .75	AXES—Per box..... 0.50 to 15.50	AXLE GRASE—Per gross..... 10.00 to 14.00	WIRE—Clothes line, galv., p.	Wire Barb..... 4.50 to 5.00	ROPE—Sisal, per lb, 10 1/2 to 11 1/2, Manila, per lb., 14 1/2 to 15 1/2, Cotton, 25 to 27.	NAILS—Cut 5 in. and upwards, per keg base, price, 3.00. Wire nails, 4.00.	HORSE NAILS—Canadian, dis., 50 to 45 per cent.	HORSE SUORS—Per keg, 4.50 to 6.00.

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BRITISH COLUMBIA.

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

British Columbia Business Review.

February 6, 1893

British Columbia has been experiencing such weather as was never known before in the memory of anybody. For nearly two weeks it has been snowing and exceptionally cold, and the inconvenience and suffering resulting therefrom in a country where nobody is prepared for it may well be understood. Last week the thermometer dropped on the coast to 12 and 15 degrees in some places, and the snow fell to between a depth of two and three feet. Parliament, which was in session, was obliged to adjourn, and business was generally more or less suspended. Schools were closed, street cars stopped gas and electric light works interfered with and plumbing and waterworks generally thrown out of gear. There is no record of anything like it in this province before. It is needless to say that it has affected business very materially, and interrupted all the regular lines of communication, inasmuch as that travel and everything else has been at a standstill. The price of coal has gone up and all lines of supply. It will work havoc with the meat market, as such weather will deplete the stock ranges by thousands of cattle that will die. It is impossible even where there is feed to drive the cattle to it. How the regular contracts are supplied it is difficult to see, and there must be a call on the Northwest or elsewhere for a supply of beef shortly, a supply which it will be necessary to continue on until early in the summer. As an illustration of how far British Columbia draws its meat supply sometimes, Porter & Sons received 100 carcasses of mutton last week all the way from Prince Edward Island. They arrived in good condition, frozen of course.

The redeeming feature of the present stormy period is that the merchants are enabled to clear their stocks of winter goods. Furs and heavy goods generally are in unusual demand.

The following significant item appears in the columns of the local press and is reproduced here with pleasure: "An order for 10,000,000 feet of lumber for Australian mines has been booked by Robert Ward & Co., Ltd., and operations will be commenced as soon as the season opens. For years the Australians have been getting their supplies from Puget Sound lumbermen, but recently the superiority of British Columbia lumber has become fully recognised, and the order just received is, it is hoped, but the beginning of a larger trade between the two countries. The lumber will, it is understood, be supplied chiefly from Vancouver Island, where some limitless tracts of the right stuff are to be found. The order is sufficient to load some dozen ships, and in the course of a couple of months the first vessel will be cleared. The entire shipment will be made within twelve months from date."

A despatch dated from Nanaimo, speaking of the coal trade for the past month states that the foreign coal shipments from the ports of Nanaimo and Comox show a slight increase as compared with December. The total shipments for January amount to 63,194 tons, being 8,662 tons more than were shipped in the preceding month. The New Vancouver Coal Company's shipments were close on 2,000 tons less than for the month of December, and over 10,000 greater for the same month last year. The Wellington colliery's shipments are nearly 4,000 tons greater than in December; the East Wellington Co's shipments are also increased by about 1,000 tons. The Union colliery output

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is more than double that of December. The total shipments for January, 1893, are 20,000 tons in excess of the same month in 1892. The prospects for the present month are good. There are now ten vessels at Nanaimo besides those at Comox. The cold snap prevalent all along the coast will doubtless increase the demand for coal at San Francisco, and should it continue there is every prospect of a raise in price, the surplus stocks being rapidly worked off.

The recent revolution in Hawaii has more than a passing interest for British Columbia. It may be said that the annexation of the Hawaiian group, if accomplished at all, would very naturally be with the United States and not with Canada. That is true, as all natural conditions practically under existing circumstances bind Hawaii and the United States together. It is also pointed out that the press of the United Kingdom is to the effect that neither the revolution nor the political future of the islands in question concern British interests. But unfortunately, the British press too often misconstrues what is in the interests of Great Britain, more especially when dealing with outlying portions of the empire, or with what affects their trade relations. Some colonial writer put it forcibly when he spoke of the editors of Great Britain "as a lot of fools." There are too many university graduates, clever enough fellows among them, who draw their inspiration from the theoretical conclusions of an extinct race of economists. With all due deference to these gentlemen, it is a most important thing that the people of Hawaii should, if possible, become an independent republic, and not a part of the United States. It is the connecting link between British Columbia and Australia in the proposed commercial cable scheme, and an important calling station in the event of a steamship line being established. The necessity of non-independence upon the good will of the American States in these matters should have been amply illustrated in the treatment that country has accorded Canada for some years past and in the pressure it has been endeavoring to bring to bear on the trade interests of this country just recently. W. H. Ellis, managing editor of the *Colonist*, Victoria, has spoken the most sensibly in the matter having relation to Canadian interests, of any person whose views have appeared in print. He was interviewed in San Francisco and said, while not claiming to have given any particular thought to the subject, "I should think that in view of the fact that it is proposed to put on a line of steamers to run between British Columbia and Australia, Canada will not remain quiescent. The Canadian Pacific railway people

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will no doubt use their strong influence to get the Canadian government to protest to the British government, through their High Commissioner in London, Sir Charles Tupper, against the annexation of Hawaii by the United States. Sir Charles is well versed in the ways of diplomacy, and is thoroughly conversant with the Canadian position in regard to Hawaii. There is practically no trade to speak of between British Columbia and Hawaii at present, but if the proper line of steamers was put on, and Hawaii was not annexed by the United States there would, without doubt, be an interchange of commodities between the two countries.

The British Columbia legislative assembly was opened last week, but on account of the cold weather, has made very little progress so far. The speech from the throne was a very important document, and foreshadowed more practical legislation than any preceding one in the history of the province. Of the legislation already introduced affecting the business interests is an arbitration bill, based on the English act, repealing all previous acts under which proceeding was taken and providing for a complete line of procedure as in England. In fact, the bill is an exact copy of the English act. Another bill introduced settles the titles to certain mining claims which were made in the interim rendered necessary by changes in the mining laws of the past year or two. But by far the most important bill of recent years is the one for the establishment of a Bureau of labor statistics and boards of conciliation and

(Continued on page 612.)

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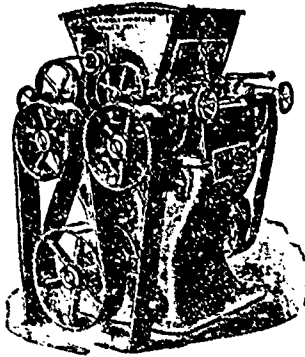
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WINNIPEG MARKETS.

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

SATURDAY AFTERNOON, February 11,

The severe weather which prostrated business at the time of our last report, gave away this week to very fine, pleasant weather, though the early part of the week was exceedingly cold. The cold spell is pronounced the most severe which the country has experienced within the memory of most residents, as it is a fellow that very severe weather is accompanied with high winds. The storm has left country roads in very bad shape, snow being deep and drifted badly. The satisfaction taken from the storm is the claim that the heavy snow-fall is a favorable feature for crops next spring, ensuring plenty of moisture in the soil. Business improved some during the past week, but it takes some time, after such a protracted spell of bad weather, to get country roads broken and get railway traffic running smoothly again. The severe weather extended over the entire country, from the St. Lawrence lakes to the Pacific, and naturally the railways suffered severely. However, nothing serious has happened beyond the delay to the traffic, which, as explained last week, was not very pressing. Fuel became scarce at some country points, through delay in getting in supplies, but we have heard of no cases of suffering through lack of fuel. In the city there was plenty of hard coal and wood fuel, but native soft coals were about cleaned out. The considerable number of loads of country products on the market toward the close of this week, indicated that the roads in this district are becoming fit for hauling loads, and advices from country points reported that grain was beginning to come in once more.

In wholesale trade there is nothing of special importance to note. In dry goods, boots and shoes, etc., dealers are beginning to ship out spring orders. The most important matter is payments. The 4th of February, which is a heavy settling day in dry goods, clothing, boots and shoes, etc., has been passed, and dealers report payments generally better than expected. This may be qualified by the statement that expectations were low. Collections have been slow all the season, and consequently dealers have not looked forward to this settling day with very sanguine feelings. However, "better than expected" is the usual report, and about as good as last year is the remark of others. So far as we can learn, about 40 per cent of paper was met.

**DRIED FRUITS**—We quote: Dried apples 6 to 6½c; evaporated, 8½ to 9c; figs, layers, 10 to 13c; dates, 6½ to 9c. Valencia raisins, \$1.75 to \$1.85; London layers, \$2.75 to \$2.80 box; Sultanas 9½ to 13 lb. Currants, 6½ to 7c; prunes, 7 to 9c. Evaporated fruits are quoted: Apricots, 19 to 2c; peeled peaches, 17½ to 18c; unpeeled peaches, 12 to 12½c; pitted plums, 11 to 11½c; cherries, 13 to 13½c; pears, 12½ to 13c.

**FISH**—There was a temporary scarcity of oysters, owing to the severe weather, which also prevailed in the east. Shippers reported that they could not obtain supplies on account of storms and cold, and in some cases even reported waters frozen over, so they could not gather supplies. Prices were temporarily higher but are now going back to old figures. There

was a good supply of frozen fish in the city, so that the delay on account of severe weather made no difference. Dealers are now looking forward to lent, which commences in a few days to give business a boost. Prices for fresh fish are: Jackfish, 3c; pickerel, 4c; whitefish 5½ to 6½c; trout, 9c; Cod 8c; haddock, 12½c; halibut, 14c; B.C. salmon, 16c; tommy cods, 8c; herring, 40c dozen; smelts, 12½c. Cured fish are quoted: smoked herring, 20 to 25c box; smoked haddies 8 to 9½c; Yarmouth bladders \$1.50 per box; Labrador herring, \$4.50 to \$4.75 per half barrel; boneless cod fish 7½ to 8c pound; boneless fish, 6c lb; salmon, 10c lb; oysters \$2 per gallon for standards and \$2.25 for select, can oysters 50c each for standards and 55c select.

**Green Fruits**—This branch was frozen up about completely, but is now feeling the influence of better weather. There are only about the staple winter varieties in the market. A few bunches of bananas are being brought in. California oranges will soon reach this market again. Present stocks are confined to Florida oranges, which have been the only kind in for some time. Lemons are easier. Malaga grapes are scarce, for choice fruit, there being more or less soft stock on hand. Apples held at steady prices, fancy stock, selected varieties, selling at \$4 per barrel, and other varieties \$3.25 to \$3.75 as to quality. Florida oranges of good quality held at \$5.00 to 5.50; Lemons, new Messina, good, at \$5.50 to 6.00. Malaga grapes, \$10 to 11 per keg as to size of package; cranberries, \$10.50 barrel; do boxes, about one third of a barrel, \$4; California winter pears \$1.50 per box; Apple cider, 35c per gal.

**NUTS**—Prices range as follows: Almonds per pound, 16 to 18c; walnuts, per pound, 12 to 17c; pecans, 15c to 16c; filberts, 11 to 14c; Brazils 10 to 13c; peanuts, 14 to 15c; chestnuts, 14 to 15c; coconuts, \$9 to \$10 per 100.

**Raw FURS**—Following is a further report of the recent London fair sales. At C. M. Lampton & Co.'s sale on January 23 to 26 inclusive, prices ruled higher for nearly all sorts as follows:

Beaver,	7½ per cent,	higher than in June, '92
Mink,	35	" " " " Nov. '92
Skunk,	25	" " " " "
Marten,	20	" " " " "
White fox,	12½	" " " " "
Russian sable,	5	" " " " "
Aust. opossum,	7½	" " " " "
Bear,	15	" " " " "
Red fox,	10	" " " " "
Muskra,	10	" " " " June, '92
Bl'k musquash,	75	" " " " "
Opossum,	15	" " " " Nov. '92
Gray fox,	20	" " " " "
Raccoon,	5	" " " " "
Squirrels,	20	" " " " lower than in Jan. '92
Persian lamb,	same as	in November, 1892.
Japanese fox,	"	" " " " "
Wolf,	"	" " " " "

On January 27 there were offered 39,862 Northwest coast salted seals, which sold 4 per cent. higher than in November last. Good, Rigg & Co.'s Lobos Island salted seal sold 39 per cent. higher than in November last.

At the Hudson's Bay Co.'s sale on January 23, beaver sold 10 per cent. higher than in January 1892, and musquash 5 per cent. higher than a year ago.

**SUGARS**—Sugars are quoted in the Winnipeg market: Yellow at 4½ to 4¾c; granulated at 5½ to 5¾c, the inside price is for barrels, and ½c higher for bags. Lumps, 6c; icinz, 6½ to 7c; sugar syrups, 2½ to 3½c; maple sugar, 9 to 12c a lb.

**General Wheat**—Wheat has not yet got out of the ditch, and the situation this week remains about as it was. On Monday United States markets were some stronger and closed a little higher at most markets. The principal matter of interest was the severe weather, which it was feared would injure the crop of winter wheat. Cables were a little firmer.

The visible supply statement showed a decrease for the week of 97,000 bushels, making the total visible supply 81,390,930 bushels as compared with 43,160,000 bushels a year ago. On Tuesday United States markets were irregular, but mostly lower at the close. Very cold weather was reported all over the country, which caused a stronger feeling early in the day; 5 to 15 degrees below zero in Kansas, and freezing weather in Texas it was thought would injure winter wheat. Cables were mostly lower. The quantity on ocean passage increased 1,630,000 bus. The English visible supply was estimated to have decreased 325,000 bu; Receipts at Duluth fell to 6 cars, and to 92 at Minneapolis as compared with 236 cars for the two places on Monday—severe weather being the cause of the decline in receipts. On Wednesday United States markets were lower. Cables were irregular and some lower. Receipts at northwestern states points were larger, as cars delayed by the storm were coming in. On Thursday United States markets took an upward turn again, but cables were not materially improved. On Friday further reports of a predicted cold wave had a strengthening influence upon the market, and prices were advanced fractionally in United States markets.

Exports of wheat (flour included) from both coasts of the United States for the week ended Wednesday, as reported to *Bradstreet's* equal 3,931,000 bushels, a larger quantity than has been shipped abroad within a week for seven weeks. Previous week the total was 2,531,000 bushels.

**LOCAL WHEAT**—The blocked condition of country roads, after the storm, prevented any brisk movement in the direction of farmers' deliveries of wheat. The weather for the last few days has been very fine, but it takes time to get the roads in shape again to haul loads. However, at some points grain was beginning to come in again. In the matter of prices there has been no further change. Good to choice samples of hard wheat bring 50 to 55c per bushel to farmers in country markets, according to sample and market. For the week ended February 4, there were only 93 cars of wheat inspected at Winnipeg, as compared with 424 cars for the corresponding week a year ago. Stocks in store at Fort William on February 4 were 2,732,146 bushels, this being an increase of 13,807 bushels for the week. A year ago stocks were 1,432,901, being an increase of 13,795 for that week.

**Flour**—Markets are more or less unsettled, but millers hold rather firmer. The failure of wheat to advance much has prevented the advance looked for in flour some time ago. Still some millers claim to be getting better prices, while others are evidently selling at the old figures. Millers generally, who have not had a very prosperous season so far on this crop, owing to low prices, are hoping for a better showing for the balance of the crop year. Prices have been cut all over Canada more or less. In the Pacific coast markets, as well as in the east, Manitoba flour has suffered from keener competition. Locally there is a firmer feeling, as the Ogilvie company has advanced prices 5c, but the Lake of the Woods was selling at the old price. Prices here are quoted as follows to the local trade in small lots per 100 pounds: Patents \$1.95 to 2.00; strong bakers' \$1.75 1.80; XXXX 75 to 95c; superfine 60 to 70c. Brands of some mills sell at 5 to 10c under these prices, even in small lots. Round lots at a discount under quotations.

**MILLSTUFFS**—No change to note in prices. We quote bran selling to local dealers at \$3 to \$9 per ton, as to quantity, and shorts \$10 to \$11 per ton.

**OATS**—The almost complete stoppage of farmers' deliveries during the severe weather has led to an advance in prices, which has not yet subsided, as supplies are still coming forward slowly; but larger offerings are looked for when roads become improved for travel. Prices, however, have been firmer east, which strengthens values here. On the Winnipeg street market 22 to 25c per bushel of 34 pounds was paid

for the few obtainable. Cars on track at Manitoba country points quotable at about 17 to 18c.

**BARLEY**—Light offerings has made little difference in this grain, as it is not in demand. Feed quality is worth locally about 22c and malting samples 25c per bushel of 48 pounds. Car lots country points quotable at 18 to 19c per bushel.

**GROUND FEED**—There is the usual wide range in prices according to quality. Clear oat and barley feed brings \$12 to 14 per ton, as to quantity and quality. Mixed mill feed at \$9 per ton upward.

**MEALS, ETC.**—Rolled and granulated oatmeal held at \$1.80 to 1.90 per sack, according to brand, and standard meal 5c lower, these being prices to retail traders. Cornmeal \$1.65 to 1.70 per 100 lbs. Split peas \$2.60 to 2.65 per 100 lbs. Beans, \$1.75 to 1.90 per bushel. Pot barley, \$2.50 per 100 lbs. Pearl barley, \$4.00.

**CURED MEATS.**—Prices are very strong, and most lines show advances of about 1/2c in sympathy with the strong markets east, and the advance in hogs. Lard has been advanced in Montreal to 13 1/2 for pure and 12c for compound in jobbing lots, which is above quotations here at the moment, and local prices will certainly go higher. Local prices are: Dry salt long clear, bacon, 11 to 11 1/2c; smoked long clear, 12 1/2 to 13c; spiced rolls, 12 1/2 to 12 3/4c; breakfast bacon, 14 1/2 to 14 3/4c; smoked hams, 13 1/2 to 14c; boneless ham, 12 1/2 to 13c; mess pork, \$20 to 21 per barrel. Sausage quoted: Pork sausage, 9c; bologna sausage, 9c; German sausage, 9c; ham, chicken and tongue sausage, 9c per half lb. packet.

**LARD**—Compound held at \$2.00 to 2.10 per pail. Pure at \$2.40 to 2.50 per 20 pound pail. In tin, 12 1/2 to 13c per pound.

**DRESSED MEATS.**—Hogs continue to be the principal centre of interest and the upward tendency is maintained. From 8 to 8 1/2c appears now to be the general range of prices. Packers have paid 8 1/2c for some nice lots, and for desirable sizes—light fat, weighing under 200 pounds, there would be no trouble in securing 8 1/2c. Some heavy hogs have sold at 8c. Butchers have paid 8 1/2c for nice hogs. The Pilot Mound Sentinel says that Baird Bros., shippers of that place, have paid \$5.40 to farmers for a considerable number of hogs. As Winnipeg is the natural market for these hogs, some country shippers evidently expect higher prices yet. Winnipeg prices are now almost the same as Toronto, though prices until lately were 1 to 1 1/2c higher at the latter market than here. Mutton has taken a sharp advance in the east, which has interfered with some contemplated shipments of frozen mutton to this market. Several car lots of eastern mutton have been brought in, and it is said that buyers here have been disappointed in getting further supplies, owing to the advance east. Mutton is quoted selling locally at 7 to 8c. Not much frozen beef offering, and 5c is a top price for anything in this class, with the range of frozen beef from 3 to 5c, and fresh unfrozen 5 to 5 1/2c.

**BUTTER**—A shipper was buying up lots of medium and low grade, under 14c per lb, to ship east. From 18 to 19c is the highest price obtained by dealers, for selected dairy, selling to the local trade in very small quantities. Larger lots of good dairy have sold at 18c, and very fair lots at 17 to 18c. Round lots as they are received from the country would have to be extra good to bring 16c.

**CHEESE**—Slow and almost nominal at 10 to 11c per lb.

**EGGS**—Fresh have not been obtainable and would bring a fancy price. Lined held at 18 to 20c as to quality and quantity.

**VEGETABLES.**—There have been no sales during the cold weather and prices are nominal. Potatoes 40c per bushel; turnips 25c bushel; cabbage 40 to 75c dozen; celery 30 to 50c dozen. Onions 20 to 20 1/2c per lb. Carrots 3 to 4c a bushel; beets, 30 to 40c bushel; parsnips, 1 1/2 to 2c lb. Spanish onions, \$1.50 per crate.

**POULTRY**—There has been no native country stock offering and stocks in the city are in the hands of a few dealers, who are asking higher prices, but demand is slow. Quoted at 10 to 13c for chickens; ducks, 11 to 12 1/2c; geese, 11 to 11 1/2c; turkeys, 13 to 14c.

**HIDES AND TALLOW**—Country frozen hides bring 3 to 3 1/2c, uninspected as they run. The tendency is easier on frozen prices. Dealers are paying about the same prices, though they claim they have been paying above shipping values for some time. We quote: No 1 cows, 3 1/2c; No 2, 2 1/2c; No. 1 heavy steers, 5c; No. 2 steers, 4c; No. 3, 2c lb. Real veal 8 to 13 lb skins, 4 to 5c per pound, or about 4c per skin. Kids about same as hides. Sheepskins worth 75 to 90c for full wool skins. A few very large full wool have sold up to \$1, but this was only for a very few extra fine skins. Tallow, 4 1/2c rendered; 2 1/2c rough.

**WOOL**—Wool is advancing in the States. Prices here range from 9 to 10c for unwashed Manitoba fleece, as to quality.

**HAY**—Higher prices were paid temporarily, owing to scarcity on account of cold weather and bad roads, but offerings were very large and prices were lower at the close of the week, lucas hay going at \$4 to 5 per ton. Baled hay held at \$4.50 to 5, point of shipment.

**Duluth Wheat Market.**

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

Monday—Cash, 68; May, 73.  
Tuesday—Cash, 68c; May, 72 1/2c.  
Wednesday—Cash, 67 1/2c; May, 72 1/2c.  
Thursday—Cash 68 1/2c; May 72 1/2c.  
Friday—Cash 68 1/2c; May 73 1/2c.  
Saturday—Cash 68 1/2c; May 73 1/2c

A week ago cash wheat closed at 67 1/2c, and May delivery at 72 1/2c. A year ago February wheat closed at 84 1/2c, and May at 89 1/2c.

**Winnipeg Wheat Inspection.**

Below is shown the number of cars of wheat inspected at Winnipeg for five weeks:

Grade.	Jan. 7.	Jan. 14.	Jan. 21.	Jan. 28.	Feb. 4.
Extra Manitoba hard.....	1	1	1	0	1
No. 1 hard.....	12	31	20	18	16
No. 2 hard.....	91	108	73	82	83
No. 3 hard.....	23	39	21	32	10
No. 1 Northern.....	6	2	3	4	3
No. 2 Northern.....	2	3	1	6	1
No. 3 Northern.....	0	0	2	2	1
No. 1 White fyte.....	2	1	1	1	0
No. 2 White fyte.....	0	3	0	0	0
No. 1 Spring.....	1	0	1	1	0
No. 1 Frosted.....	7	12	9	0	4
No. 2 Frosted.....	5	2	3	16	2
No. 3 Frosted.....	0	0	0	1	1
Rejected.....	17	15	15	21	17
No Grade.....	13	8	24	11	7
Feed Wheat.....	0	0	0	0	0
Total.....	153	225	173	193	96
Same week last year.....	494	513	405	542	424

**Manufacturer's and Taxation.**

Winnipeg manufacturers seem to be doing nothing in looking after their interests in the matter of local taxation. The jobbers have very properly taken steps to endeavor to secure justice for themselves, and it is time also that those engaged in industrial pursuits should be on the alert. The taxation of the plant of the manufacturer at its full value is open to just as much objection as the tax upon stocks. Manufacturing industries are of great importance to the city, and should receive every encouragement, being large employers of labor. THE COMMERCIAL establishment, for instance, which would be classed as an industrial concern, gives employment at present to 40 hands. In any revision of taxation, the manufacturers should make claim for fair treatment. Manufacturers are invited to send in any suggestions they may have to make to this office, with a view to having a meeting to consider the advisability of taking joint action.

**Chicago Board of Trade Prices.**

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

Prices for wheat opened stronger on Monday, being 1/2 to 3/4c higher, and advanced 3/8c more, then declined 1/2 to 3/4c and closed 1/2 to 3/4c higher than Saturday. Corn and oats gained a trifle. Provisions fairly steady. Closing Prices were:

	Feb.	May.	July.
Wheat.....	74 1/2	78 1/2	78 1/2
Corn.....	43 1/2	47 1/2	47 1/2
Oats.....	31 1/2	34 1/2	—
Pork.....	—	19 55	—
Lard.....	—	11 82 1/2	11 46
Ribs.....	—	10 10	—

On Tuesday prices again opened strong and about 3/4c higher, then weakened and declined 1/2 to 1c and closed 1/2 to 3/4c lower. Changes in other commodities were unimportant. Closing prices were:

	Feb.	May.	July.
Wheat.....	74 1/2	78 1/2	77 1/2
Corn.....	43 1/2	47 1/2	47 1/2
Oats.....	31 1/2	34 1/2	—
Pork.....	—	19 55	—
Lard.....	—	11 97 1/2	11 65
Short Ribs.....	—	10 10	—

On Wednesday wheat was easier, prices declining about 1/2c and closed about 1/2c lower. Corn and oats were a little lower and provision steady. Closing prices were:

	Feb.	March.	May
Wheat.....	74 1/2	78 1/2	77 1/2
Corn.....	43 1/2	47 1/2	47 1/2
Oats.....	31 1/2	34 1/2	—
Pork.....	—	19 50	—
Lard.....	—	11 97 1/2	11 60
Short Ribs.....	—	10 07	—

On Thursday there was considerable activity in speculation toward the close of the session, on rumors of crop damage. Closing prices were:

	Feb.	May	July.
Wheat.....	75	78 1/2	77 1/2
Corn.....	43 1/2	47 1/2	47 1/2
Oats.....	31 1/2	34 1/2	—
Pork.....	—	19 85	—
Lard.....	—	12 25	11 85
Short Ribs.....	—	10 25	—

On Friday wheat was higher, with a wider range in prices. Corn and oats were a shade lower. Closing prices were:

	Feb.	May.	July.
Wheat.....	75 1/2	79 1/2	79 1/2
Corn.....	43 1/2	46 1/2	47 1/2
Oats.....	31 1/2	34 1/2	—
Pork.....	—	20 07 1/2	—
Lard.....	—	12 70	12 10
Short Ribs.....	—	10 47 1/2	—

On Saturday wheat was easier, opening at 79 1/2 for May delivery, per bushel, and closing at 78 1/2c.

President Van Horne, R. B. Angus, James Burnett, E. B. Osler, R. H. Bethune, M. C. Hammond and Thomas Skinner are asking for incorporation under a Dominion act and for power to take over the property of the Canada Northwest Land company, the organization which under the presidency of Lord Elphinstone relieved the railway company of a large quantity of its land. That company was incorporated under Imperial authority and has been a source of any amount of speculation. The capital is fixed at \$7,443,875.

Supt. Whyte passed through here on Monday last says the Fort William Journal, on his way home from Montreal to Winnipeg. He was interviewed at the station by Mayor McKellar, Governor McIntyre and Mr. Horne, and we believe gave these gentlemen to understand that another elevator here in the near future is one of the possibilities likely to happen. Of course, this must be evident to every one at all conversant with the requirements of the grain trade here, every inch of space being now packed to its fullest capacity.

**SMALL FRUITS.**

Write for catalogue of Plants. I guarantee all Plants to reach Destination in good condition, and will forward post paid.

W. W. HILBORN, Leamington, Ont.

**Minnedosa Water-Power.**

The town of Minnedosa is moving to utilize the water-power of the Little Saskatchewan river at that place. The stream there flows through a beautiful valley, and affords a water-power which could be utilized by a comparatively small expenditure. The town council now invites correspondence from parties who might contemplate undertaking the work. It is estimated that the works would pay for themselves in three or four years, at the low rental of \$10 per horse power per annum. Surveys have already been made and plans prepared for the work. Capitalists who would care to look into the enterprise, are invited to correspond with the town clerk.

President Van Horno denies the rumor that the Canadian Pacific has acquired the Duluth & Winnipeg.

The council of the Toronto Board of Trade has appointed a committee to investigate the influx of United States currency which is coming in to such an extent as to prove a menace to the stability of the market. A resolution was also adopted favoring a uniform postage rate of two cents all over the continent of North America; and a committee was struck to consider the advisability of urging a reduction in the duties on bar hoop and sheet iron.

Allan Brothers & Co., Liverpool, announce in their New Year circular to agents, that notwithstanding the restrictions which prevailed during the latter part of the year against the landing of passengers in America, they are able to report an increase in emigration by the Allan Line, the number of passengers carried by them to Canada and the United States during 1892 being 44,150 against 43,000 during 1891. Their total steam tonnage amounts to 118,252 tons, and the total number of passengers carried from 1880 to 1892 inclusive amounts to 526,096.

**WATER POWER.**

THE Mayor and Council of the Town of Minnedosa, Manitoba, invite correspondence from parties willing to undertake the construction of a Dam and working of Water Power on the Little Saskatchewan River. On the basis of a Report and Plan prepared by Geo. H. Webster, Esq., C.E., Chief Engineer of the Manitoba & Northwestern Railway Company.

Mr. Webster's report provides for a Reservoir or Power Canal, 600 feet long, 150 to 200 feet wide, and of a minimum depth of 13 feet, with four good mill sites adjacent thereto, and states that there is every opportunity for the utilization of a splendid Water Power, estimating that the revenue derived at the low rental of \$10 per horse power from the 100 horse power to be provided will probably repay the whole outlay in three or four years.

The Report and Plan may be examined at the office of

**ERNEST W. PEANON,**  
Clerk and Treasurer.

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MAIN STREET, WINNIPEG.



## British Columbia Business Review.

(Continued from page 607.)

arbitration. It provides for a commissioner, whose duty it will be to collect statistics and report on the labor interests of the province; for a deputy commissioner in each of the six districts of the province; for boards of conciliation and arbitration for the settlement of the labor disputes. As an effort to solve a problem surrounded by many and serious difficulties, it may be said to be the most ambitious and advanced attempt which has been incorporated into recent legislation. The introduction of the Torrens system of registering land titles in a more complete form is promised; also a public health act regulating quarantine and sanitary matters; and amendments to the mining and horticultural laws. The time for the Deep Sea Fisheries Act to come into operation has been extended and satisfaction expressed regarding the progress made in the exploratory surveys being carried on.

The parliamentary notice of application for an act to incorporate a company to erect a smelter, blast furnace, ship yards, etc., in Victoria, and "to provide a guarantee by the province of 5 per cent. per annum for a period of twenty years on \$1,000,000 of the capital stock of the company, together with the freedom from government and municipal taxation and assessment for a like period" has been duplicated, and a similar application is being made for Vancouver city. How far either will be successful remains to be seen.

## B. C. Market Quotations.

**SUGARS.**—The following are the advertised prices of the British Columbia Sugar Refinery. These prices are subject to 2½ per cent. discount for cash in fourteen days, and cover delivery in Vancouver, Victoria, Nanaimo or New Westminster. No order taken for less than 100 barrels or its equivalent:

Powdered, 6½c per lb; Paris lumps, 6½c per lb; granulated, 5½c per lb; extra C, 5c per lb; fancy yellows, 4½c per lb; yellow, 4½c per lb; golden C, 4½c per lb. Above prices are for barrels or bags; half-barrels and 100 lb kegs, ½c more; boxes, ¼c more.

**SYNERS.**—Finest Golden, in 30 gal. brls, 2½c per lb; ditto, in 10 gal. kegs, 3c per lb; ditto, in 5 gal. kegs, \$2.25 each; ditto, in 1 gal. tins, \$1.50 per case of 10; ditto, in ½ gal. tins, \$6 per case of 20.

The estimates presented to the Dominion Parliament contain the following appropriations for British Columbia. Vancouver—Post office, to complete, \$13,000. Victoria—Drill hall, \$3,000; public buildings, \$5,000; dredging inner harbor, \$10,000; dredging outer harbor, \$12,000. Fraser river—Improvement of channel at mouth, \$30,000; protection of banks at Garrubush, \$12,000; improvement of navigable channel and protection south bank at Miller's Landing and Sumas, \$7,500; Columbia river—improvements above Golden, \$4,500; improvements between Revelstoke and Arrow Lake, \$1,500; Skeena river, \$3,000; general repairs and improvements, harbor and river works, \$3,000.

Robt. Jamieson, bookseller, has assumed the management of the Victoria Theatre.

Imports at Vancouver for January amounted to \$85,343, and the exports \$44,989.

The Victoria Board of Trade has moved into its handsome new building, in Eastern Square.

Tusner, Reaton & Co., Victoria, have been appointed local agents for the Canadian Settlers' Loan & Investment Co., London Eng.

## Brief Business Notes.

G. B. Yuill, Nanaimo, jeweller, closing out.

C. D. Chapman, Vancouver, jeweller, deceased.

B. L. Woods, hotel, Nanaimo, for sale by auction.

John Hawkins, grocer, Victoria, partially burned out.

Jas. A. Laidlaw, Westminster, salmon canner, deceased.

Goldstein & Aptakoo, pawnbrokers, Vancouver dissolved.

F. S. Scott, Nanaimo auctioneer, sold out to C. G. Dempster.

H. D. Adams, hotel, Nanaimo, sold out to Wolf & Dunbar.

Riddell & Davidson, general store, Langley Prairie, burned out.

Fairrall & Barry, brewers, Victoria, succeeded by H. S. Fairrall.

The Customs collections at Vancouver for January were \$24,631.90.

W. P. Coughlan, photographer, Nanaimo, sold out to E. P. Laess.

Percival & Hatchor, steam laundry, Vancouver, sold out to M. C. Percival.

The Inland Revenue Returns for January in Victoria amounted to \$11,595.34.

Lorgen & Mansfield, bakers, Vancouver, succeeded by Mansfield & Dodds.

Reid & Johnstone, flour and saw mills, Quesnelle, dissolved. Reid continues.

The Inland Revenue receipts for January at Vancouver amounted to \$6,654.18.

McKenzie & Exley, groceries and provisions, Nanaimo, dissolved, Exley continues.

A. W. Moore & Co. have been appointed agents for Victoria of the Federal Life.

Tenders are called for the erection of the Vancouver court house, to cost about \$85,000.

The Victoria & Sidney railway company have authorized the issuing of \$300,000 of stock.

McDonald Bros, grocery and crockery, Westminster, advertise going out of business.

Chas. Gilbert Fanquier, produce dealer, Vancouver, assigned to Walter Bault, commission agent.

It is proposed to reclaim the Fishhook Lake in the Cedar district of Vancouver Island by means of a drainage canal.

D. Adams has sold his interest in the Royal Hotel to George Dunbar and Otto Wolf, who will run the place in future.

It is stated that Dr. Praeger, of Nanaimo, and Dr. McKechnie, of Wellington, will enter into partnership on March 1st.

Premier Davie has promised to open a registry office at Nanaimo so that writs may be issued without going to Victoria.

Grant & McGregor are building fifty cars for the Union railway. These cars will enable the company to load colliers with dispatch.

The Dominion Government Geological Survey will, it is stated, this year take in and closely investigate the North Thompson country.

A co-operative coal company is being organized in Vancouver for the purpose of making its members independent of any coal company.

A company that proposes to build a tramway, erect electric light plant and put in waterworks in New Denevr has applied for incorporation.

The Vancouver Board of Trade passed a resolution urging the Dominion Government to establish a fast Atlantic service as soon as possible.

Customs receipts at Victoria for January were \$86,443. Exports, \$44,989, and duties collected \$24,651. The imports amounted to \$196,458 and exports \$59,754.

The promoters of the Fraser Valley and Burrard Inlet bonus by-law have received notice that Judge Drake's decision will be appealed. The case will come up in Victoria.

The wreck of the schooner C. H. Tupper was sold at auction last week. The hull was sold to Richard Hall for \$375, and the same gentleman's bid of \$350 for the cargo was also accepted.

The B. C. Timber and Electric Co. (Ltd.), of Westminster, and the Okanagan Telephone Co., who propose to connect Vernon and Kelowna

with a "talking wire," have been duly incorporated, the former with a capital of \$100,000, and the latter at \$10,000.

P. Drancy has returned from a trip to the north, having selected a site at the mouth of the Bella Coola river, for a cannery that he intends to build. Work will be commenced on the necessary buildings in about six weeks, and the cannery will be ready for the spring run of salmon.

The San Francisco firm that chartered the SS Grandholm from the Union SS company have given her up, as they find they cannot compete with the Pacific Mail SS company on the route between San Francisco and Central America. The Union SS company will thus have her on their hands again shortly, and intend, if possible, to secure a charter to England for her.

D. E. Brown left recently for San Francisco en route for Australia. He will sail from San Francisco on the steamer Mariposa on February 3rd, and will spend several weeks in Australia in the interests of the C. P. R., and will enquire into the prospects for the establishment of a line of steamers between New Zealand and Australia and Vancouver. He will then proceed to Hong Kong, where he will take up his residence as agent for the company.

Dominion Fishery Inspector McNab has reported to Ottawa to the effect that our almost inexhaustible sea fisheries are as yet sadly little worked, save in the case of halibut, which is beginning to be shipped East. What other sea fishing is done merely supplies the home market. He advises, as regards the disposal of salmon offal in the Fraser, that it be dumped when fresh amidstream, where the water is very deep, the current strong. It will then be practically harmless, whereas if confined in cribs till putrid, it floats on the surface, on an oily scum. The report is received with satisfaction by the canners, as largely meeting their wishes.

The Anglo-American Club has been started in Victoria. The object of the club is stated to be to bring together merchants, mine owners, canners, lumbermen, stock owners, and the large American and English travelling public who visit Victoria annually, and to demonstrate to the latter the great natural resources of British Columbia. Tourists and business men can be made honorary members of the club for a period of 14 days. The club will keep on file all the leading American and English papers, and the officers of it will be happy to give any local or provincial information that may be required.

The British ship County of Yarmouth, 2154 tons, is loading lumber at Hasting's mills for the United Kingdom.

H. N. Davis, importer of fancy goods, Toronto, has assigned. The estimated surplus of assets over liabilities are about \$8,000.

Eastern soap manufacturers have put prices up 1c per pound on all soaps. This is due to the recent advance in tallow, which is very high and scarce.

P. Gallagher & Sons, Winnipeg, have recently received two carloads of mutton, one from Pictou, N.S., and the other from St. John, N.B. The car from Pictou was sent forward to Vancouver, so that the mutton was sent clear across the continent from ocean to ocean.

An Ottawa telegram says the restrictions placed upon Canadian cattle entering the United States has caused no little surprise here. If any evil results follow it, it is anticipated they will be of a moral rather than of a financial character. Last year only \$21,327 worth of Canadian cattle were shipped to the United States, while our exports of the same to England exceeded seven millions and a half. Pleuropneumonia does not exist among Canadian herds, hence no necessity for the imposition of the quarantine regulations exists. It is thought the move by the United States government was made with a view to confirming the suspicions entertained in England regarding the existence of disease among Canadian cattle.

**A. W. H. STIMPSON,**

Grain Commission Merchant,  
WINNIPEG - - MANITOBA.

OFFICE 182 MARKET ST., EAST.  
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General Agents.  
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The most conveniently located Hotel in Toronto.  
One Block from Union Railway Depot  
A first-class Family and Commercial House.

Terms from \$2 a Day

DAVID WALKER, PROPRIETOR.  
Corner York and Front Sts., TORONTO, Ont.

**LYMAN BROS. & CO.,**

WHOLESALE  
DRUGS AND MEDICINES

Every requisite for the Drug Trade  
promptly supplied.  
TORONTO, ONT.

MUNROE & CO.,  
Wholesale Dealers in  
Wines, Liquors and Cigars

OF THE BEST BRANDS  
9th STREET, - BRANDON

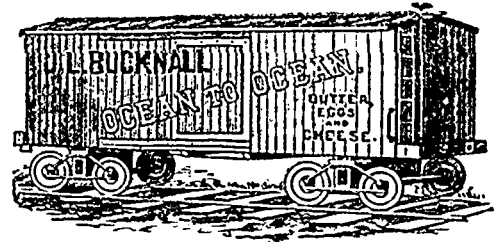
**ROBIN & SADLER**  
MANUFACTURERS OF  
*Leather Belting*  
SPECIALTIES  
DYNAMO BELTS  
WATERPROOF BELTING  
MONTREAL TORONTO  
2518 & 2520 NOTRE DAME ST 129 BAY ST.

**A Partner's Death.**

IN EVERY PARTNERSHIP there are two factors of great importance—the managing brain and the capital employed, and if death removes either the business must suffer. It often happens that the brains belong to one man and the capital to another. If the manager dies the capital is worth less than before, and if the capitalist dies and his capital is withdrawn, the manager is crippled. It is clear that each has an insurable interest in the life of the other because the profits of each depend in part upon the life of both. The firm should, therefore, insure for the benefit of the business on either the ten-twenty plan or the modified natural premium life plan of the MANUFACTURERS'. These are the plans best adapted to suit the requirements of such cases. Let this statement be tested by comparison.

W R MILLER,  
Manager for Man., N.W.T. & B.C.,  
WINNIPEG.

THE MANUFACTURERS' LIFE INSURANCE CO.  
Cor Yonge and Colborne Sts., Toronto.



**J. L. Buckwall,**

(Successor to Grant, He n & Buckwall.)

PRODUCE  
— AND —

Commission Merchant,  
128 Princess Street, WINNIPEG  
Creamery Butter, Dairy Butter,  
Cheese and Eggs Bought for Cash or  
Sold on Commission.  
FIRST CLASS STORAGE.

**W. E. SANFORD M'FG CO., Ltd.**

MANUFACTURERS OF

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45 to 49 King St Princess Street.

HAMILTON & WINNIPEG.

**CIGARS!**

Encourage Home Manufactures by  
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—MADE BY—

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**THE VULCAN IRON COMPANY,**

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MILL ROLLS GROUND & CORRUGATED.  
Architectural Iron Work.

**ENGINE AND BOILER WORKS,**

GENERAL BLACKSMITHING.  
POINT DOUGLAS AVE., WINNIPEG.

**FLOUR.**

Patent Hungarian,  
Strong Bakers. Straight Bakers  
Superfine.  
BRAN. SHORTS.  
CHOPPED FEED.

**Grain Shippers**

Correspondence from Cash Buyers Solicited.

**LEITCH BROS.,**

FLOUR MILLS,  
Oak Lake, - Man.

**DICK, BANNING & CO**

MANUFACTURERS OF  
Lumber, Shingles and Lath,  
DOORS AND SASH.

MILLS AT KEEWATIN. OFFICE: OPPOSITE O.P.B.  
PASSENGER DEPOT, WINNIPEG

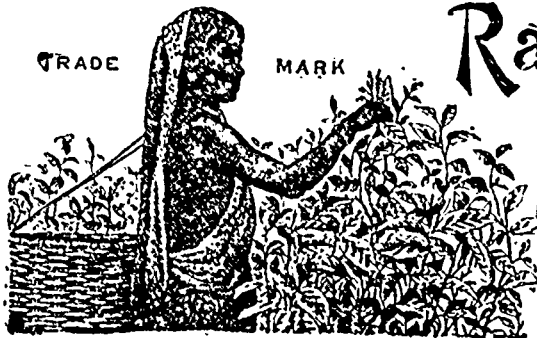
**RUBLEE, RIDDELL & CO.**

Commission Merchants

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

NOTHING LIKE LEATHER.

**W. N. JOHNSON & CO.,**  
Importers and Dealers in  
LEATHER AND FINDINGS.  
MANUFACTURERS OF  
**Harness, Collars, Etc.**  
Corner King and Alexander Streets, - WINNIPEG



# Ram Lal's PURE INDIAN TEA

GUARANTEED ABSOLUTELY PURE  
AS MANUFACTURED ON THE  
GARDENS IN INDIA.

Sold by Turner, Mackeand & Co., Wholesale Grocers, Winnipeg.

## J. & T. BELL FINE BOOTS & SHOES MONTREAL.

Representative for Manitoba, N.W.T. and  
British Columbia,  
L. GODBOLT WINNIPEG McIntyre Block

# 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 AND WHOLESALEERS OF—

### Men's, Boys' and Children's Clothing.

Albert Buildings, Victoria Square, Montreal.

Represented by Mr. W. H. Leishman, Sample Room 32 McIntyre Block.  
Main Street, Winnipeg.

**THE LOCK POCKET PATENTED** Attached to our Garments only.  
See it before Purchasing Spring Goods.

S. C. MATTHEWS.

W. C. TOWERS.

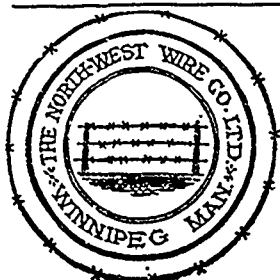
### Still to the Front.

We are showing an EXTRA large and WELL SELECTED range for coming Spring and Summer Trade. Our SANITARY UNDERWEAR, PATENT BRACES, (our own), TIES, etc., being specially worthy of attention.

We trust our friends will kindly wait on Mr. S. C. Matthews usual call, he being now on his journey, and oblige.

## MATTHEWS, TOWERS & CO.

WHOLESALE MEN'S FURNISHINGS,  
VICTORIA SQUARE,  
COR. ST. JAMES STREET. - MONTREAL.



P. O. Box 1305

TELEPHONE 740.

## Northwest Wire Co'y., Ltd.

Winnipeg, - Manitoba.

—MANUFACTURERS OF—

BARBED WIRE, PLAIN TWISTED WIRE AND STAPLES.

A large quantity of Wire always on hand. Orders filled promptly. Send for our Samples and Prices before ordering elsewhere.

OFFICE: 380 Main Street. W. T. KIRBY,  
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## HOW ARE YOUR Poor Feet?

In the winter season, this is a very important question to the People of Manitoba and the Northwest, but since Clearihue, of Brockville, has brought out his "Columbia" Moccasin or Overshoe, there is no further need for this query, as the inhabitants of this part of the Dominion can now keep their feet warm and comfortable, in all kinds of weather by using this Overshoe.

Mr. Clearihue introduced it to the Trade last season, and it has given every satisfaction and is pronounced by parties using them as the most comfortable and suitable shoe for this climate.

Thos. Clearihue, of Brockville, Ontario, wholesale dealer in Gloves, Mitts and Moccasins, is the inventor and patentee of this Shoe, which we feel assured from the merits of the article, will supply a long felt need.

## HOPE & CO.

—SEE OUR LINE OF—

### Feathers AND DOWN Pillows

AND ALL FANCY ARTICLES IN  
THE DOWN LINE.

Cash Paid for Feathers.

183 6th Avenue North, - WINNIPEG

## St. Lawrence Hall

MONTREAL, - - P.Q.

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

## Fur Trade Notes.

From the *Fur Trade Review*.

The prices realized at the London sales will result in increased shipments and a consequent decline in prices in March.

Various sales including monkey were held in London on 18th and 19th of January. Culverwell, Brooks & Co. offered 25,000; A. & W. Nesbitt, 13,000, and Flack, Chandler & Co. 5,000 skins. Prices advanced twenty five per cent.

Fine dark mink will be in leading favor this year, and the consumption will be largely increased; the article has given very marked satisfaction, and is certain to advance in general appreciation on its intrinsic merits.

All reports received agree that collections of raw furs will be rather large.

The sea's sold in London on January 27 were mainly the property of one house, and they were offered strictly on their merits, the sale being entirely free from the objectionable feature—manipulation. The values were consequently fair and in accordance with the conditions of the market.

The average advance on Northwest Coast seals at London on January 27 was between four and five per cent; the quality of the skins in general was good. The best strings were lots 291 to 346, both inclusive, and the prices obtained for these lots were about: Smalls, 80; large pups, 90; middling pups, average, 89; small pups, 71 10 shillings. The other strings were partly faulty and ran heavily to gray pups and small sizes, and when figured in the totals bring down the average prices. Those who purchased the skins secured good value throughout.

The London, England, correspondent of the *Fur Trade Review* writes as follows on January 10. The wholesale trade is almost at a stand still, and not much business is expected until after the Hudson's Bay Company and C. M. Lamson & Company's sales, which are fixed for the 23rd and 27th inst., and of course it is full early yet to say which will be the favorite furs for the coming season. The only guide at present being the articles which are selling in the retail shops, and these will be the most likely to start the season. For instance, bear goods are still in very good favor with the public, and we have no doubt will sell very freely again this year; indeed, all long furred skins will be in demand, for there certainly is a tendency on the part of the public to buy rougher goods. Fur seals continue to change hands as soon as they come out of the dye, and the demand is very brisk and there certainly is a very good future for the article. Sable is selling well as trimmings on cloth jackets in the West End, and we have a very good opinion about them for the coming season. Should sable continue to sell as we anticipate, then there is another chance for musquash, because after all this is the article for the million. Gray fox, we presume, are being used rather largely on your side, and this accounts for the small quantity received here during the last twelve months. We certainly could do with a good increase in the supply, as the demand is still very good and the price paid would leave a good margin for your shippers. Raccoon will sell well both natural and dyed black and brown; there will also be a very good demand for white fox dyed blue, black and smoke color. Lynx.—Our opinion is that this fur will again become popular on account of the soft flowing hair, especially on the belly of the skin. Skunk.—This article rather disappointed us last year, but yet there seems to be some request for it, and we should not be at all surprised to see it have a fairly good run this year. Mink.—Good dark skins will be in good request, and most grades will sell fairly well. Nutria will have a good sale, at any rate for the first few months, but we expect that the demand for rougher goods will greatly interfere with the sale of this article later on.

## The Cutter.

The *Grocers' Criterion* says: Many smart storekeepers think it is an enterprising piece of business to undersell their competitors, but we have an idea that more harm is done to the business of a town by this system of trading than profit is made out of it. The minute a merchant begins to cut prices it demoralizes the entire business of a town, for it compels the other merchants to fall in line and to also sell their goods at a reduction in order to hold the trade of their customers. In the aggregate they do not sell many more goods than they would otherwise have disposed of if price cutting had not prevailed, for as a rule customers do not buy more goods than they require for their wants and necessities. Price-cutting produces ill-feeling and leads to reckless rivalry and results in disaster.

Our advice to our readers is not to cut prices when it can possibly be avoided. If a rival in town inaugurates the system go and have a friendly talk with him and show him the folly of the course he is pursuing. There is neither sense nor reason in doing business without a profit, and the selling of goods below cost is frequently an act of downright dishonesty, for it not infrequently results in the defrauding of creditors and the closing out of an establishment at 10 and 20 cents on the dollar.

## Railways of the World.

A recent bulletin issued by the Census Bureau contains tables and diagrams in which the statistics of railway mileage in different countries are compared with reference to area and population. In 1890 there was a total of 370,251 miles of railway in the world. Of these the United States contained 163,597, or 44.2 per cent, and North America and Europe 319,802, or 86.4 per cent. The latter comparison suggests that the latest phase of industrial advancement, as represented by the progress of the nineteenth century, is peculiar to the peoples of Christian civilization, and this deduction is further emphasized by the fact that most of the railway mileage in Asia, South America, Africa, and Australia has been built by settlers from European countries. English speaking peoples are credited with a larger share of the railway mileage than all others combined. It is true that Great Britain and Ireland have fallen behind Germany, Belgium, Denmark, and France in percentages, but in addition to railway transportation Great Britain supports an immense coastwise trade, in comparison with which that of the other countries named is insignificant. This fact certainly warrants the assertion that English speaking people easily take the lead in that peculiar commercial civilization which rests upon transportation by steam, and explains why, in a commercial civilization, the English tongue is the one most extensively used.

In the number of miles of railway to each 1,000 square miles of territory the continents stands thus: Europe, 36; North America, 26; Africa, 6; Asia, 4; Australia, 3; and South America, 2. The leading countries compare as follows: Belgium, 282; Great Britain and Ireland, 166; Malta, Jersey and Man, 160; Netherlands, 124; Germany, 124; Switzerland, 121; France, 110; Denmark, 72; Italy, 70; Austria and Hungary, 63; United States, 55; Portugal, 37; Roumania, 32; Spain, 30; Sweden, 28; Victoria, 26; Cuba, 22; (and omitting a few intermediate ones), British India, 10; Russia, 8. It is stated to be essential in making this comparison to bear in mind that the problem in the United States has been to reclaim territory for settlement, while in other countries it has been to provide transportation facilities for territory already settled. Subsidies offered by Congress have been in the form of lands which cost Congress nothing, while in other countries they have occasioned taxation. In the United States railroad building has been under no restraint and according to no policy, while in many other countries a well-formed national

policy has held it in check. The problem of how much railroad mileage a country needs has never been worked out, but is presented vividly by data contained in the tables given in this report.

In 1830 the railroads of the United States existed mostly in the minds of inventors. They were regarded as of importance for providing means of transportation where canals were not feasible. It was not till 1840 that the idea was fully grasped that railroads could ever become more than adjunct to a canal system. Up to 1845 it was the accepted policy of many of the states to build and manage both railroads and canals. Then the state governments receded from the field of activity, on account of the many financial disasters they sustained, and about that time the corporations began the wonderful activity which has caused them to become a most important factor in American life. In the New England states more mileage was built between 1840 and 1850 than in any subsequent decade, and in 1860 the total had reached 3,611 miles, or more than half that of 1890. In the Southern and Gulf states there was great activity from 1850 to 1860, and again from 1890 to 1890, the intervening twenty years forming a dull period, the war having arrested railroad development. In the territory which may be described as tributary to Chicago and St. Louis there has been a remarkable development within the last thirty years, which has increased in intensity with each succeeding decade. It grew from 9,705 miles in 1870 to 37,463 in 1890. And though this territory is mostly devoted to agriculture the group compares favorably with others in percentages of area and population.

For the United States as a whole there was in 1890 an average of 26.66 miles of railroad for each 10,000 inhabitants, and the percentage has increased with each decade. The demand made in this country for railway facilities is excessive, if compared with the 3.84 miles per 10,000 inhabitants for the whole of Europe. That the difference is not wholly to be accounted for by reference to the density of population is shown by the fact that the United States supports 55 miles of line per 1,000 square miles of territory, against 36.2 miles in Europe. The Commissioner thinks that with the exception of the speculative building in 1882 and 1887 the development of railway mileage in the United States during the last census decade was normal and healthy, indicating an energy on the part of the American people and a control of capital which is characteristic of this country in all lines of activity.—*Chicago Tribune*.

## Railway Bumbings.

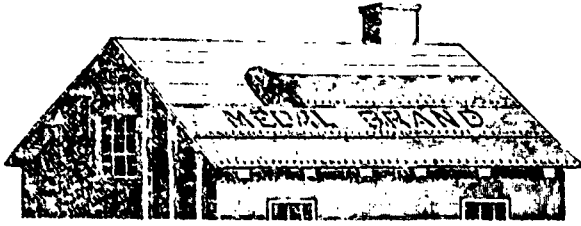
A telegram from Duluth says: Reliable information has been received here that President Van Horne of the Canadian Pacific railway has closed contracts within the past few days in St. Paul for the purchase of the North Star Construction company, owning the Duluth & Winnipeg railroad, and also the Superior Belt Line & Terminal company, owning one dock at Superior. Contracts are to be let on Monday for the extension of ore docks.

By the purchase of the North Star Construction company, the Canadian Pacific gains control of the Duluth & Winnipeg, which will be extended in the near future to connection at Pembina with the Canadian Pacific's Manitoba system, and as the Canadian Pacific now practically owns the Duluth, South Shore & Atlantic, this will give them a through line between east and west by the south shore of Lake Superior and a much shorter one than its north shore line.

The estate of the late Richard Davis, lumberer, Winnipeg, was sold at auction on Friday. Lumber to Jas. M. Hall, at 31 cents on the dollar; book debts to N. C. Anderson, at 9 cents on the dollar; and the house and lot to John Markinski, for \$1,250, the total amount realized being \$2,240.54. All for cash.

# O'LOUGHLIN BROS. & CO.,

—SOLE AGENTS FOR—



## Medal Brand Wire Edge Ready Roofing!

Any intelligent man can apply. Can be painted any color.

It is adapted to either Steep or Flat Roofs. Buildings covered with Medal Brand Roofing are classed by all fire insurance companies the same as if covered with slate or metal.

SEND FOR SAMPLES AND PRICES.

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

134 and 136 Second Avenue North, WINNIPEG MAN.

### Toronto Board of Trade.

Following is the annual report of the dry goods section of the Toronto Board of Trade:

In making the annual report of the dry goods section of the Toronto Board of Trade, I have great pleasure in being able to congratulate the section upon the fact that the year that has just closed has been upon the whole a satisfactory one to the wholesale dry goods trade of Toronto.

The volume of trade has been larger and the losses sustained by bad debts smaller than in 1891, indicating the fact that merchants are now much more careful in granting credits than formerly. Let the policy of a careful investigation into the character, capacity and capital of those to whom credit is given continue, united with the determination to shorten the terms of credit, and to eradicate the vicious principle of dating goods ahead, and the result will be that the dry goods trade will be put on a sounder basis. And together with this, should be kept in view the fact that as the percentage of expense is constantly increasing, it is absolutely needful, in order to obtain a satisfactory return for the capital, experience and labor incident to the dry goods business, to put an adequate profit upon the goods sold.

The members of this section are, I think, fully alive to this fact, and will not permit the desire to enlarge business blind their eyes to the folly of selling goods without a profitable margin—for a business conducted upon any other basis can only at best prolong a miserable existence ending in ultimate disaster and death.

During the year a number of important subjects have been before the Section. The question of cash discounts has received attention, and the feeling is strongly expressed that an effort should be made to make discounts in better proportion to the present value of money.

The millinery houses have made an important step forward in this direction, and it would be a great advance if the staple houses unitedly adopted a rate of discount more commensurate with the market value of money.

The need of a better train service between Toronto and Buffalo has received careful consideration, and the G. I. R. company have promised to see what can be done to place Toronto in the position which, as the most important station on the Grand Trunk service, it is entitled to. So far, however, nothing definite has been done. It is hoped that as the matter of better mail service between New York and Toronto is ultimately connected with the better train service, we should have the improvements so urgently needed to come into effect at once.

The evil effect of permitting chattel mortgages to be given unregistered was brought before the Section, and G. B. Smith, Esq., M.P. P., kindly undertook to attend to this matter. Largely through his efforts the law has been so

amended by the Local Government that chattel mortgages when given require to be registered, and are open to attack for sixty days afterwards.

After long consideration the fire underwriters decided to make no reduction in the present rate for insurance against fires. It is much to be regretted that when so strong a case had been made out by this Section, that the underwriters should have refused to accede to so reasonable a request—when backed by such overwhelming evidence that Toronto was largely paying for the losses made in other parts of Canada.

The immense importance to this Section, and to every merchant in Canada, of an equal and just law upon municipal assessments, led the Section to request the Council of the Board of Trade to unite with this Section in requesting from the Ontario Government the appointment of a commission to consider the whole question of municipal taxation, and get such information upon the subject as may show how assessments are made in other countries, particularly in Great Britain, with a view to provide a just mode of taxation for municipal purposes. The Ontario Government very courteously have complied with the request of the Board of Trade and a commission has been duly appointed.

The need of an equitable mode of distributing the estate of an insolvent trader, led this Section to request the Council of the Board to appoint a joint committee to act with the committee of the Dry Goods Section to prepare and submit to the Government a draft of a suitable Bankruptcy Bill. This has been done, and after considerable thought a bill has been drawn up that meets the approval of not only the Board of Trade of Toronto, but also of those of Montreal, Hamilton and London, and, at a meeting recently held at Ottawa, where the Government met a deputation from all the above cities, a draft of a bill was presented which we hope will become the law of the land this session, which, if it does, will not only make business transactions safer, but will also largely promote interprovincial trade with the various provinces of the Dominion.

The loss occasioned by retail merchants returning goods sent agreeable to order, led the Section to send out a circular to the trade, calling attention to the injustice and loss caused by this unbusinesslike habit. This circular has had the happy effect of reducing if not of eradicating this evil.

The various difficulties that from time to time come to the surface in relation to custom house readings of the tariff, which in the past have often borne very severely and unjustly on importers, led this Section to request the new Comptroller of the Customs, N. Clarke Wallace, Esq., to meet the Section at a time mutually convenient. With prompt courtesy, Mr. Wallace complied, and on the 12th of January, 1893, the largest meeting of the section yet held since its formation met the new comptroller, and placed in a full and particular

manner before him the main difficulties and vexations that the importers of dry goods have had to complain of. From this meeting practical results have already followed, and it is a cause for much satisfaction to the Section that they now have to deal with an experienced business man, who is both willing to listen to just complaints and anxious to provide a suitable remedy.

Other subjects bearing upon the interests of the wholesale dry goods business have from time to time been under discussion, and in many ways the advantage of meeting together in trade section meetings has been amply shown. It only remains for me, as chairman for the year now expired, to express my hearty thanks for the prompt manner in which the members have responded to the call to meet either in the regular monthly way, or when emergency requiring prompt action has arisen.

Many practical difficulties in business have been improved or removed altogether. Custom House vexations ventilated, and merchant has met merchant in a friendly manner and consulted upon those things that concern the common welfare; and while desiring the advancement of their own concerns, have also evinced a strong determination to compete only in an honorable manner, upon fair terms, and for the common good. My last word must be that I have found in Mr. Wills a zealous and efficient officer, and commend his services to your kindly consideration. Respectfully submitted,

STAPELTON CALDECOTT,

Chairman Dry Goods Section, Board of Trade,  
Toronto, 27th Jan., 1893.

### The Argentine Crops.

The area of land under crops in the Argentine Republic appears to have been increasing rapidly of late, as according to Mr. Fliess, who has devoted much time and labor to the collection of information for the government, there are 8,862,000 acres this year, as compared with 7,487,000 acres in 1891. The details are not given for 1892, but for 1891 they include 2,990,000 acres under wheat, 2,050,000 acres under maize, 1,495,000 acres under lucerne, 110,000 acres under barley, 72,000 acres under grapes, 13,000 acres under tobacco, and 140,000 acres under linseed and turnips, 617,000 acres being put down to sundries. As to the produce of the wheat crop, there is a wide difference between the estimate of Mr. Fliess and that of Mr. Mulhall, the former places it at 37,670,000 bu. and the latter, in his handbook, at 27,500,000 bu. Judging from exports, estimated consumption and a liberal allowance for reduced stocks, the latter quantity appears to be more probable and it makes the yield a little over 9½ bu an acre.

The Polson Iron Works, Toronto, are in financial difficulties, and an assignment has been made.

### Insurance Against Bad Debts.

For years it has been recognized, in the United States and Canada, that some sort of insurance against excessive loss by bad debts was a desirable thing for merchants and manufacturers. It was at the same time considered that the business was one of excessive risk, and it was long before any one formulated a scheme for such insurance, or before any association of capitalists could be found to assume the risk it was thought to imply. Four or five years ago, however, a scheme was propounded which so commended itself that the United States Credit System Company of Newark, New Jersey, was organized and proceeded to do business, and this company claims to have paid in that period over half a million dollars in excess losses. We are informed that the stock-holders, directors, and managers of the United States Credit System Company, are officers, directors and managers of a company which has been formed to operate in Canada and which has deposited \$100,000 at Ottawa for the security of policy holders. This is the Canadian and European Export Credit System Company, whose Canadian representative is Thos. Christie, at 34 Yonge St. It guarantees wholesale merchants and manufacturers against excess losses by reason of bad debts. The company fixes in the policy a certain amount of loss as the initial loss for the insured to bear for the whole year, and all loss in excess thereof this company pays. The only requisite is that the customer must be rated in the Mercantile Agency from a given point upward. "The policies are issued in sums of \$5,000 and upwards, that is to say, a guarantee is given that the company will pay losses in excess of the initial loss to the extent of \$5,000 or more, depending upon the size of the policy." The system, as explained to us, is very ingenious and at the same time perfectly reasonable. It should prove a real boon to firms doing wholesale business.—*Monetary Times.*

### Shipping in Bond.

President Harrison sent to Congress this week his long expected message dealing with the consular seal system in connection with the transit of merchandise from one port to another in the United States through Canada in bond. The message is in response to a resolution of the House of Representatives adopted in July last, asking for information in relation to the matter. The scope of the message is wider than was suggested in the House resolutions, the President thinking that under the circumstances a review of the treaties and legislation bearing on the subject is desirable. Such a review, dealing particularly with the status of article 29 of the Treaty of Washington, is given in the message. The President concludes that that article has been abrogated, and that even if it were in force there is no law in force to execute it, and that when in force the treaty imposed no obligation upon the United States to use the concessions as to transit made by Canada, and no limitation of the powers of the United States in dealing with merchandise imported for the use of our citizens through Canadian ports, or passing from one place in the United States to another through Canada, upon the arrival of such merchandise at our border.

Reasoning on this basis, the President reaches the conclusion that, treaty or no treaty, the question of sealing cars containing such merchandise, and the treatment of such sealed cars when they cross our border, is and always has been one to be settled by our laws, according to our convenience and our interests as we may see them. He further holds that the law authorizing the sealing of cars in Canada containing foreign merchandise imported from a contiguous country does not apply to merchandise imported by our own people from countries not contiguous and carried through Canada for delivery to such owners; that the law did not contemplate the passing of sealed cars to any place not a "port," nor the delivery of

such cars to the owner or consignee, to be opened by him without the supervision of a revenue officer, and that such a practice is inconsistent with the safety of the revenue. The suggestion is made that the statutes governing this form of transportation should be revised, and that a policy should be declared adapted to the new conditions growing in part out of the construction of the Canadian Pacific Railroad. In conclusion, the President urges that "if we continue the policy of supervising rates, and requiring that they shall be equal and reasonable upon the railroads of the United States, we cannot in fairness at the same time give these unusual facilities for competition to Canadian roads that are free to pursue the practices as to cut rates and favored rates that we condemn and punish if practiced by our own railroads."—*Braitheats.*

### United Kingdom Failures.

Kemp's *Mercantile Gazette*, in reporting on the failures in the United Kingdom in 1892, says: The year 1892 according to the statistics of failures, has been a bad one indeed. Depression of trade would seem to have been general, judging from the figures for the last twelve months. There appears to have been a falling off all round, and an increase in insolvency in almost every one of the classes of traders into which, for convenience our returns are divided.

Taking public bankruptcies first, there was in England and Wales an increase of some 420 cases upon a total of 4,231 for 1891, or about 11 per cent. This gives a higher figure, making as it does 4,651 open bankruptcies, than either 1889 or 1890, and bringing us nearer 1888. If we turn to deeds of arrangement, the result is not any more satisfactory, for there we have an increase of some 371 in England and Wales, adding up a total of 3,570 for 1892, as against 3,199 for 1891, and showing a rise in this form of failure to the extent of close upon 12 per cent.

If we add together the totals of the bankruptcies and deeds of arrangements for 1892, which is really the proper way, we get the high result of 8,221 insolvencies actually gazetted and registered. If we then compare this grand total with the whole totals for the years 1882 and 1883, which were over 10,000, it will then be seen that, though the statistics of failure are altered in form, the effect of the Act of 1883 has not been substantially to reduce the insolvency in the way that its promoters and advocates still attempt to maintain. This mode of keeping official bankruptcy apart from arrangements by deed merely confuses the true issue and hides the real state of things. By putting them together some idea of what does occur may be the better obtained.

The returns for bills of sales during 1892 also gave a large increase, amounting to 451, and coming out at close upon 5 per cent, the total for the past year being 10,220, as against 9,739 for 1891. These figures also show that trade must have been bad generally, for the increase runs practically through every one of the classes into which our returns are divided. Considering how greatly bills of sale, as securities, have been shaken by the decisions of the courts, it is really surprising that over 10,200 should have been executed during the twelve months of 1892. There must have been a large amount of depression in business to account for these figures, because the registration of a bill of sale against a trader is usually fatal to his obtaining further credit, and so it is on y done in last extremity.

As to companies, it was to be expected that the number of liquidations would increase rather rapidly under the influence of recent legislation. Accordingly we find that the totals show 911 cases of winding up, including both compulsory and voluntary in 1891, which was raised to 1,027 in 1892, or, in other words, there was an increase of over 11 per cent. It is also to be expected that this increase will be continued, as there must still be

many similar concerns in a very shaky condition.

Another noteworthy point is that it is mainly, if not entirely, in England and Wales that there has been a rise in the statistics of failure. In Ireland matters seem to be much more flourishing. There were only a few more bankruptcies than in 1891, the number of deeds of arrangement was only two more, and in the way of bills of sale there was an actual decrease, while in Scotland there was a slight falling off in bankruptcies, and a large diminution, amounting to ten per cent, in those deeds of arrangement which represent deeds of arrangement in England.

### Winnipeg Board of Trade

The annual meeting of the board was held on Wednesday afternoon last. The meeting was a pleasant and harmonious one, and business gone through with smoothly and expeditiously. The report of the council for the past year is a very lengthy one, showing that a great many subjects have occupied the attention of the board, and about double the number of meetings of all kinds have been held the year now closed, as compared with the previous one. The report of the council, together with the president's address, will be printed in a special issue of *The Commercial*, which will appear in a few days.

After the reading of the report the election of officers was proceeded with and all were elected by acclamation. The following are the gentlemen selected as office bearers for the year:—

F. W. Stobart, president.  
W. B. South, vice president.  
A. Strang, treasurer.  
C. N. Bell, secretary.  
Board of Arbitrators: K. McKinnon, F. L. Drewry, G. F. Galt, G. F. Mauldon, S. A. D. Bertrand, J. H. Brock, R. T. Riley, S. Spink, John Galt, Wm. Hespeler, Jas. E. St. en.  
Council: C. C. Chipman, H. S. Westbrook, John Galt, J. H. Ashdown, K. McKeuzie, J. Porter, R. J. Whirl, D. W. B. B. J. H. Haussor, W. D. Pettigrew, S. Nairn, W. Georgeason, G. R. Crowe, A. Atkinson, H. Miller, S. Spink.

Notice of motion was given to have the by-law changed to make provision for the election of honorary members.

The following resolution was passed and it was ordered that a copy be sent to the Toronto board of trade, and a copy be forwarded to parliament, through H. J. Macdonald, M. P.:—

The board of trade recognizing the importance of trade with Great Britain, and feeling assured that the steady growth of exports and imports to and from that country will be materially assisted by the improvement, both as to the speed and capacity, of the steamers of the Canadian Atlantic service, and feeling that the development of the country will be largely promoted by better means of transportation, and that the advantages that Canada possesses from her geographical position are not at present fully availed of and that the resources of the country, especially of this great agricultural district of which Winnipeg is the centre, will thereby be promoted. Therefore, be it resolved that this board of trade desires to represent to the Parliament of Canada the necessity for the establishment of a fast Canadian Atlantic steamship service; they are of opinion that immigration and trade would thereby be improved, that the value of exports will be increased and the cost of imports diminished, and the general prosperity of the country will be promoted. They therefore urge upon parliament the advisability of necessary assistance given to secure the attainment of an adequate Atlantic steamship service.

Some discussion followed upon the spread of noxious weeds in Manitoba, and a committee was appointed to interview the government, in conjunction if possible with a committee from the grain exchange, to advise more stringent legislation to prevent the spread of weeds.

### Montreal Markets.

**Flour.**—The flour market remains quiet and steady the chief business reported being on local and country account. In this province many of the sections which formerly depended upon Montreal for their supply of flour are now independent of it, as their own grist mills turn out about all the flour they require. There is much more wheat grown in this province than was the case eight or ten years ago, and the greater portion of this wheat finds its way to the grist mills throughout the country. Consequently the flour required in the interior is very small to what it used to be. In straight roller flour there is a fair volume of business passing at \$3.65 to 3.75 per bbl delivered in broken lots. Car lots laid down here, are quoted at \$3.50 to 3.55 on track. The late firmness on the part of holders does not appear to have created the anxiety on the part of buyers that was looked for, and consequently sellers in more instances than one have had to solicit their customers in order to make sales, which of course meant a concession from the top prices they had been entertaining for some time past. Sales are reported of St. Louis straight rollers at \$3.77½ to 3.80 c. i. f. St. John's, N. f. d. The views of Ontario millers are not as rigidly firm as they were two weeks ago, many of them being more willing to entertain offers than they were then. In strong bakers flour, choice city brands are quoted at \$5.15 to 5.25, one of our large millers refusing to sell under the outside rate as he claims that his mills will soon be closed for a time, and he will need all the stock he has until he resumes grinding. The range of Manitoba flour is quoted at a wide one, namely, of from \$3.50 to 4.26 as to quality. The export trade is small as there is no profit in filling orders for English markets at present limits from Liverpool and Glasgow.

**Oatmeal.**—The market has ruled steady during the past week under an improved enquiry, and jobbers say they are getting a little better figure. Car lots are steady, rolled and granulated having been bought at \$3.85 to 3.90 on track. We quote jobbing lots as follows:—Rolled and granulated \$4.00 to 4.05; Standard \$3.95 to 3.95. In bags, granulated \$2.00 to 2.05 and standard \$1.90 to 1.95.

**Mill Feed.**—The market for bran is quiet, car lots being quoted at \$13.50 to 14.00, but they could not be brought from the west and sold at these figures, as car lots have been sold there within the past few days at \$13.00 to 13.50. Shorts are steady at \$14.50 to 15.00, and moultrie \$19.00 to 20.00.

**Wheat.**—No. 2 red winter wheat is offered at Port Arthur at 74c May, which is equal to about 83 to 84c float in this port for May delivery, but we hear of no business yet for spring shipment. Canada red and white winter wheat is quoted at 65c to 67c f. o. b. West of Toronto.

**Oats.**—Although the sale of 10,000 bushels was reported at 83c here, a holder stated to day that he had offered a lot of 5,000 bushels of No. 2 white at 32½c without getting a buyer. A lot of No. 2 mixed was sold at 32c.

**Barley.**—There is very little business on spot, although we hear of sales in the West of No. 3 extra at 37½c, No. 2 at 41c, and No. 1 at 46c. Here we quote malting grades at 50c to 56c, and feed barley at 39c to 42c.

**Eggs.**—The market continues firm, stocks are in limited compass and receipts remain light. In the West most of the shipments are going across the line, and are thus diverted from this market. Sales of Montreal limed have been made at 22 to 23c, while Western limed have changed hands at 19 to 20c. Hold fresh stock is quiet, a few sales being reported at 22c to 23c, and fresh stock is firm at 29 to 30c.

**Butter.**—The market holds fairly steady, but business is confined exclusively to the local trade. Creamery butter is being jobbed out at 22 to 24c as to quality; but holders say that it would be difficult to move a round quantity of finest fall made creamery at over 22½c. Sales of 20 to 30 tub lots of good solid even colored

Townships have been made at 20 to 20½c, with 1c to 1½c more obtainable for single packages of selected. Western have sold in jobbing lots at 18 to 19c.

**Pork, lard, &c.**—The pork market continues very firm at an advance of another \$1.00 per bbl, sales of Canada short cut pork having been made at \$22.50 to 23 in jobbing lots; light family mess is quoted at \$19, and heavy do at \$22. In lard the market keeps very firm at \$2.10 to 2.20 per pail for compound and \$2.70 to 2.75 per pail for pure. Smoked meats are firm with an upward tendency in prices, sales of selected small at 14c and heavy at 13c. Bacon is in limited supply with sales at 12½ to 13c. Roll bacon has sold at 12c and Windsor at 13c. Picnic hams 11c, and long clear bacon at 10½c.

**Dressed hogs.**—The market is evidently quiet and less firm, it being difficult to sell car lots at \$9 at the moment, although there have been sales at \$8.90 to 9 for car loads since our last issue. The sale of 800 hogs was reported at \$8.90 some days ago, but the buyer would not pay the same price to-day.

**Cheese.**—During the past week some heavy shipments have been made from Canada via New York and Portland, the shipments via the former port being about 35,000 boxes, most of which are believed to be west of Toronto cheese. There is consequently very little left in Canada to-day. Sales of finest colored have been made in this market at 11½ to 11¾c, finest white being quotable at 12c. The market is very firm, and there is not sufficient stock left in this city to fill a dozen moderate sized orders.

**Hides.**—There is a good demand for all offerings of hides, which sell readily enough at 5½c, 4½c and 3½c for Nos. 1, 2 and 3 respectively to tanners. A meeting of the dealers is expected to be held shortly for the purpose of putting down the price to butchers to 4½c, 3½c and 2½c for Nos. 1, 2 and 3, instead of 5c, 4c and 3c which is now being paid. Until lately dealers always had a margin of 1c per lb, which is little enough for their trouble of handling, etc. We quote:—Nos. 1, 2 and 3 at 5½c, 4½c and 3½c respectively to tanners, dealers paying 5c, 4c and 3c. Calfskins, 6 to 7c, and lambskins, 90c to \$1.05.—*Trade Bulletin*, Feb. 3.

### The Imperial Institute.

The increased interest taken by all classes in Great Britain in colonial affairs is now receiving fresh stimulus from the completion of the Imperial Institute. This magnificent edifice now stands on the site at South Kensington, formerly occupied by the series of annual exhibitions. It is indeed an appropriate monument to the growth and prosperity of the great Empire. The success of the Indian and Colonial Exhibition in 1886, led the Prince of Wales to suggest that the establishment of a permanent institution, for the intercourse and welfare of the subjects of her vast dominions, would be the most fitting memorial wherewith to mark the jubilee year of Queen Victoria's reign. The scheme found ready support both in Great and Greater Britain, and on 4th July 1887, Her Majesty laid the foundation stone—a block of granite from the Cape Colony—of the splendid building to open which, early in the month of May next, she will make one of her rare public appearances. A slight idea of the dimensions of the Institute may be gleaned from the fact that its frontage alone extends rather more than 750 feet, whilst the summit of the centre tower which crowns the fabric attains a height of no less than 350 feet. The style of architecture adopted is a free rendering of the Renaissance, and all that modern artistic skill and ingenuity could devise has been done to render the Imperial Institute worthy of its title. If the exterior is striking, it is, however, the object and purposes of the interior that will chiefly commend themselves to all who have the prosperity of the British Empire at heart. As there must be many who as yet imperfectly un-

derstand its aims, we cannot do better than quote briefly from the charter.

1. The formation and exhibition of collections, representing the raw materials and manufactured products of the Empire, so maintained as to illustrate the development of agricultural, commercial, and industrial progress.

2. The establishment or promotion of commercial museums, sample rooms, and intelligence offices in London and other parts of the Empire.

3. The collection and dissemination of such information relating to trades and industries, to emigration, and to other purposes of the charter as may be of use to the subjects of the Empire.

4. The furtherance of systematic colonization.

In brief, emigration and the fostering of trade between Great Britain and her colonies, is the surest means of tightening the bond of union. When in addition it is learnt that part of the building is to be devoted to the social intercourse of colonists of all descriptions, forming as it were a vast club, the gigantic and far-reaching nature of the undertaking will be appreciated.

To no colony can the success of the Institute be of more importance than to our own Dominion. The largest of the dependencies, and particularly available for the immigration which is required for the proper development of its vast resources, Canada, has been allotted the whole of the western gallery, with the additional advantage of a main entrance of its own. By this disposition the Dominion receives rather over 100 yards of a gallery, 20 ft. 6 in. in breadth, and 20 ft. 6 in. in height, for the exhibition of her products and resources. Each separate province has its own section, in which to show its special features and attractions and the kinds of products and manufacture, for which it is best adapted, and here to return the prospective emigrant can find visible proof of the prosperity of the country. Already two or three of the provinces have made considerable progress with their collections, and it can only be hoped that the others will hasten to forward their contributions, so that on the day of inauguration the whole Dominion from Atlantic to Pacific, will be able to show uninterrupted evidence of its wealth and enterprise. India, Australia, and the other colonies, are all making great efforts, and it should be the aim and desire of Canadians to eclipse all others. There is a market here for many of our products at present almost unknown, and the success of the Imperial Institute, means the further development of our already rapidly increasing export trade.

The Canadian section will be under the supervision of a committee, consisting of the representative on the governing body of the Imperial Institute, of the various provinces. This committee will meet at frequent intervals and deal with any matters that may arise, and upon which general action is necessary or desirable. The collections will be under the charge of a curator and an assistant curator. Harrison Watson, of Montreal, has been appointed to the former position, and Frederick Plumb, formerly of Toronto, to the latter. Both these gentlemen are well acquainted with the resources and capabilities of the different provinces of the Dominion, and are much interested in the work that is before them.

Any firm or individuals desiring to exhibit at the Imperial Institute, had better communicate with the provincial secretary of his province, who will place them in communication with the officials deputed to make proper collections to represent the resources of the province, and to forward them to London, in time for the opening of the Institute.

The butcher shops of Chambers & Delbridge and George Frizzel, Brandon, have been amalgamated. Mr. Delbridge has sold out his interest and the new firm will be known as Chambers & Frizzel.

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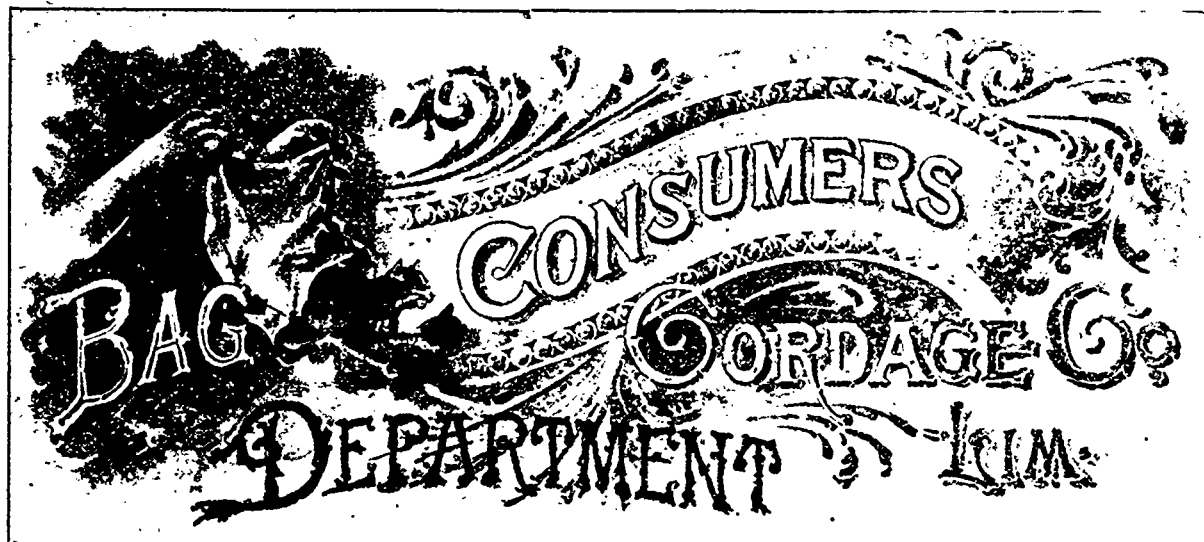
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**Tanning by a New Process.**

A new leather manufacturing concern commenced business in Salem, Mass., last week. Their process of tanning is a new one, and if it is successful it is expected that a large business will be built up. Moriarty & Son is the name of the new firm, and it is understood that they are doing the work for Boston parties. They secured the old Walden factory on Boston street last week, and commenced operations as stated above. One thousand hides were put in soak on the first day. Henry Varner will have charge of the preliminary work, preparing the hides for tanning. They will then be subjected to the new process, which, it is claimed, will accomplish the work of tanning much quicker than the old method. The result of the experiment will be watched with interest by men in the leather business, as it will be important—if successful.—S. & L. Review.

**Large Wheat Yield in Kansas.**

The following are extracts from the report of the Secretary of the Kansas State Board of Agriculture:—Since we have, considering both quantity and quality, probably the best wheat crop ever grown in the history of the state, we have thought it wise to ask our correspondents to report a few of the largest yields, and the kind of farming that produced such results. I desire to call particular attention to the reports from Phillips county. Three farmers report, and each one says he summer-fallowed in regular eastern style. Plowed the ground in April, one says, ten inches deep; another, eight inches; and the third said, plowed in June, six inches deep; then each gave it a shallow plowing in August, and a 1 with the same surprising results. The first, from seven-eighths of a bushel seed per acre, gets a yield of 46½ bushels. The second, from three-fourths of a bushel, gets a yield of 41½ bushels. The third, from 1½ bushels seed, gets a yield of 44 bushels per acre. By that method of farming, chances of failure are almost entirely eliminated.

Another thing worthy of note in connection with large wheat yields is the difference in the amount of seed sown per acre in different sections of the state. In the eastern half of the state, the quantity sown per acre is rarely less than 1½ bushels and frequently 1¾ bushels; while in the western half it is rarely over 1 bushel and most frequently 3 pecks per acre. In the southwest, 3 pecks per acre is most common. Three pecks are sown, not because farmers want to save seed, but because they have learnt by experience that it is no advantage, and may be a detriment, to sow more.

From this lesson we learn, that no rule as to the quantity of seed which should be sown to the acre can be laid down for all sections of the state. This matter must be determined by the farmers in each section for themselves.

The remarkable success in wheat growing in western Kansas through to the Colorado line in recent years is a new revelation to our people generally. Stevens county, in the extreme southwest, reports a yield of 40 bushels of wheat per acre from 1 bushel of seed; Clark county, 42 bushels from 1 bushel of seed; Wallace county, on Colorado line, 39½ bushels from 1 bushel of seed; Wichita county, 37 3/5 bushels from ¾ of a bushel of seed; Rawlins county, 36 bushels from ¾ of a bushel; Decatur county, 46 bushels from 1 bushel of seed. The crops are grown without irrigation.

AS YOU LIKE IT.—The Central Farmers Institute, composed of delegates from all the farmers' institutes in Ontario, passed resolutions advocating both free trade and a preferential trade scheme with England. The Canadian Manufacturers' association has endorsed the government's protection policy and the fast Atlantic steamer project.



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**NORTHERN PACIFIC R.R.**

**TIME CARD.**

Taking effect on Sunday, Nov. 20, 1892.  
(Central or 90th Meridian Time.)

North Bound			South Bound		
Brandon Ex. Tues. Th. & Sat.	St. Paul Express Daily.	Miles from Winnipeg.	STATIONS.	St. Paul Express Daily.	Brandon Ex. Mon. Wed & Fri.
2.55p	4.10p	0	Winnipeg	11.45a	1.00p
2.45p	4.00p	9 0	Portage Junction	11.54a	1.10p
2.50p	4.45p	9 3	St. Norbert	12.02p	1.24p
2.17p	3.31p	15 3	Cartier	12.23p	1.37p
1.59p	3.13p	23 6	St. Agathe	12.41p	1.56p
1.50p	3.04p	27 4	Union Point	12.49p	2.02p
1.39p	2.51p	32 5	Silver Plains	1.01p	2.13p
1.29p	2.33p	40 4	Morris	1.20p	2.38p
	2.18p	46 8	St. Jean	1.33p	
	1.57p	60 0	Lettellier	1.57p	
	1.25p	65 0	Emerson	2.15p	
	1.15p	68 1	Pembina	2.25p	
	9.35a	163	Grand Forks	6.00p	
	5.35a	223	Winnipeg Junction	9.55p	
	8.35p	470	Minneapolis	6.30a	
	8.00p	481	St. Paul	7.05a	
	9.00a	583	Chicago	9.35a	

**MORRIS-BRANDON BRANCH.**

East Bound.			West Bound.		
Freight Mon. Wed. & Fri.	Passenger Tues. Thur. & Sat.	Miles from Winnipeg.	STATIONS.	Passenger Mon. Wed. & Fri.	Freight Tues. Thur. & Sat.
11.40a	2.55p	0	Winnipeg	1.00p	3.00a
7.30p	1.15p	0	Morris	2.30p	7.30a
6.40p	12.53p	10 0	Low Farm	3.03p	8.16a
5.40p	12.27p	21 2	Myrtle	3.31p	9.05a
5.24p	12.16p	25 9	Roland	3.45p	9.25a
4.40p	11.57a	33 5	Rosebank	4.02p	9.58a
4.10p	11.43a	38 6	Miami	4.15p	10.25a
3.23p	11.20a	49 0	Deerwood	4.39p	11.16a
2.58p	11.05a	54 1	Atamont	4.50p	11.45a
2.18p	10.49a	62 1	Somerset	5.10p	12.28p
1.48p	10.33a	68 4	Swan Lake	5.24p	1.00p
1.17p	10.19a	74 0	Indian Springs	5.39p	1.30p
12.5p	10.07a	79 4	Maricapolis	5.50p	1.56p
12.22p	9.00a	88 1	Greenway	6.06p	2.28p
11.51a	9.35a	92 3	Balder	6.21p	3.00p
11.01a	9.12a	102 0	Belmont	6.45p	3.50p
10.20a	8.55a	109 7	Hilton	7.23p	4.29p
9.40a	8.40a	117 1	Ashdown	7.35p	5.03p
9.35a	8.30a	120 0	Wawanesa	7.47p	5.16p
8.48a	8.00a	129 5	Rounthwaite	8.16p	6.00p
8.10a	7.45a	137 2	Martinville	8.35p	6.43p
7.30a	7.30a	145 1	Brandon	8.55p	7.30p

West bound passenger trains stop at Belmont for meals.

**PORTAGE LA PRAIRIE BRANCH.**

Taking effect Tuesday, Dec. 20, 1892.

East Bound.			W. Bd.		
Mxd No. 144 Mon Wed Fri	Pass No. 118 Tues Th Sat	Miles from Winni-peg.	STATIONS.	Pass No. 117 Tu. Th. Sat.	Mxd No. 141 Mon Wed Fri
12.15p	12.10p	0	Winnipeg	4.15p	3.40p
11.50a	11.52a	3.0	Portage Junction	4.25p	4.00p
11.18a	11.33a	11.5	St. Charles	4.45p	4.20p
11.07a	11.23a	14.7	Headingley	4.50p	4.35p
10.30a	11.12a	21.0	White Plains	5.07p	5.00p
10.05a	10.54a	28.8	Gravel Pit	5.25p	5.27p
9.55a	10.49	31.2	Lassie Tank	5.31p	5.35p
9.38a	10.40a	35.2	Eustace	5.40p	5.49p
9.11a	10.20a	42.1	Oakville	5.56p	6.13p
8.25a	9.55a	55.5	Portage la Prairie	6.25p	7.00p

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