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Wagons, Plows & Harrows, Hay Presses,
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Sixth Year of Publication.

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

WINNIPEG, FEBRUARY 6, 1888.

DR. CORNELL, of Boissevain, formerly of Rapid City, Man., is dead.

L. COOK has disposed of his hotel at Oak Lake, Man., to Alfred & Co.

REAL estate is rapidly changing hands at Fort William at good figures.

WARE & GORHAM, solicitors, Port Arthur, will close up business about Feb. 1st.

OATS are worth forty cents a bushel at Battleford, Sask., and eggs are quoted at thirty-five cents a dozen.

THE Winnipeg city council has by a large majority negatived a proposal to make a test for natural gas.

SHIPMENTS of car lots of fresh Lake Winnipeg fish to the United States are being made almost daily from Selkirk.

A. S. WALKER, of Neepawa, has procured brick manufacturing machinery and will commence the manufacture of brick next season.

THE Hudson's Bay Co. is having machinery manufactured at Dubuque, Iowa, for a new steamer, which will be used in the Northwest trade.

Two hotels are being erected at Lake Minnewanka, National Park, Alberta, by Disbrow & Brown, respectively. A steam yacht will be put on the lake.

S. MCGEE, from Ottawa district, Ontario, has arrived at Manitou, Man., and will go into partnership with Jos. Kerr of the latter place, in the building and contracting line.

THE annual meeting of the Winnipeg board of trade will be held on Tuesday, Feb. 7th. The reports of officers will be received and the election of officers for the next year will be held.

NEIL CAMPBELL has shipped six car loads of poplar wood from Portage la Prairie to Brandon, the completion of a first order. Wood is worth \$8 per cord in the latter town.

A JOINT stock association in London, Eng. has issued at par 300 six per cent. first mortgage \$500 debentures of the Winnipeg Waterworks company, being the balance of a total issue of 1,000.

DR. BRUCE, of Wapella, Assa., who is reported to have fallen into a fortune, denies the correctness of the rumor, and further intimates that he has no intention of leaving that district.

THE Local Government has appointed John Macdonald and Alex. Moffat to make a thorough audit of the books of the province and ascertain just how the province stands at the present time.

THE sale of school lands at Portage la Prairie last week was a success, and good prices were realized. Prices ranged up to \$16 per acre. Farming lands seem to be holding their own, if not going a little better.

PLOWING was done at Medicine Hat, Assa., on the C.P.R. west of Winnipeg, last week. The mild weather of the week carried off the snow throughout the west very rapidly. In the mountains a good deal of trouble has been caused from slides, owing to the rapid thaw.

D. A. STEWART, Dominion Government engineer, and party have examined the route of the Regina and Long Lake Railway as far as Saskatoon, and report very favorably as to ease with which the road can be constructed. The quality of the soil is also spoken of highly.

VOLUME 1 No. 1 of the Canadian Shoe and Leather Journal has made its appearance from Toronto. The somewhat lengthy name signifies the particular "want" which the new claimant in the journalistic field has come to fill. The journal is neatly printed on fine paper. It will be published monthly, at the rate of \$1 per year, by the Journal Publishing Company. Jas. Acton is the manager of the Company.

THE following losses were occasioned by a fire in Winnipeg last week: L. Wertheim, tobacconist, stock destroyed. Insured for \$3,000, loss estimated by the proprietor at \$1,000 greater, though the latter is probably an excessive figure. J. J. Radford, watches and jewelry, stock damaged; insured for \$500, which it is stated will not cover the loss. W. Cleverly, hotel, damaged; insured for \$500; loss somewhat greater. Geo. Foulds loss on buildings \$1,500.

JUSTICE KILLAM has given his decision in the case of Mann & Holt vs. Winnipeg & Hudson's Bay Railway Company to the effect that the clause of the contract, with reference to possession of the road in favor of the contractors, only applied in the event of the contractors not obtaining the government debentures, and that inasmuch as they admitted having obtained those debentures the bill should be dismissed. The suit brought to obtain possession of the constructed portion of the road has therefore failed, and the road will remain in the hands of the company. It is understood the case will be appealed.

W. G. ELWORTHY has sold out his interest in the general store at Virdon, Man., to his partner, J. A. Merrick. The latter will continue the business alone.

THE town at the coal mines near Banff, Alberta, known as Anthracite, is growing up quite fast, and a ready number of stores have been opened. There is a probability that the town will be overdone in the store line.

FOLLOWING is a statement showing the value of goods exported, imported and entered for consumption at the port of Winnipeg, with duty collected thereon during the month of January, 1888, together with a comparative statement for the corresponding period of last year.

THE annual meeting of shareholders of the Northwest Navigation company was held in Winnipeg on Wednesday. Reports of the company's transactions during the past year were submitted and the following officers elected for the coming year: Andrew Allan, of Montreal, president; C. S. Drummond, vice-president; W. Robinson, general manager; F. A. Drummond, secretary.

GEO. H. ROGERS & Co., of Winnipeg, who have purchased the bankrupt stock of J. A. Wright, will close out the stock at once. Their object in purchasing the stock was mainly to get possession of the store, to which location they intend moving their boot and shoe business. It is their intention to go out of dry goods as rapidly as possible and confine their efforts to the shoe trade.

F. E. BURNHAM, of Emerson, will give notice in the Canada Gazette of application to Parliament for an act to incorporate the Emerson & Northwestern railway from a point in the town of West Lynne, Manitoba, in a north-westerly direction to the town of Portage la Prairie, and also a branch line from some point on the said line in a westerly or north-westerly or south-westerly direction to a point on the western boundary on the province of Manitoba.

Description.	Value 1887.	Value 1888.
Goods exported....	\$ 17,801 00	\$ 75,914 00
Goods imported, dutiable	\$ 67,533 00	\$ 82,057 00
Goods imported, free	53,668 00	18,717 00
Total imported.	\$121,201 00	\$100,774 00
Goods entered for consumption—		
Dutiable	\$ 69,981 00	\$ 81,430 00
Free	53,668 00	18,717 00
Total entered for consumption..	\$123,649 00	\$100,147 00
Duty collected.....	\$20,784 49	\$25,188 24

The amount of revenue collected during January is shown by the following statement:

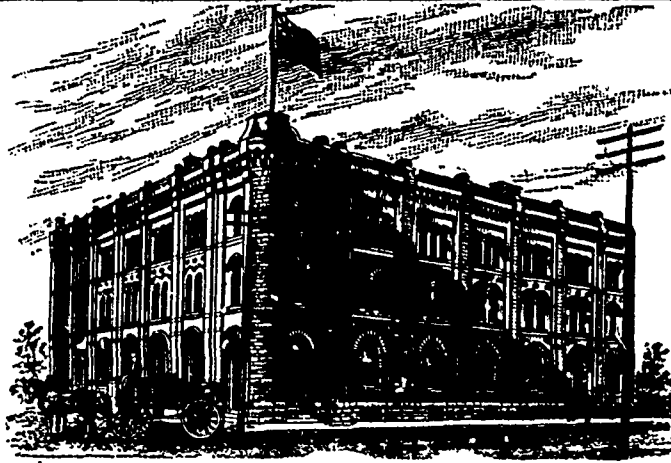
Tobacco and cigars.....	\$ 4,827 00
Spirits	7,246 61
Malt	1,303 69
Inspection of petroleum.....	128 50

Total.....\$13,505 80

The transactions at the Dominion Government Saving bank for January were as under:

Deposits	\$26,877 45
Withdrawals	29,930 26

Withdrawals exceed deposits by.... \$3,052 81

GOODS SOLD TO THE
TRADE ONLY.GOODS SOLD TO THE
TRADE ONLY.

G. F. & J. GALT,

DIRECT IMPORTERS

TEAS, SUGARS, WINES, LIQUORS and GENERAL GROCERIES

CORNER PRINCESS AND BANNATYNE STREETS, WINNIPEG, MANITOBA.

THE people of Manitoba have been given a great surprise during the past week. A short time ago it would hardly have been expected that a proposition for a compromise of the disallowance and monopoly difficulties between the Province and the Dominion would be entertained here for a moment. It has been known for some time that several of the leading local echoes of the Ottawa administration, including the member for Winnipeg, who obtained his seat by false pretences, have been endeavoring to bring the Conservative party of the Province into line on a compromise platform. It was hardly expected, however, that such a proposition would be so openly advocated as it has been during the past week. The proposals coming out so bluntly, must have given a rude shock to the more independent supporters of the Dominion Government in this Province, if not indeed to the rank and file of the party. A number of the leading business men of the city, who are Conservatives in principle, have hastened to renounce any sympathy with the move, and it can hardly be believed that any great number of the people can be misled by such a scheme. It ill becomes Mr. Scarth, who, during the election campaign, intimated that if elected he would resign his seat if the Dominion continued its disallowance policy, to be now the prime mover on behalf of Ottawa in these compromise proposals. We wonder the man is not ashamed to show himself upon the streets of Winnipeg, where his statements and pretensions during the election campaign are so well known. Every interest of Manitoba, commercial, industrial and agricultural, demands the immediate breaking up of monopoly. The very existence almost of the country demands it. How then, can such proposals be for a moment entertained? They ask us to submit three years longer to monopoly and injustice. Who in Manitoba believes that monopoly will endure three years? Then why compromise? Is it right to compromise right and justice and submit to wrong and injustice? Manitobans several years ago tacitly compromised this very question, on the statement of Sir Charles Tupper that when the C. P. R. was completed from Lake Superior eastward, mon-

opoly would cease. Several years have elapsed since the road was completed, and yet disallowance has been continued. Many other promises have also been made by Ottawa and broken. What confidence then can be placed in any further promises from the same source, especially when considering the medium through whom they come?

THE proposals so far as known, which are to form the basis of a compromise are as follows: That the C. P. R. Co. shall during next season extend its two Southwestern branches, the one from the present terminus at Deloraine, to the western boundary of the Province, and the other branch from the terminus at Glenboro, twenty miles westward; also that twenty-five miles of the proposed Souris branch from Brandon southwestward, be constructed. An appropriation from the Dominion Parliament sufficient to render navigable the Red River to the boundary, and the Assiniboine to Brandon, is also asked for. So far as the railway extensions are concerned, they are all badly needed; but the C. P. R. is already bound to extend the Southwestern fifty miles this year, or forfeit its land grant. The expenditure on the water-ways could be made to advantage, and will undoubtedly be made in time; but such expenditure would provide no compensation whatever for submitting to monopoly for three years longer. If undertaken at once, these rivers could be made of very little use for years for carrying grain, and they could in no wise relieve the present pressure. New elevators along the rivers would have to be constructed, and boats built. At any rate the rivers are frozen up during the principal season for moving grain, and can never be of very much value in this direction. These proposals have emanated from the Brandon Conservatives, and it remains to be seen how they will be considered by the Province generally. It is noteworthy, however, that they have been eagerly taken up and endorsed by the party organ in Winnipeg. With every member of the Local Legislature, irrespective of party, pledged to the immediate construction of the Red River Valley Railway, it will be interesting to note developments in

this direction. Now that the question of compromise has been brought up, it must be borne in mind that Manitoba never acknowledged herself subject to monopoly. That the C. P. R. monopoly does not apply to Manitoba, we have the assurance of no less an authority than the Prime Minister of Canada. To compromise the question now would be to acknowledge that we were liable to monopoly to some extent. At the present time, when the inability of the C. P. R. Co. to handle the traffic of the country is so apparent, the result of which has been and is still bringing a loss of many thousands of dollars, and has almost brought about a financial panic, this talk of compromise seems the extreme of folly. To adopt such a course on the lines laid down, would certainly amount to the selling of the Province for the most worthless mess of pottage. The commercial and agricultural interests of the country should quickly give the quietus to any such proposals. There is but one honest, honorable and judicious course to pursue in the interests of the country, and that is the immediate completion of the work already commenced, in the Red River Valley Ry. undertaking, which practically means the destruction of railway monopoly in the West. Let this work go on with the consent of the Ottawa Government if possible, but without it if necessary.

In certain mysterious letters received by the faithful here, from Ottawa, supposed to be dictated in the interest of the compromise movement, it is stated that English and Dutch investors had put their money into the C. P. R. enterprise on the strength of the monopoly being maintained in Manitoba until the 1st of May, 1891. On this account Manitoba is urged to submit to monopoly. Such a statement must be considered as the silliest nonsense. Who had authority to represent that the monopoly would be enforced in Manitoba? Certainly the Province never acknowledged any such obligation, and if the English and Dutch capitalists had taken any pains to investigate they would need have gone no further than to accept the words of the Canadian Premier, made on the floor of Parliament, to be assured that Manitoba was not subject to monopoly. Let those who falsely represented the opposite stand the blunt. Manitobans should not step in to shield such deception, especially when to do so is to do great injury to the Province. If Mr. Scarth has any propositions to make why does he not come out honestly, and make them to the proper persons, namely: the people of Winnipeg, who are his constituents? This underhand work of handing around letters from his chieftain amongst, and scheming with political wire-pullers, makes it appear that he is scheming solely in the interests of his masters—the C. P. R. Co. and the Dominion Government, instead of working in the interests of those whom he is expected to serve. Where so much secrecy and political scheming is necessary, it looks very much as though there were a plot on hand to betray the Province.

A meeting of the joint committees of the board of trade and city council, appointed some time ago to consider the improvement of navigation on the Red and Assiniboine rivers, wa-

held on Thursday last. The great advantage which would be derived from certain improvements, especially to overcome the St. Andrew's rapids in the Red River, and a dam at the rapids on the Assiniboine, near the city, were abundantly shown. It was decided to again memorialize the Dominion Government regarding a lock and dam at the St. Andrew's rapids, and to press upon the city council the advisability of making a survey of the Assiniboine rapids, to ascertain the practicability of utilizing the water power there.

Cook & Colo, of the new roller mill at Wolseley, Assa., are now able to obtain sufficient wheat to keep their mill running steadily, and they are finding a good market for the output.

The first case ever appealed from the Northwest courts to the supreme court came up recently at Ottawa. A firm of barristers applied for and were granted an extension of time, till February 1st, to prepare the defence for the public school trustees of Calgary against the appeal of the Canada Northwest Land Company. The C. P. R., they say, were the real owners. C. P. R. lands are exempt from taxation in the Northwest for twenty years. The school trustees took suit against the Land Company and won the case; hence the appeal.

The first annual general meeting of the shareholders of the Manitoba Building and Loan company was held at Winnipeg on the 28th inst. The president submitted a satisfactory statement as to the work already done, and future prospects of the company. The election of directors was proceeded with as follows: W. J. Mitchell, Alex. McIntyre, Hon. Chief Justice Taylor, C. S. Hoare, F. L. Patton, E. B. O'Reilly, M. D., G. W. Girdlestone, T. Gilroy and W. J. Aikin. Subsequently, at a meeting of the new board, W. J. Mitchell was elected president, and Alex. McIntyre vice-president.

M. RIFSTEIN, a Winnipeg grocer, has been fined \$50 for exposing tobacco for sale contrary to the Inland Revenue regulations. It was clear in the evidence that the offence was committed purely out of ignorance of the requirements of the Act, and therefore the lowest possible fine was imposed. Dealers should make themselves acquainted with the Act, as a great many are unknowingly violating its provisions, and ignorance will not serve as an excuse in the eyes of the law. The Act provides, that tobacco and cigars shall not be exposed for sale out of the original packages in which they were put up by the manufacturer. Empty cigar boxes should also be destroyed.

The Washburn & Moen Company having threatened suit against the Winnipeg barbed wire works, the proprietors of the latter claim that the object of the threat is simply to frighten buyers from purchasing from the local concern. The manager of the Winnipeg factory writes: "They (the Washburn, Moen Co) have no law or legal claim on their side and they know it well. We have invited them frequently to have the matter tested in the courts here, but they refused—nor are they willing to compete honorably. As they cannot legally stop the manufacture of barbed wire here,

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WINES, LIQUORS AND CIGARS,

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they wish to scare the dealers, and in that way secure the barb wire trade of this country." The company also state that should any prosecution be entered against their customers they will defray all costs.

DOCTOR—"Did you say to your husband, Mrs. Herdricks, that if agreeable to him, I would send bill for service rendered during his recent severe illness?" Mrs. Herdricks—"Yes, doctor; and he thought you had better wait until he gets a little stronger."

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Smallwares, etc.
Have removed to the commodious premises recently occupied by MESSRS. THIBAudeau BROS & CO.
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The Commercial

WINNIPEG, FEBRUARY 6, 1888.

SIGNS OF PUSH.

Western enterprise is set forth by the organization of boards of trade in the little towns all over the country. In the East only the principal business centres have sufficient enterprise to organize a board of trade; but in Manitoba and the Territories every little town has its board. The great usefulness of a board of trade in a business community has been realized, and with that push which is characteristic of life in the new West, each community is desirous of availing itself of every feature which can possibly assist in the furtherance of the general welfare. Boards of trade have therefore been organized during the past year or so in towns all over the country. Some are inclined to smile at these efforts on the part of the smaller towns, but they should remember that small communities have their interests, which need looking after as well as the larger centres, and that these interests are as important to the small town as are the interests of the larger towns to the population of such places. Besides, some of these small towns may have a bright future before them (and what community is there in the West which does not expect great things of the future?), and now is the time to lay the foundation and assist legitimate development by every possible means. In this work a board of trade will prove a very useful auxiliary, and often a means of accomplishing ends which would not otherwise be secured. Aside from any special feature which it may be desirable to investigate, an organization which calls the business men of a town together to discuss their common commercial interests, should prove beneficial to all concerned. Two heads are better than one, and ideas will be developed in a general and systematic discussion which would not otherwise be thought of. There is no reason why the formation of boards of trade in the smaller towns should be discouraged, but rather the movement is one which should be commended.

BEYOND THE SOUTHWESTERN.

The proposals of the Brandon Conservatives for a compromise of the difficulties between Manitoba and the Do-

minion, have brought the question of the extension of railway facilities in Southwestern Manitoba again to the front. The extension of the southwestern branches of the C. P. R. has long been a burning question. The need of these railways was felt so keenly, that frequent representations have been made both to the Government and the C. P. R. authorities to hasten their extension. Many promises have been made by the Company regarding the extension of these branch railways, but these promises have generally been dismissed with the statement that money could not be procured to build them, although the Company seems always to have been able to obtain plenty of money to build roads for the benefit of Minneapolis or eastern interests. However, by an act passed at the last session of the Commons, and assented to on June 23rd, 1887, it was provided that the road should be built fifty miles from Deloraine by September 1st, 1888, and the remainder of the line completed by September 1, 1889. In default of fulfilling these conditions the Company would lose the valuable land grant attached to the road. It therefore appears that these "concessions" which, with other considerations, should form the basis of a compromise, are no concessions whatever, the Company being already bound to build this road.

The country beyond the terminus of the Southwestern branches is one of the best settled districts in the West. All that region lying south of the main line of the C. P. R. and beyond the Southwestern branches westward to the Moose Mountains, is well settled. There was a heavy stream of immigration into this particular district in 1881-82, and during those years a great portion of the land was occupied. Settlers went in as early as 1881, with the promises of the early opening up of the country by railways. These branch railways were already located on the maps, showing the Government and railway lands. Seven years have passed, and yet little has been done toward extending the roads. Last season nothing at all was done. Although the country was largely taken up, yet very little could be done in the direction of improving and cultivating the land, owing to the distance from railways. Some have even been obliged to abandon their land. Take for instance the country south of Moosomin station, on the main line. This region is well settled all the way to the United States boundary

line, a distance of 125 miles. The nearest railway stations are Moosomin or Deloraine, the latter the present terminus of the Southwestern. Many of the settlers are over 100 miles from a railway. This entire district is adapted to agriculture, and all that it requires is shipping facilities to develop the country. The extension of the Southwestern through this district would undoubtedly add at least 1,000,000 bushels of wheat to the exports of the country in a single season, and that without an increase in the present population of the district. This season the heavy crops have almost been a calamity to those who had sown grain to any extent. One farmer in this district, who resides about 25 miles from the railway, and who had sown wheat quite extensively, informed the writer that he would grow no more grain than he would require for his own use in the future, as the heavy crop which he had harvested last year rendered the labor of hauling to market something unbearable. The settlers are at a loss to know what to do with their grain this year, and they intend devoting their attention to stock until such time as the country is opened up to railway communication. The importance of railway communication will be seen when it is stated, and that at a very modest estimate, that this district is capable of producing more wheat than is now grown in the entire country. The settlers are mostly of a superior class, and would soon make their presence felt in expanding our grain shipments, if they were given an opportunity. Whatever intentions there are for carrying on railway construction next season should be made known to the settlers before seeding time next spring, so that they can govern themselves accordingly, for unless there is a good prospect of the branches being extended, very little grain will be grown beyond say twenty miles west of the present end of the track. But then unless very much better facilities for handling grain are provided by next season, it will matter little about the extension of the area under crop.

In considering this valuable country now so much in need of railway facilities, there is another important matter which should be borne in mind. Not only is the region an excellent one agriculturally, and already well settled, but it contains large deposits of coal. A considerable portion of Southern Manitoba is open prairie, and the opening up of these coal

fields is a matter very much to be desired, in providing a cheap source of fuel supply for the surrounding country. The coal is said to be a good lignite, and well adapted for heating purposes. The mines would at once provide a good traffic for a railway reaching them. At one time this winter at Brandon, Pennsylvania coal—the only article in the market at the time—was held at \$13 per ton. And yet here are large coal fields within 100 miles or so of that town. The region offers every inducement for railway development, and with the large land grant of 6,400 acres per mile, which the Company gets for building the road, there would seem to be no need of any further sacrifices to have the road completed at once. It is within the power of the Dominion Government to force the construction of fifty miles of the road this year, simply by holding the Company to the terms of the Act previously mentioned, for if so held the Company will certainly do the work rather than lose the grant. If the Company is allowed another extension of time wherein to complete the line, it will mean simply another sacrifice of western interests at the bidding of the C. P. R. monopoly.

WEST LYNNE'S DEBT.

THE COMMERCIAL last week devoted an article to the report of the commission on the financial condition of Emerson. The commission has now submitted its report of its investigation into the financial affairs of the town of West Lynne. West Lynne, as stated in the article dealing with Emerson last week, was united with Emerson in one corporation, in 1883, and this union was dissolved by act of the Legislature in 1886. On this account the affairs of the two municipalities have a relationship which necessitates their being considered jointly to some extent. A number of the claims presented for the consideration of the commission were against the city of Emerson, and were contracted during the union of the two towns, under the corporate name of the city of Emerson. These claims were considered according to the supposed meaning of the act of separation, which provides that each town shall be responsible for its share of the liabilities contracted during the union in one municipality. Liabilities contracted before the union to remain charged against the town which contracted such indebtedness. Working on this ground the commission find the indebted-

ness of West Lynne to be as follows:—

Ontario Bank for principal	\$20,000 00	
For interest.....	6,643 00	\$26,643 00
Proportion of Federal Bank claim for principal.....	\$85,279 53	
For interest.....	10,178 57	\$75,458 10
School debentures for principal	\$ 1,000 00	
For interest.....	210 00	\$ 1,210 00
Floating miscellaneous indebtedness.....	\$ 2,052 05	
Judicial Board	1,035 21	\$100,993 30

Interest is calculated to January 14th, last, except in the case of the Federal Bank, which has been calculated upon the judgment.

The claim of the Ontario Bank, as above, was contracted by West Lynne before the union with Emerson. The bank held notes for advances to the corporation for improvements, but subsequently debentures were issued, which were exchanged for the notes. The issue was for \$20,000, at 6 per cent. interest. The claim of the Federal Bank was described last week, in dealing with Emerson. It was contracted during the union, in connection with the construction of the railway and traffic bridge over the Red river. The full claim amounts to \$216,313, of which the amount stated above is apportioned to West Lynne. The claim of the merchants' Bank, amounting to \$51,148, was placed entirely against Emerson.

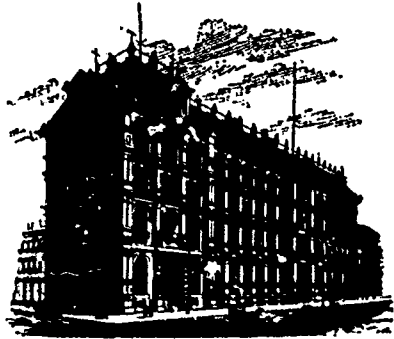
In considering the means which the town has to meet these liabilities, it is shown that there is no source of revenue other than taxation, worth being taken into consideration. The population of the place is given at only 150. In 1882 the assessment was \$732,500, and in 1887 \$121,934, showing a shrinkage to about one-sixth of the former year named. The last assessment is undoubtedly too high, in view of the small population. The area included in the corporation is very large, but the principal portion is of no value as town property, and can only be considered as farming land. The shrinkage in the assessment is of course due largely to the disappearance of the imaginary value formerly placed upon these outside lots. A number of houses have been moved from the town to farms, and a number remain are not occupied.

The estimated cost of carrying on municipal government is placed at \$2,000, about one-half of which would be necessary to maintain schools. This sum the commissioners think is about all that could be raised during the forthcoming year, owing to the state of the town's finances, and the difficulty of collecting

taxes. The commissioners, however, think it possible that the town may be able to pay a small interest upon about twenty per cent. of its indebtedness as given above, or a sum of \$21,400. Interest on this amount is placed at not over one per cent. for the first year, two per cent. for the second year, and thereafter at three per cent. It would require a rate of 20 mills on the dollar, of the present assessment, for the first year, 22 mills for the second year, and 25 mills thereafter, to meet the requirements of a settlement on the basis proposed, including expense of municipal government. This rate provides nothing for a sinking fund to pay the principal of the remaining portion of the debt which would hold against the town, were a settlement concluded on the basis proposed.

In considering the future prospects of the town, the commissioners do not take a very sanguinary view. They point out that the town has no territory to the south to draw from, on account of its being located on the boundary. The Red river and Emerson cuts off on the east and northeast, and to the west other towns are growing up on the C. P. R. branch railways. Settlers coming in from the west can also pass on over the bridge to Emerson, where there are facilities for marketing grain. The construction of the Red River Valley railway would give the place a slight impetus, but even this would not greatly improve its prospects in the opinion of the commissioners. The commissioners evidently take a sensible view of the case, when they hint that it would be an advantage to all concerned, if the town were attached to the adjoining municipality. The expense of maintaining separate municipal government would thus be done away with, without lessening the value of the property. The place is certainly too small to maintain existence as a municipality to advantage.

In stating the amount which the town may be able to pay interest upon, the commissioners take the view that the inhabitants might meet this amount, as an alternative to repudiation and total loss of property. It is doubtful, however, if a settlement on this basis could long be carried out, unless some improvement in the size and value of property in the town is made in the future. Altogether the situation is less pleasant to contemplate than in the case of Emerson. Each succeeding investigation seems to reveal a more hopeless state of affairs,



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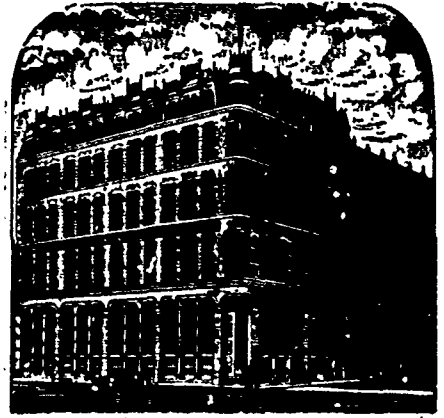
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Boot and Shoe Manufacturers,

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Importers of

MILLINERY and FANCY DRY GOODS,

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WHOLESALE HEAVY HARDWARE
Metals, Window Glass, Paints & Oils, etc.

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Complete Set of Samples with

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37 to 41 Recollet St., Montreal.

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Ready Mixed Paints, White and Colored Paints,
Varnishes, etc. Importers of PLATE GLASS and
Belgian Window Glass.

Wholesale Agents for the Dominion for Winsor & New
ton's Artists Materials.

WINNIPEG MONEY MARKET.

In financial matters in the city the steady tension still holds out, although during the past week it cannot be said to have increased. It seems as if affairs have been gradually adapting themselves to the situation, and with banks and their customers working in unison and with the same aim it is astonishing how seeming difficulties have been overcome. The paralysis in the movement of grain to market still continues, and C. P. R. officials are unable longer to excuse matters or hold out any hope of immediate relief. By this slow movement several hundreds thousand dollars of bank funds are locked up fast in grain handling, which should be available for business generally. Still the banks have done wonders in supplying the demands of regular trade, although they cannot afford any lavishness. They seem to have been dealing out funds, as bread would be dealt out in a besieged city, allowing enough to keep all in life, but allowing no over supply to any. A very welcome increase of cash returns from the country during the last ten days or so has aided in lowering the tension a little, and on Saturday the fourth the proportion of mercantile paper paid, although below an average for this time of year, was considerably in excess of what was anticipated two weeks previously. Besides supplementary payments during this week are expected to still improve the showing. It is unnecessary to state that the discount rates are still firm, and the very best paper is taxed at 8 per cent. In loans on real estate mortgage business has been very quiet. Money is finding such easy investment at high rates in the east, that companies are not inclined to push new business at 8 per cent. the recognized interest rate here, and farmers with crops locked up in their hands are not speculative enough to incur any avoidable obligations. A little improvement in interest payments is the only change noted.

WINNIPEG WHOLESALE TRADE.

There has been little change in the situation in local wholesale circles during the past week, quietness still continuing to be the ruling feature. The freight blockade, instead of improving, has been daily growing more intense, until it has become almost unbearable. The country has certainly not experienced such a trying time for years, and all this is solely due to what may be termed artificial causes, namely, railway monopoly. The country is full of grain throughout the length and breadth of the province, but scarcely a car moves, consequently money is as close as ever, and customers have to be carried until some return can be received from the harvest, but of this there is little immediate prospect. From all appearances, it will be weeks, if not a couple of months before there will be much change. Of course spring goods can be shovelled on customers, but with the outlook for cash so impracticable, there is little encouragement for wholesalers.

CANNED GOODS.

Advices from the Columbia River all point to \$1.25 as the rate for fish to be exacted from the salmon packers by the Fishermen's Union the coming season. This information does not come authoritatively from the Union, but is contain-

ed in letters from packers to their correspondents. At this rate the cost of packing will be brought up to \$1.47½ per dozen cans, to which would have to be added the profit to the canner. The freight rate to the East, rail and lake, will probably be 15c per dozen, thus bringing the cost laid down to about \$1.07½ to \$1.70. Should such an extreme be brought about by the fishermen's action, it will undoubtedly lessen materially the consumption of this favorite fish, restricting packing operations on the river, and at the same time create a high market for the competitors on the outside rivers. Local trade is steady. Prices are: Tomatoes, \$3.25; peas, \$3.25 to \$3.45; beans, \$2.75 to \$3.00; corn, \$3.25 to \$3.40; peaches, (Canadian) \$7.00 to \$8.00; apples, \$3.25 to \$3.50; pears, \$3.25 to \$3.50; plums, \$4.50 to \$5.00; strawberries \$5.25; raspberries, \$4.75 to \$5.25; peaches (California) \$9.50; pears, \$8.00; Plums, \$7.50; apricots, \$8.00.

DRUGS.

Only the usual steady movement to note, and with no important changes. Prices are: Howard's quinine, 75 to 90c; German quinine, 65 to 75c; morphia, \$2.75 to \$3.25; iodide of potassium, 65 to 75c; bromide of potassium, 65 to 75c; American camphor, 40 to 45c; English camphor, 45 to 50c; glycerine, 30 to 40c; tartaric acid, 70 to 75c; cream of tartar, 35 to 40c; bleaching powder, per keg, \$8 to \$10; bicarb soda, \$4.50 to \$5; sal soda, \$2.25 to \$2.50; chlorate of potash, 25 to 30c; alum, \$4 to \$5.00; copperas, \$3 to \$3.25; sulphur flour, \$4.50 to \$5.00; sulphur, roll, \$4.50 to \$5.25; American blue vitrol, 6 to 8c.

DRY GOODS.

There has been little change to note in this branch. With the mild weather prevailing last week, no demand for heavy winter sorts could be expected, whilst it is yet too early to expect much movement in spring goods. The mild spell, however, would remind dealers that spring is coming, and make them think about preparing for it. In clothing a number of travellers are still on the road, picking up orders for spring delivery, and also carrying some sorting samples.

FRUITS—GREEN, VEGETABLES, ETC.

Apples hold firm, and in steady demand. Miscellaneous sorts continue to grow less, and in addition to apples, there is little movement except in oranges and lemons. Quotations are: Apples, \$5 to \$5.50 with a few poor quality at \$4.50; Florida oranges are worth \$7 to \$7.50 a box; Mesinas, \$6.50 to \$7; Mesina lemons, 360 count boxes \$7 to \$7.50; 420 count boxes \$8.50 to \$9; Catawbas in 9 lb. baskets \$1.25; cranberries, \$10.50 to \$12 a bbl.

FRUITS—DRIED, AND NUTS.

Prices vary little and are: Dates 10c per lb., in 50-lb. boxes; Valencia raisins, \$2.50 to \$2.65 per box; Morandi's Valencias, \$2.75 to \$3.00 per box; Malagas, London layers, \$3.50; Eleme figs, in different sized boxes, 18c per lb.; Walnuts, 18c per lb.; peanuts, raw, 15c; roasted, 17c; almonds, 20c; pecans, 17c; Filberts, 15c; Brazils, 17c per lb.

FISH AND OYSTERS.

Fresh cod and Haddock are in the market, and held at 8c per pound. Fresh white quoted

at 8c, and Lake Winnipeg jackfish at 3½c per pound. Finnen haddies 10½ to 11c. Oysters are steady and quoted: Selects, \$2.10, and standards \$1.90 per gallon. Cans, selects, 40c, standards 35c.

FURS.

A few small lots arrive and sold fairly well, considering the uncertain feeling. The quotations below are unchanged from last week, but they may be considered as only ornamental. Until the full result of the London sales is known prices will be merely nominal. In the following range of prices it will be understood that only a No. 1 prime skin will bring the highest figure, and that the bottom prices are for the lowest grade of unprime skins. There are usually about six grades from the lowest to the best qualities. This will account for the wide range of quotations, as follows: Beaver, \$1 to \$6 per skin, baigor, 10 to 50c, black bear \$3 to \$10; cubs do \$1.00 to \$5.00; brown bear or cinnamon, \$1 to \$17, cubs do. 50c to \$3, grizzly bear, \$3 to \$10, cubs do. \$1 to 12, white bear, \$5 to \$37, cubs do. \$4 to \$17, lynx, 10c to \$2.25, cubs do. 5 to 40c, wild cat, 10 to 30c, timber wolf, 25c to \$2.50, prairie do. 20 to 60c, wolverine, 25c to \$5, panther, 10c to \$2.50, fisher, 25c to \$5, red fox, 15c to \$1.25, kit fox, 10 to 50c, silver, grey or black fox, \$6 to \$40 according to color and quality, cross fox, 20c to \$4, blue fox, 25c to \$9, white fox, 10c to \$1.25, martin, 5c to \$1.50, mink 10 to 60c, muskrat, midwinter, 1 to 6c, otter, \$1 to \$8, do cubs 25 to 75c, raccoon, 10 to 60c, skunk, 5 to 75c. Skins may be so badly damaged or out of season that even the lowest price stated can not be obtained.

GROCERIES.

Trade holds very steady and rather quiet. Prices may be quoted as generally unchanged. Quotations are as follows: Sugars—raw, 7c; yellow, 7½ to 8c; granulated, 8½ to 9c; lumps, 9½ to 10c. Coffees—Rios, from 24 to 28c; Java, 25 to 30c; Old Government 33 to 34c; Mochas, 32 to 35c. Teas, Japan New season's 23 to 46c; Congous, 22 to 60c; Indian teas, 35 to 60c; young hyson, 26 to 50c. Syrups, corn, \$2.25 to \$2.60; sugar cane, \$2.50 to \$2.75; T. and B. tobacco, 56c per pound; P. of W., butts 47c; P. of W. caddies, 48c; Honeysuckle, 7s, 55c; Brier, 7s, 53c; Laurel Bright Navy, 3s, 56c; Index d. thick Solace 6s, 48c; Brunette Solace, 12s, 48c.

HARDWARE AND METALS.

Trade very quiet. Prices are as follows: Cut nails, 10d and larger \$3.75; I. C. tin plates, \$6 to \$6.25; I. C. tin plates, double, \$12.00 to \$12.50; Canada plates, \$4.00 to \$4.25; sheet iron, \$3.75 to \$5.50, according to grade; iron pipe, 35 to 40 per cent off list prices; ingot tin, 40 to 42c per lb., according to quality; bar iron, \$3.00 to \$3.50 per 100 lbs.; shot, 6½ to 7c per lb.; tarred felt, \$2.75 to \$2.95 per 100 lbs.; barbed wire, 6½ to 7c.

HIDES.

Prices are as follows: Winnipeg inspection, No. 1, 5c; No. 2, 4c; bulls, 3c; calf, fine-haired real veal, 6 to 11 pound skins, No. 1, 7c; No. 2, 5c; sheep pelts, 25 to 50c. Frozen lots of hides are taken at 3½ to 4c all around; tallow, rendered 4c per lb; rough, 1½c per pound.

LEATHER AND FINDINGS.

Prices are steady as follows: Spanish sole, 28 to 31c; slaughter sole, 30 to 32c; French calf, first choice \$1.25 to \$1.50; Canadian calf, 90c to \$1.00; French kip, \$1 to \$1.10; B Z kip, 85 to 90c; Bourdon kip, 75c; slaughter kip, 55 to 65c; No 1, wax upper, 45 to 50c; grain upper, 55c; harness leather, 31 to 34c for plump stock. American oak sole, 45 to 60c; buffe, 17 to 22c a foot; cordovan, 23 to 25c; pebble, 21 to 23c; colored linings, 12c.

PAINTS, OILS AND COLORS.

Quotations are as follows: Turpentine, 80c in five-gallon cans, or 75c in barrels; harness oil \$1.25; neatsfoot oil, \$1.50; linseed oil, raw, 70c per gallon; boiled, 73c in barrels or 5c advance in five-gallon lots; seal oil, steam refined, \$1; castor, 12½c per lb.; lard, No. 1, \$1.25 per gal.; olive, oil, pure, \$1.50; union salad, \$1.25; machine oils, black 25 to 40c; oleine, 40c; fine qualities, 50 to 75c. Coal oils, silver star, 25c; water white, 28c. American oils, Eocene, 34c; water white, 31c; sunlight, 27c. Calcined plaster, \$1.25 per barrel; Portland cement, \$5 to \$5.50; white lead, genuine, \$7.25; No. 1 \$6.75; No. 2 \$6.25; window glass, first break, \$2.25

WINES AND SPIRITS.

Quotations are unchanged and as follows: Canadian rye whiskey, five year old, \$2.40; seven year old, \$3; old rye, \$1.75; Jules Robin brandy, \$4.50; Bisquet Debouche & Co., 4.50; Martell, vintage 1885, \$6.50, vintage, 1880, \$7.50; Hennessy, \$6.50 to \$7.50 for vintage 1885 to 1880; DeKuyper gin, \$3.50; Port wine, \$2.50 and upwards; Sherry \$2.50 and upwards; Jamaica rum, \$1.00 to \$1.50; DeKuyper red gin, \$11.50 per case; DeKuyper green gin, \$6.50 per case; Tom Gin, \$9.00 to \$10.00; Martel and Hennessy's brandy, one star, \$14 per case of 12 bottles; v. o., \$19; v. s. o. p., \$22.

THE MARKETS.

WINNIPEG.

WHEAT.

For weeks there has been talk of a grain block on the C. R. but it never was complete until now. Fine mild weather has increased receipts from farmers at all points, and at the few where grain could be bought two weeks ago every available place for storage is packed. Scores of thousands of bushels of farmer's grain is now tiered up along the main line and branches at the different stations, or stored in sheds or anywhere poor farmers can leave it, to avoid the work of hauling it home again to their farms. There is practically not an open farmer's market in the province except such as may be created by the limited demands of local mills not yet fully supplied. The C.P.R. managers have really no cars at present, and are making about as much headway in handling the grain crop, as they would at carrying water in a sieve. With this state of affairs outside the grain Exchange is an ornamental institution, plenty of business could be done if cars were procurable, but for at least two days in the end of the week not a transaction took place. With cars available No. 1 hard would have brought equal to 58c on track here, and 2 hard and 1

Northern 56c. But dealers could do nothing, and amused themselves reading the quotations on the black board, or trying to crack grain jokes.

FLOUR.

No cars to ship east and no demand from either east or west, the local business is equally slow. Mills are storing until their storage capacity is about filled. Prices here are steady and as follows: Patent, \$2.15; strong bakers, \$1.90; XXXX, \$1.40; superfine, \$1.20.

MILLSTUFFS.

Cars for eastern shipment cannot be had, but prices are held firm, although it is not likely that they can be long maintained. Bran is held at \$12 a ton and shorts at \$14.

BARLEY

Only two cars could be heard of as changing hands during the week. A good No. 3 would have brought 40c, and Extra 3 45c. Feed sells at 30 to 35c.

OATS.

Street receipts have increased amazingly during the past ten days, and the supply is now fully equal to the local demand. Prices have eased off quite a little, good milling lots sold at 30c, and some even lower, and lower grades at 28c.

OATMEAL.

With the easing off in the price of oats this product has also dropped in price. Rolled meal is still held at \$3, but granulated is quoted at \$2.60, and standard at \$2.45.

EGGS.

Local dealers were taken somewhat by surprise last week when a large lot of eggs from Toronto appeared suddenly on the market. On an attempt of the shippers to dispose of them to retailers prices were dropped 5c, from 25c to 20c per dozen. The shipment which arrived amounted to about 100 barrels. Prices closed at 20 to 22c per dozen in case lots.

BUTTER.

The situation remains about as it was, 17 to 18c being about the usual quotation for average Winnipeg No. 1 quality; medium to good 13 to 15c. Receipts are not very large, from the reason that dealers here have discouraged shipping to this market. Dealers now generally recognize that the advance during the fall and early winter was a mistake, but it is now too late to recover a large amount of trade which has been lost. One leading dealer said that prices should have never gone beyond 17c, and that in the end the advance, though perhaps beneficial to a few, will cause a considerable loss to the country at large.

CHEESE.

Quiet at about 13c in small lots.

LARD.

Local in 20 lb. pails held at \$2.30, and Chicago at \$2.25.

CURED MEATS.

Prices unchanged. Home cured quoted as follows: Long clear bacon, 11 to 11½c; breakfast bacon, 14 to 14½; rolls, 12½ to 13; hams, 14½ to 15c; pork sausage, 10c per pound.

DRESSED MEATS.

Beef is firm. Sides are quoted, No. 1, 6 to 7c; No. 2, 5 to 6c. Hogs hold steady at 7½c; mutton, 10c.

POULTRY.

Chickens are quoted at 9 to 10c; turkeys 13 to 14c; ducks and geese 11c.

HAY.

Pressed, in car lots on track is worth from \$8 to \$8.50 per ton.

The Grain Blockade.

A wail commenced by the farmers, taken up by the storekeepers, re-echoed by the merchants and sounded by the public generally, has commenced in the province, over the tremendous grain blockade. By the time the last is heard of it, monopoly is likely to be swept to the four winds. Universal stagnation and serious dependency are two results of the state of affairs, and it is feared the province may suffer far worse unless something is done to remedy the evil. Some of the grain men were seen, and they all tell the same story. They freely admit that the C.P.R. is doubtless doing its best with the facilities at its disposal to get the wheat out of the country, but they are not moving a thousandth part of what is desired. The statement was made on excellent authority, and corroborated in several quarters, that there are at present over 800 cars of wheat lying in the C.P.R. yards here.

But one story is sent in from the towns and stations along the railway: No cars; every available place packed with wheat, and thousands of bushels stacked about the station and in the streets. This latter is unprotected, exposed to the weather, and liable to destruction. The state of affairs is seriously affecting the value of the grain, as buyers are unable to pay what they otherwise would, did they but have any prospect of sending it out of the country. The policy of the company seems to be to keep the stations, from which adverse reports are likely to emanate, pretty well supplied with cars. At Glenboro there are 10,000 bushels of wheat stacked on the streets; at Deloraine there are no cars, and wheat piled all round; at LaRiviere the grain is piled in vast quantities on the streets and along the track; at Cartwright the same state of affairs prevails, and at Minnedosa many of the farmers are unable to sell their grain because of the lack of facilities for shipping it out. The statements here given are supplied by men in the business, but whose names are withheld for reasons already known.—Winnipeg Sun.

THE estate of the late firm of S. J. Hogg & Co., lumber dealers and implements, Calgary, was offered at sheriff's sale lately. The lumber and doors and sash were withdrawn, the Royal City Planing Mills Co. being the only bidder.

A Moose Jaw, Assa, correspondent writes: Ben. Smith shipped a car of barley to Davis & Co., Montreal, last week. The sale was made through a sample that was forwarded some time ago, and the letter that accompanied the order for shipment pronounced it the best barley received this season. The price paid was 42½ cents per bushel on board cars.

Deloraine, Man., Times: LaRiviere's store goods and other chattels, at Wakopa, were sold Wednesday under an execution in the hands of the sheriff in the Western Judicial District, at the instance of Stobart & Son, of Winnipeg.

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WHOLESALE DRY GOODS,
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Samples and Prices of Goods adapted to the Northwest Trade furnished on application.

Cosmopolitan Hotel,
MEDICINE HAT, - - - ASSA,

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 Coffins and Caskets of every description in Stock. A great variety of Trimmings. Undertaking a specialty. Undertakers furnished on reasonable terms. Telephone.
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STOVES AND TINWARE,
 PAINTS, OILS AND GLASS,
RAILROAD and MILL SUPPLIES,

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

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NEW FIRM, NEW GOODS.

203 and 210
 MCGILL STREET, **MONTREAL**

COCHRANE, CASSILS & CO.

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Manufacturers of Clothing

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

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

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Rest, - - - - 125,000.

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Importers and Wholesale Dealers in

Wines, Spirits and Cigars

365 MAIN STREET,

WINNIPEG.

EASTERN MARKETS.

CHICAGO

On Monday the decrease in the visible supply of wheat for the previous week was announced to be 600,000. It had no effect upon prices. The greatest decrease was at New York and Minneapolis at the former 233,000 bushels, and the latter 190,000 bushels. The total visible supply on Jan. 25th was 41,761,128 bushels, against 61,895,068 bushels, the same day a year ago. Receipts of wheat to date at the principal markets since the commencement of the crop year (spring and fall wheat) are 81,830,000 bushels, against 90,525,000 bushels to the same date last year. Wheat advanced to-day $\frac{3}{8}$ c, on war rumors, but sold down when rumors were contradicted, but closed at the top. Closing prices were:

	Feb.	March.
Wheat	75 $\frac{1}{2}$	70 $\frac{1}{2}$
Corn	47 $\frac{1}{2}$	48
Oats	—	—
Pork	14.07 $\frac{1}{2}$	—
Lard	7.47 $\frac{1}{2}$	7.50
Short Ribs	7.45	7.52 $\frac{1}{2}$

There was but a narrow range to wheat prices on Tuesday. May opened and closed at 81 $\frac{3}{8}$ c, once reaching $\frac{3}{8}$ c lower and once $\frac{3}{8}$ c higher. The feeling was bearish, receipts being large at several markets and exports light. Closing prices were:

	Feb.	March.
Wheat	75 $\frac{1}{2}$	70 $\frac{1}{2}$
Corn	47 $\frac{1}{2}$	48 $\frac{1}{2}$
Oats	—	—
Pork	14.12 $\frac{1}{2}$	—
Lard	7.50	7.52 $\frac{1}{2}$
Short Ribs	7.45	7.55

May oats pegged at 33c. May pork \$14.32 $\frac{1}{2}$.

On Wednesday grain markets were weak on the start, but a larger export clearance, amounting to 72,000 bushels for the day, revived interest. Closing prices were:

	Feb.	March.
Wheat	76 $\frac{1}{2}$	70 $\frac{1}{2}$
Corn	47 $\frac{1}{2}$	48 $\frac{1}{2}$
Oats	—	—
Pork	14.27 $\frac{1}{2}$	—
Lard	7.62 $\frac{1}{2}$	7.65
Short Ribs	7.52 $\frac{1}{2}$	7.60

May oats 33 $\frac{1}{2}$ c. May pork \$14.55.

On Thursday wheat held its own in the morning, but was $\frac{3}{8}$ c lower in the afternoon. May opened at 82 $\frac{1}{2}$ c, and closed at 81 $\frac{3}{8}$ c. Closing prices were:

	Feb.	March.
Wheat	75 $\frac{1}{2}$	70 $\frac{1}{2}$
Corn	47 $\frac{1}{2}$	47 $\frac{1}{2}$
Oats	—	—
Pork	14.27 $\frac{1}{2}$	—
Lard	7.77 $\frac{1}{2}$	7.77 $\frac{1}{2}$
Short Ribs	7.57 $\frac{1}{2}$	7.62 $\frac{1}{2}$

On Friday trading in wheat was mainly in distant futures. At the outset prices were strong and May advanced to 82 $\frac{3}{8}$ c, but sold down $\frac{3}{8}$ c, then recovered in the afternoon and closed at 82 $\frac{3}{8}$ c. Closing prices were:

	Feb.	March.
Wheat	76 $\frac{1}{2}$	70 $\frac{1}{2}$
Corn	47 $\frac{1}{2}$	48 $\frac{1}{2}$
Oats	—	—
Pork	—	14.30
Lard	7.80	7.80
Short Ribs	7.60	7.62 $\frac{1}{2}$

May Oats, 33c; May Pork, \$14.55

Prices closed on Saturday, as follows:

	Feb.	March.
Wheat	70 $\frac{1}{2}$	70 $\frac{1}{2}$
Corn	47 $\frac{1}{2}$	48 $\frac{1}{2}$
Oats	—	—
Pork	14.20	14.27 $\frac{1}{2}$
Lard	7.72 $\frac{1}{2}$	7.77 $\frac{1}{2}$
Short Ribs	—	—

DULUTH WHEAT MARKET.

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

	Cash	Feb.	May.	July.
Monday	—	76	80 $\frac{1}{2}$	—
Tuesday	76	76	80 $\frac{1}{2}$	83
Wednesday	76 $\frac{1}{2}$	76 $\frac{1}{2}$	81 $\frac{1}{2}$	83 $\frac{1}{2}$
Thursday	76	76	80 $\frac{1}{2}$	82 $\frac{1}{2}$
Friday	—	75 $\frac{1}{2}$	81	83
Saturday	—	76 $\frac{1}{2}$	—	—

MINNEAPOLIS.

There was little change in the wheat situation. Closing prices on Thursday were:

	Feb.	May.	On track
No. 1 hard	77	80	78
No. 1 northern	75 $\frac{1}{2}$	78 $\frac{1}{2}$	76 $\frac{1}{2}$
No. 2 "	73	76	74

Of the flour market the *Northwestern Miller* says: "Cables have been quite plentiful of late, but most of them ask for offers, those which contain bids being far below the views of millers. 'The foreigners are scared to death,' said a miller. 'They are on the run, and are bidding below the very low figures they paid last fall. We can not and will not sell them until they bid higher, and as soon as they learn this and look at their light receipts and the rapid depletion of their stocks, they will have to buy.' Domestic markets are dull and prices are weak, but millers are mostly able to sell about all they are making and are not pressing sales."

Quotations for flour at the mills for car or round lots were:—Patents, \$4.15 to \$4.25; straights, \$4 to 4.15; first bakers', \$3.50 to \$3.75; second bakers', \$2.85 to \$3.00; best low grades, \$1.80 to \$1.90 in bags; red dog, \$1.40 to \$1.50, in bags.

MONTREAL STOCK MARKET.

The following quotation on February 3rd as compared with prices on the same day of the previous week, will indicate the course of the stock market:

	Jan. 27th		Feb. 3.	
	Offered.	Bid.	Offered.	Bid.
Montreal	218	217 $\frac{1}{2}$	210 $\frac{1}{2}$	215 $\frac{1}{2}$
Ontario	113 $\frac{1}{2}$	110	113	111
Toronto	109	101 $\frac{1}{2}$	108	100
Merchants	125	124	125	123 $\frac{1}{2}$
Dominion	—	—	—	—
Commerce	112 $\frac{1}{2}$	112	111	110 $\frac{1}{2}$
Imperial	—	—	—	—
Federal	55	—	45	—
Molson's	—	132 $\frac{1}{2}$	140	133
Union	95	90	95	90
N. W. Land Co.	58	57	60	50
C. P. R.	59 $\frac{1}{2}$	59 $\frac{1}{2}$	57 $\frac{1}{2}$	57 $\frac{1}{2}$

Simeon Duck, Government supporter has been elected to the British Columbia Legislature, against R. T. Williams, opposition candidate.

The Portage Milling Co. will shortly open a branch in Winnipeg for the sale of their flour and millstuff. J. A. Stephenson, who is already well known in connection with the flour trade, will have charge, and with the superior quality of flour which he will now be able to offer his customers, will no doubt be able to do a greatly extended trade.

Geo. A. Luno, watchmaker, Stonewall, Man., has given up business and moved to Medicine Hat.

Dougald McKwen, of Argyle, has started business in the tailoring line at Stonewall, Man.

S. A. Hamilton & Co., of Emerson, will open a branch hardware store at Dominion City, Man.

A bonus will likely be submitted for the erection of a flour mill and elevator at Strathclair, Man.

A. Ashdown, hardware merchant, is closing up his business at Boissevain, Man., and moving the stock to Killarney.

The Emerson council will memorialize the Ottawa authorities to grant customs facilities to the Northern Pacific railway at that point.

A public meeting will be held at Morden on Saturday to consider ways and means to secure the erection of another grain elevator at that place.

One Lindsay has contracted to sell several thousand bushels of oats, on board cars at Emerson, to the Winnipeg oat meal mill, for 28 cents per bushel.

The Massey Manufacturing Company, lately burned out at Morden, intend to rebuild on their old site as soon as practicable. They will erect a brick building.

Stonewall News: Besides gristing, the Stonewall mill has ground 30,000 bushels of wheat. They have received a ready market for flour, and even now the make of February is sold ahead.

Mrs. Rajotte, whose husband was killed in the C. P. R. yards at Winnipeg has brought an action against the company. He was a switchman and was caught in a frog. Damages to the amount of \$20,000 is claimed.

Advices have been received that at the Hudson's Bay company fur sale, in London, on January 30, beaver declined 20 per cent. At Lampson's sale, January 21, lynx declined 25 per cent., marten 10 per cent., and mink 20 per cent. There is said to have been a decline in all furs.

The settlers beyond the Manitoba Northwestern railway are greatly opposed to the granting of the company power to build its road at the rate of twenty miles per year. They will petition Ottawa that the company be compelled to build fifty miles this year as necessitated by the charter.

The Winnipeg grain and produce exchange now numbers 47 members. It is the intention in a few days to advance the entrance fee from \$15 to \$50. The system of selling seats will be adopted, so that one bought for \$15 will be worth \$50 in a few days. A few persons who are not grain men have been admitted, but it is not the intention to carry this principle far. There is talk of advancing the entrance fee to \$100 by the end of the year.

MUNROE & CO.,

Wholesale Dealers in

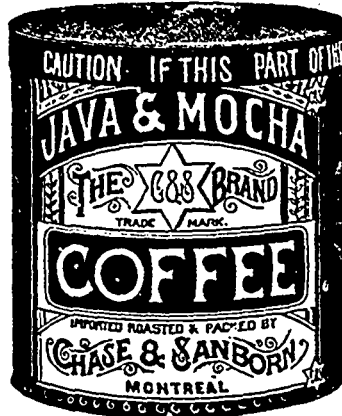
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THE BEST

A Brand of Coffee which represents a perfect blending of strength and flavor. Always packed in 2 lbs. air tight cans; no charge for cans; 15 cans in a case.



A perfect blend of Privat Plantation Java and Pure Arabia Mocha. Imported, Roasted, and packed by **Chase & Sanborn, MONTREAL.**

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DOLL
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WHOLESALE JEWELER.

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

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RAT PORTAGE.

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AND EXPORTERS OF
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Free Sample Rooms for Travellers. Opposite C.P.R. Station.
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articles manufactured from the very best seasoned dry
cedar and white pine. All work guaranteed. Correspond-
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LAUNDRY SOAPConsisting in part of Yellow Soap, Brown Soap
Red, White and Blue Mottled Soaps,
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Representing D. Richards, Manufacturer of Laundry
and Toilet Soaps, Woodstock, Ontario; Jas. Hall & Co.,
Manufacturers and dealers in Gloves, Mitts and Moccasins,
Brockville, Ontario.**Colonial Hotel,**

WESTMINSTER, B.C.

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

LUKE PITHER, Proprietor.

LELAND HOUSE, VANCOUVER,

British Columbia.

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

J. E. INSLEY, Mgr. W.M. PROUT, Prop.

HY. ARKELL,

WHOLESALE

PRODUCE AND COMMISSION

MERCHANT,

Vancouver, B.C.

MANITOBA PRODUCE a Specialty.

Consignments Received in All Lines.
Correspondence solicited.**Business East.**

ONTARIO.

7. Jas Kersall, flour, Galt, has sold out;
Chas. Logan, tins, Toronto, has assigned.
M. W. Stroud, grocer, Norwich, has sold out.
Jabez Scribner, grocer, Toronto, has assigned.
Earrie Clonnon, cigars, Hamilton, has sold
out.A. Appleton, hotelkeeper, London, has sold
out.Britton Bros., butchers, Toronto, have dis-
solved.Geo. W. Logan, hotelkeeper, Ridgetown, has
sold out.Hugh Wyllie, hotelkeeper, Teeswater, has
sold out.Jas. Kennedy, hotelkeeper, Woodstock, has
sold out.R. T. Hughson, flour mill, Blenheim, has
sold out.Hector McDonald, harness, Meaford, has
sold out.D. M. Christie, grist mill, Brighton, has
assigned.T. J. Sumerville, marble works, Renfrew, has
assigned.Geo. W. Hall, moulder, Brantford, has
assigned.T. L. Broderick, tailor, Ridgetown, has
assigned.Jas. Buckle, manufacturer, Port Hope, has
assigned.Snider & Stickle, grist mill, Plattville, have
assigned.Warwick & Son, saddlers, Ottawa, have
assigned.T. Brenton, furniture dealer, London, has
assigned.Lewis Jacob, pawnbroker, Hamilton, has
assigned.D. S. Travis, furniture dealer, Erin, has
assigned.Thos. H. Boyd, painter, Brockville, has
assigned.J. G. Bain, dealer in stoves, Woodstock, has
assigned.Taylor & Giles, tinsmiths, Lucknow, have
dissolved.Ferguson Bros., harness, Smiths Falls, have
dissolved.B. H. Scott, grocer, Toronto, was granted an
extension.L. R. Smith, tobacco, St. Catharines, is re-
ported left.C. H. Rupert, hotelkeeper, South Woodslee,
has sold out.Jas. Timmons, general storekeeper, Bluevale,
has sold out.M. D. Davitt, general storekeeper, Clavering,
has sold out.Chas. Hiller, builder, Niagara Falls, is re-
ported away.A. Lemieux, general storekeeper, Sudbury,
has assigned.H. J. Cross, general storekeeper, Treadwell,
has assigned.Alfred Harraden, furniture dealer, Toronto,
has assigned.John Johnston, agent, Ridgetown, has gone
to California.D. F. Tolchard, grocer, Toronto, was granted
an extension.

J. C. Robertson, hardware, Toronto, has assigned.

Jas. M. Mitchell, harness, Watford, has assigned.

C. D. Wilson, boots and shoes, Newmarket, has assigned.

H. Slight, nursery, Toronto, a meeting of creditors held.

A. E. Ridley, agent, St. Thomas, was arrested for forgery.

Baird & Yoe, dealers in tinware, Toronto, have dissolved.

Gardner Bros., hardware dealers, Essex Centre, has assigned.

Arch. Hendrie, general storekeeper, Plantagenet, has assigned.

Robinson & Bro., jewelers, Toronto, stock advertised for sale.

Thomas & Elliott, pop manufacturers, Strathroy, have dissolved.

R. D. Campbell, harness, Holstein, has removed to Walkerton.

F. & R. Boomer, general storekeepers, Point Edward, have assigned.

Petley & Petley, dealers in dry goods, (Ld), Toronto, have assigned.

Moore & May, general storekeepers, Port Stanley, have dissolved.

Watkins & Cook, pickle manufacturers, Toronto, have dissolved.

Ed. McKeown, dealer in dry goods, Toronto, stock to be sold 7th prox.

T. E. Essery, dealer in bankrupt stock, Orangeville, has sold out.

Challoner Bros., jewelers, Strathroy, style now Challoner & Mitchell.

A. Donald & Co., general storekeepers, Campbellford, have assigned.

Carmoosky & Anderson, furniture dealers, Kingston, have compromised.

Morris & Watt, dealers in threshing machines, Brautford, have assigned.

Benj. H. Unger, general storekeeper, Alvis-ton, held a meeting of creditors.

Ferris & Co., Moxie Nerve Food, (J. C. Huff, Propr.), Toronto, have assigned.

Petley & Petley, dealers in dry goods, Toronto, stock to be sold on 7th prox.

Phillips & Mottashed, builders, Hamilton, have dissolved; Jas. Phillips continues.

Donaldson & Milne, accountants, Toronto, style now Donaldson, Milne & Bellsmith.

P. Paterson & Son, dealers in hardware, Toronto, stock to be sold on the 7th prox.

W. J. McMaster & Co., wholesale dry goods, Toronto, called a meeting of creditors on the 27.

H. H. Pigeon & Co., general storekeeper, Ottawa, has dissolved partnership; H. H. Pigeon continues.

The following were burned out at Welland: Wm. Earlie, hotelkeeper; E. A. Sauter, cabinet; H. D. Lock, tailor; M. Whaley & Co., tailors.

QUEBEC.

H. Charlebois, shoes, Hull, has assigned.

Jos. E. Larmec, grocer, Montreal, is dead.

Col. W. F. Ibbotson, druggist, Sherbrook, is dead.

Olivier Dion, carriages, Shefford, has assigned.

L. C. Grant, hotelkeeper, Montreal, has assigned.

F. X. Crovior, plumber, Montreal, has assigned.

J. C. E. Montreuil, grocer, Quebec, has assigned.

C. H. Beaulieu, grocer, New Carlisle, has assigned.

Harnoin & Legault, tallow, St. Henri, have dissolved.

Mercier & Beaudry, builders, Montreal, have dissolved.

J. G. H. B. own, wholesale clothing, Montreal, has assigned.

P. A. Roux, general storekeeper, Stanfold, has assigned.

W. J. Webster, shoe manufacturer, Montreal, has suspended.

Boulanger & Co., lumber dealers, St. Joachim, have dissolved.

P. C. Dussault, grocer, Montreal, is offering to compromise.

Belair & Co., shoe manufacturers, Montreal, have dissolved.

Jas. Robertson, general storekeeper, New Richmond, has assigned.

Belair & Simard, sewing machine agents, Montreal, have dissolved.

Charlebois & Robert, coal and wood dealers, Montreal, have dissolved.

L. D. Sims & Co., manufacturers of paper boxes, Montreal, have dissolved.

H. Guillette, general storekeeper, Bedford, stock advertised for sale by trustees.

Thos. Acteson, general storekeeper, L'Anse au Gascon, is offering to compromise.

W. F. Lewis & Co., wholesale liquor dealers, Montreal, was succeeded by Lewis, Rohr & Co.

NOVA SCOTIA.

A. J. Cox, jeweller, Truro, has assigned.

E. S. Condon, trader, Berwick, has assigned.

W. N. Forbes, grocer, Dartmouth, has assigned.

Jos. Buford & Co., clothing, Halifax, have assigned.

NEW BRUNSWICK.

J. M. Beaton, grocer, Moncton, has assigned.

G. L. Young, fish dealer, St. John, has assigned.

Dudne Breeze, liquor dealer, St. John, has suspended.

R. C. Thorne, dealer in hardware, St. John, has assigned.

Geo. Morrison, wholesale provisions, St. John, has suspended.

Insurance Briefs.

The fire insurance companies have decided that the people of Quebec province shall pay the commercial tax imposed by the Provincial Government, and it has, consequently, been agreed that in order to meet this new expenditure, rates will be increased by 2½ per cent. in Montreal and Quebec, and by 5 per cent. in country districts.

The Governor of Massachusetts in his message to the Legislature calls attention to the large annual fire waste in the commonwealth, amounting to four and one-third millions of dollars, half of which he says "is due to causes that are preventable." As a remedy he proposes to so change the law that instead of the inquest now required in special cases only there will be a simple and inexpensive means of in-

vestigating every case of fire within the commonwealth.

The new Ronald fire engine purchased by Winnipeg, is said to be the largest steamer ever built by the company.

The twenty-fifth annual report of the Waterloo Mutual Fire Insurance Company is one that it need not be ashamed of. The Company issued 5,597 policies last year, and the total number of policies was 12,017, covering \$11,675,000. The total assets reach \$262,070; and allowing \$56,200 for re-insurance liability and \$7,700 for unadjusted losses, there is a balance to the good of \$193,000 in premium notes, mortgages and debentures.

A preliminary abstract of the business of Canadian life insurance companies for the year ending 31st December last has just been issued. Excluding the London Life, whose business is chiefly industrial, it appears from the return that the Ontario Mutual has issued the most policies in the year of any Canadian company, viz.: 1,948, but in the amount of the policies this company stands sixth. The Canada Life issued 1,931 policies for the amount of \$4,175,789. The Federal Company comes next with nearly 600 policies less than the Canada Life, but running the latter company close in amount assured, viz., \$4,039,000. The Sun is third, the Manufacturers' Life fourth, and the Confederation fifth. In the year's premiums the Canada Life is, as usual, away ahead of the other companies, the amount collected reaching the magnificent figure of \$1,207,676, the Confederation stands second with \$517,220, and the Sun third with \$407,779.

The Board of Underwriters notified the Calgary Council some time ago, that unless certain precautions were taken by the 15th of February, insurance rates would be advanced 20 per cent. Those demands were: That the water tanks be put in repair and kept full; that the chemical engine be kept in a workable condition; that a paid engineer be kept on duty constantly, and that at least ten volunteer firemen sleep at the hall. Mr. Douglas, chairman of the Calgary fire, water and light committee, has replied that some time ago before Calgary had any protection against fire, the insurers were informed that if an engine were purchased and a good supply of water obtained the rates would be lowered; that these requirements were complied with and no reductions made, but in some cases policies were cancelled and rates advanced. Still further precautions were taken. A brick veneered fire-hall was erected with a good hose tower, firemen were given sleeping accommodation in the hall and a paid engineer was constantly in attendance. Yet, notwithstanding all these precautions no reductions had come up to date from the Underwriters. Many insurers have expressed themselves so well satisfied with the present fire protection, that in the event of an advance in rates, they will withdraw their insurance and put on a night watchman.

A correspondent writes: The Shoal Lake Milling Company has opened negotiations with the council of this place with a view to having its first loan taken of the mill to enable the company to raise \$4,000 to further improve the property.

The Jobbers.

Will the shoe jobbers have to go? Is that one of the mutations of time, brought about by the new developments of trade that is in store for this particular line of business? It looks as if it might be that way to a measurable extent. Or rather that the increase of trade directly between the retailer and manufacturer would increase. Considered from a purely theoretical standpoint of trade, there does not seem to be any real need of the jobber between the maker of the goods and the retailer of them. Yet the exigencies of business in practice have demonstrated that there is a practical necessity for them. But *tempora et mores mutantur*, and with the changes of fashions have come such an improvement in shoes as to indirectly make necessary a more intimate relation between the shoe manufacturer and shoe retailer. It is well known that in different localities there is a material difference in the sizes and style of the feet. This is so marked that shoes made for one locality do not suit another. And now, that the proper fit of a shoe has come to be such an important feature in the purchase of it, that a retailer of good goods in a good locality must have shoes to fit his trade or he cannot sell them. As he cannot buy them with any certainty from a jobber whose goods are made to fit no particular style of feet, he must deal with a manufacturer and secure shoes of the kind and style that will suit his trade. For all fine goods then it is becoming more and more necessary that the retailer deal directly with the manufacturer. But, probably the bulk of the trade will always be in a class of goods in which good fits and special styles are not desired and to this trade the jobber can always expect to sell his goods. We do not think then that jobbers must go, but that the trade of cities will in time come to be done directly between the manufacturer and retailer. In fact it is probably true already that most of it is.—*Leather Gazette.*

Dairy Matters.

An effort will be made to establish a cheese factory at Gladstone, Man.

There is talk of the establishment of a cheese factory at Emerson, Man.

A cheese factory will probably be established in connection with the Barnardo farm, near Russell, Man.

At the meeting of the directors of the Manitoba Dairy Association held in Winnipeg recently, Wm. Wagner was re-elected president, Major Boulton, vice-president, and H. Cameron secretary-treasurer.

S. P. Dill, of Wolsley, Assa., has gone east for the purpose of studying cheese manufacturing and to employ an expert in that business. He will build a factory to be in operation at beginning of the season.

A correspondent writes: Wolsley is the dairy produce depot of the Northwest. Upwards of a thousand pounds of butter and ten thousand dozen eggs were shipped west from here last year, also large quantities of beef, pork and dressed poultry.

H. Arkell, produce dealer, Vancouver, recently wrote to a Winnipeg dealer as follows:

"I have a small stock of Manitoba dairy and Ontario creamery butter on hand; it sells very slowly. There seems to be no demand only for strictly first class. Dairy sells for 27½ here and creamery at 30c. My opinion is that your butter is altogether too high. Your high prices have driven the merchants here to load up with eastern butter. California butter will start to come in about the first of March.

At the late meeting of the Manitoba Dairy Association the president announced that arrangements had been made with the C. P. R. whereby refrigerator cars would be put on the express trains on the main line and all the branches next summer, to provide for the proper carriage of butter. The charges will be the ordinary freight plus 20 cents per hundred for ice, or altogether about half the express toll. Mr. Timewell submitted the plans of the dairy to be erected on the farm in connection with Dr. Barnardo's industrial home for boys at Russell. It will include both a cheese factory and creamery with a tank and windmill. The building will be 76x40 feet and a storey and a half high.

There is a prospect that there will be a considerable increase in the cheese and creamery butter output of this country next season. Already several new factories are reported as likely to be established in time to commence operations in the spring. It is to be hoped that our butter output will soon be manufactured mostly in creameries, where it can be put up in uniform packages, and of good and uniform quality. The present promiscuous mode of butter manufacture is very unsatisfactory. Fully one-half the butter reaching the Winnipeg market will not grade over a medium quality, and a very much smaller per centage, can be called a really good article. Winnipeg is full of butter now, such as it is, but it would be hard to make up a car lot of really choice. It must be understood that what is usually called No. 1 in this market, is not a really choice article. A system of butter inspection is something which is badly needed, and it would save commission dealers a vast amount of trouble with their customers.

A leading butter dealer remarked one day last week, that our people would have to come down in their ideas as to the value of our butter, before an export business could be done. Considering the quality of the average butter in the market here, he thought prices had been kept too high for some time back. The trouble in the first place has been the fault of the merchants who purchase direct from the farmers. Owing to competition or from other reasons, retail merchants throughout the province have almost systematically paid higher prices to farmers than the article was worth in the markets to which we may be compelled to export. A very short time ago Manitoba was importing butter, and, of course, then higher prices could be paid. Now that we have a considerable surplus, the trouble seems to be to get prices down to an export basis.

A Halifax despatch says: The boom in fish continues. The prices of cod are nearly double what they were a year ago, with a continued upward tendency. The prospects for the coming season are very bright.

General Notes.

The Guelph Ont., Banking Company, a private bank, conducted by W. H. Cutton, has suspended payment. The failure is in consequence of the withdrawal of the Federal Bank from business.

C. W. Wormer, proprietor of the Grand Pacific Toronto, and of the Weekly payment store, has assigned. His liabilities are placed at \$45,000. The Central Bank is a creditor to the extent of \$32,000. The assets are nominally \$70,000.

The wholesale dry goods firm of T. R. Jones & Co., St. John, N. B., has suspended. Hon. T. R. Jones, who constitutes the firm, is a member of the Legislative Council, and was formerly a provincial minister. His liabilities are between \$100,000 and \$150,000, and his principal creditors are in England and Montreal.

The following officers have been elected by the Montreal Corn Exchange:—Committee of Management—President, Hugh McLennan; treasurer, D. Robertson; John Baird, R. M. Esdaile, Edgar Judge, A. E. Gagnon, A. G. McBean, D. A. McPherson and J. S. Norris. Board of Review—Chairman, Chas. H. Gould, G. M. Kinghorn, J. O. Lafreniere, J. E. Kirkpatrick, John Dillon and Robert Sims.

A great sensation was caused at Toronto last week when it was known that ex-Mayor Manning, H. S. Smity and R. Snelling, president, manager and solicitor respectively of the Traders bank, and Elias Rogers, coal merchant, had been summoned to appear before the police magistrate to answer to a charge of compounding felony in being parties to the destruction of forged promissory notes. The charge has arisen out of a forgery case now pending against W. Selby, a brother-in-law of Rogers. It has come out in evidence that the forged notes were burned in the Traders' bank cellar.

About 100 members were present at the meeting of the Toronto Board of Trade, held on Jan. 24. W. D. Matthews, jr., and Hon. John Macdonald were put in nomination for the position of president, but the latter gentleman declined. Mr. Matthews was unanimously elected president. D. R. Wilkie, cashier of the Imperial Bank, and George A. Chapman, were nominated for 1st vice-president. John I. Davidson was chosen for 2nd vice-president, and George M. Rose was re-elected treasurer. At the meeting on Jan. 31, D. R. Wilkie was elected 1st vice-president. The Board now numbers 915 members, and has a cash balance, of \$7,095.

In an interview General Manager Yarker, of the Federal bank, when asked the cause which led to the liquidation, said: "The causes were two fold. The Central bank's crash was the first blow. Had it not been for that we would have, in all probability, pulled through all right. And even then there was a chance had it not been for those telegrams sent by the Michigan Central. The Saturday following the Central's collapse the head office of the Michigan Central railroad sent a dispatch to their agents all along the line of their connections not to take Federal bank bills. Of course, they meant 'Central,' but in mistake used our name. This

was the last straw, and of course there was no other course left for us but to liquidate."

The Assiniboia Club, at Regina, has been re-organized, with the following officers: Hon. Pres., His Honor the Lieutenant Governor; Pros., J. A. Kerr; Vice-Pres., G. T. Marsh; Treas., J. A. MacCaul; Sec. R. J. Jones; Committee, Messrs. Watson, Irvine, LeJeune and Pagot.

Grain and Milling News.

One O'Neil is buying oats at Morris, Man., for the Toronto Street Car Co.

Mr. Clay is erecting a warehouse at Rapid City for the storage of coarse grain principally.

The boiler of the grist mill at Yorkton, Assa., burst recently. It will be some time before the mill can be put in repair again.

Tatchell & Hart are building a warehouse adjoining their elevator at Boissevain, Man., for the purpose of storing coarse grain.

Head & Christie's new grain warehouse, at Rapid City, Manitoba, is now finished. The firm has now storage sufficient for 18,000 bushels of wheat.

The erection of the C. P. Ry. grain shed at Fort William is progressing; over eighty men being engaged on the work. It will be completed this month.

The extent of the grain blockade may be imagined from the statement that at one station alone on the Southwestern Railway, last week, 100 cars were wanted.

The car shortage has been the cause of the hasty erection of a number of grain warehouses. Messrs. Gordon, Watson and Stirton have each built warehouses at Pilot Mound.

The Rapid City *Spectator* is authority for the statement that the parties who lately purchased the Balkwell mill and property, near that place, have been offered \$500 on their bargain, and refused it.

In some parts of the country there is yet a good deal of threshing to be done. Threshing will commence about the first of March, and be continued until seeding commences. Threshers are mostly laid up for the winter at present.

Sun: It is expected the Keewatin flour mill will be completed and ready for operation early in the spring. A large number of men from Winnipeg have been furnished employment during the winter on this massive structure. When the mill opens and regular employes are hired, Keewatin's population will be increased by 75 or 100 more people.

Prospects are that there will be a large extension in the grain storage capacity of Neepawa, Man., next season. J. Law has completed arrangements for the erection of an elevator, and it is now announced that the Ogilvie Company will build an elevator, and that Crawford will enlarge his warehouse and put in elevating machinery. There are now only flat warehouses at Neepawa, operated by the parties mentioned. The town is the leading grain point on the M. & N. W. Ry. It is also almost a certainty that a roller flour mill will be built at Neepawa next summer. The prospects of the town as a grain market are, therefore, excellent.

The people of Macleod, Alberta, have raised a sum of money, and are anxious to secure some mill man to take hold of the project of establishing a flour mill at that place. Those interested in the scheme should make themselves certain that they are dealing with a responsible party, before they commit themselves to any agreement. Several mill projects in Manitoba have fallen though entirely or been badly bungled on account of getting into the hands of irresponsible persons. A man to take hold of such a scheme, should be able to give solid security for a reasonable amount.

Western Trade Notes.

The mounted police hospital at Fort Saskatchewan has been burned.

The railway company has advanced the price of all its business lots on Main street, Neepawa, Man., 50 per cent.

I. Evans, of Toronto, has been visiting the Rosebud Rancho on the Red Deer, Alberta, with a view of putting on stock in the spring.

The plans are out for the erection at Rapid City of a Masonic hall with a public hall below. The size of building will be 24x50, two stories high.

Macleod Gazette: As far as can be learned from various parts of the ranges, cattle have not as yet suffered from the protracted cold weather. There is plenty of feed on the prairie, and cattle are in fine fine condition.

Edmonton should be a happy place. The *Bulletin* says: Five coal mines are being operated to keep this town and immediate vicinity supplied with fuel, all within what might be called the corporation limits.

Neepawa Register: Neepawa will fairly boom next summer. The prospects are that as many buildings will be erected as during any three previous seasons, while the quality will be of a higher standard than formerly.

Another discovery of a seam of coal was made at Anthracite, Alberta, the other day in a butte close to the track about a mile west of the town, by some workmen getting out stone for the abutments of a bridge over the stream at that point.

The Fur Trade.

It is reported from London that at the fur sale on Monday, beaver showed a decline of 15 to 20 per cent. The prospects for the sales in March are not so good.

Receipts have continued moderate, and there has been no anxiety to buy as prices are expected to rule irregular and unsettled abroad. Dealers select with great care, and all unprime skins are not accepted except at cheap rates.—*Montreal Trade Bulletin*.

Mr. WILSON, of Tees, Wilson & Co., wholesale grocers, Montreal, is in the West on a business trip.

Mr. THOMPSON, of Thompson & Codville, wholesale grocers, Quebec and Winnipeg, has arrived here. The firm have decided to close up their business at Quebec, and make Winnipeg their headquarters in the future, which speaks well for the prosperity of their Winnipeg house.

British Columbia.

M. Muir, general storekeeper, and saw mill, Sooke, is dead.

R. Carr, wholesale grocer and liquor dealer, Victoria, contemplates closing business out at once.

J. Holland has been awarded the contract for the erection of the buildings for C Battery, at Victoria.

Pinchbeck & Lyne, general storekeepers and mills, 150 Mile House, have dissolved partnership; business continued by W. Pinchbeck.

The steamer *Moxico*, running between San Francisco, Victoria and Vancouver, went ashore last week in Plumbers pass, gulf of Georgia. It is thought she will be taken off without serious damage.

Calgary Tribune: There is likely to be considerable mining done in the mountains, this coming year. McDermid & Ross will be in all probability spend considerable money in taking out ore and building roads at their Illecilleweat mine. In the neighborhood of Golden and Field a good deal is likely to be done, and from all present indications the mountains will see a good trade next year.

The final statement of the explosion in the Wellington coal mine, places the loss of life at thirty-one white men and forty-one Chinese. The matter of granting Government assistance came up at Ottawa, but it is understood was decided in the negative. This terrible disaster, coming so soon after the late explosion in another mine in the district, has created a feeling almost akin to consternation. The cause of the explosion will be a matter for investigation. All the mines were shut down, and the miners will not return to work until after the investigation.

RAPID CITY wants a private Bank.

MCCASKILL BROS.; tailors, Winnipeg, bailiff seized remnant of stock.

D. DALZIEL, grocer, Winnipeg, has admitted Chas McCrossan into partnership.

R. E. MCGREGOR and J. Hewer have commenced the erection of a large sale and feed stable at Rapid City.

KENNETH MURCHISON, dry goods dealer, Winnipeg, has sold out to P. A. D'Auteill, of St. Boniface. The sale was consummated Wednesday and Mr. D'Auteill will assume charge of the business immediately. Mr. Murchison will leave for the south in a few days for the benefit of his health.

F. B. ROSS, manager of the Winnipeg branch of the Western Loan association of Canada, has left for Toronto, accompanied by his family, and it is understood will not return to the city. Mr. Fisher, assistant inspector of the company, came to the city some days ago and it is understood will have charge of the branch here.

THE board of arbitrators, appointed to investigate the conflicting claims of the Government and Ryan & Haney regarding the Red River Valley Railway contract, concluded the hearing of evidence and the arguments in the case last week. A decision will, probably, be rendered somewhere about the 12th of this month.

OUR PACIFIC PROVINCE.

A TALK ABOUT NEW WESTMINSTER.

New Westminster is one of the solid and prosperous cities of the Province. Its appearance denotes present prosperity, and a study of the surroundings gives good hope for future prospects. New Westminster is one of the best known points on the Pacific coast. Formerly it was the capital of British Columbia, but after the union of the mainland and Vancouver Island in one province, the capital was moved to Victoria. This for a time retarded the growth of the place, but since the completion of the C. P. R. to New Westminster, a new era of prosperity has dawned upon the city. It must be remembered that New Westminster is practically a terminus of the C. P. R. A branch leaves the main line of the C. P. R. a few miles east of Port Moody, connecting the city with the main line. The branch is about nine miles long. Steamers run from New Westminster to Victoria, and through passengers who prefer it, can go and come via New Westminster just the same as via Vancouver, connection being made with all through trains. Indeed a considerable portion of Victoria freight arriving by rail is taken via New Westminster, the route being shorter than via Vancouver. The C. P. R. Co., with its usual greed, extorted a large bonus from New Westminster for the construction of this road.

The city is beautifully located on the sloping banks of the Fraser River, about fifteen miles from its mouth. The river here is about half a mile wide. Navigation on the river is of much importance to the place as it renders the fine farming districts up the Fraser tributary to the city. The fishing industry is also of great importance to the place. It is also probable that New Westminster will have direct communication by rail with San Francisco and all Pacific coast points in the very near future. The past season has witnessed the completion of railway connection between San Francisco and Portland. The latter place is already connected with Puget Sound cities, and there only remains a short link between Seattle and the C. P. R. to connect all the Pacific coast roads. This road will be built to Westminster, and there connect with the C. P. R. Charters have already been granted and some progress made toward the construction of the railway from Seattle to the Canadian boundary, about thirteen miles south of New Westminster.

Though not now the capital of the Province, New Westminster enjoys the advantage of having several of the public institutions. These include the Insane Asylum and Provincial Gaol. The Penitentiary is also located here.

The progress of the city has been rapid. In 1886 about \$250,000 were expended in improvements, including gas works, a new hospital building, a woolen mill, etc. For 1887 it is estimated that the expenditure in buildings alone will aggregate \$200,000. Many of the buildings erected this season are fine, solid brick and stone structures. Some of the most important of these are:—A solid brick hotel, built by W. D. Duncan, size 40x60 feet, three storeys. This building was put up by Mr. Duncan for rent, and affords a good opportunity for an opening in the hotel line. The Masonic and Odd

Fellows Hall is another fine brick structure, size 132x66 feet, three storeys. In this block there are three stores on the ground floor, with basement, and the upper storeys will be used for offices and halls. E. S. Scoullar, stores, etc., has built a brick store, 33x66 feet, two storeys, and adjoining is W. J. Armstrong's new brick building, 66x66 feet, also two storeys, all with basements. Judge O'Reilly has erected a building, size 66x66 feet, which will be occupied by the Bank of British Columbia, and two stores. J. A. Webster's building is 66x60 feet, three storeys, designed for two stores on the ground floor. These are all brick structures, and will give an idea of the amount of building going on. Prospects for next season are considered even more favorable.

The farming country tributary to New Westminster is a valuable territory, capable of considerable extension. The city is well supplied with native produce. Two boats run up the river to accommodate the farmers' trade. The country is well adapted to the cultivation of fruits, vegetables and grain, and the soil is very rich. Vegetables grow to enormous size. The delta lands below the city form a very valuable agricultural country. Native fruits from New Westminster have been shipped eastward as far as Winnipeg. The city is also the chief centre for the fish and lumbering industries for eastern shipment.

THE LUMBER INDUSTRY

is the principal manufacturing branch carried on at New Westminster, and in connection with this is the Royal City Planing Mills Co., Limited, a widely known institution. This business was incorporated in 1878, though the business was established some time prior to that date. The business of this Company has been steadily expanding until it is now the most important institution in the city. An effort has been made to keep up with the times, and any improvements in machinery are at once secured. During 1886 the mills were refitted with machinery at great expense. The mills of the Company at Westminster consist of the Royal City saw mill, the Royal City sash and door factory, the Dominion saw mill, and the Dominion sash and door factory. The latter two institutions were formerly the property of another company, which was absorbed by the Royal City Company. The Company has also established a saw mill and sash and door factory on an extensive scale at Vancouver. The mills have the convenience of both railway and water facilities for shipping. Lath mills, shingle mills, and a box factory are also connected with the mills. In the box factory salmon and other packing cases are largely manufactured. About 200,000 salmon cases can be turned out at annually. There is also a machine and boiler repair shop, where marine and other repairs are attended to. The Company owns three steamers and about twenty scows and barges, used in towing logs, lumber, supplies, etc. The number of men employed by the Company, including men in the woods, sometimes foots up to nearly 500. The Company has stores where a large stock of supplies of provisions, lines of hardware, glass, etc., are kept on hand. The mills are capable of turning out timber 100 feet long and five feet in diameter. Douglas pine or fir is largely cut for

flooring, for which it is admirably adapted. Cedar is also largely manufactured for inside finish, panelling, ceiling, mouldings, doors, and many other uses. It is not readily affected by extremes of weather, and is not liable to shrink and swell. The clear and fine grain makes it a desirable wood for finishing. Cedar is also used for shingles and its preserving qualities are well known. The shipping trade of the Company is large, and embraces exports to foreign ports, as well as to Eastern Canada, Manitoba and the Territories, and the United States. Shingles are shipped to Eastern Canada and the United States. Flooring has been shipped to Chicago. The lumber cut this season will amount to 18,000,000 feet at the Westminster, and 8,000,000 at the Vancouver mill. John Hendry is manager of the Company and David McNair is the secretary.

The Brunette Saw Mill Co. was established ten years ago by DeBeck Bros. A joint stock company was formed in February, 1886. The officers are: James B. Kennedy, President; H. L. DeBeck, secretary and manager. The capacity of the saw mill is about 30,000 in a day of ten hours. Good facilities for shipping by rail and water are enjoyed, the mill being located on the Fraser river, and with the C. P. R. branch running through the yard. The machinery consists of a double circular, edgers, planer, moulding machine, shingle machine, capacity 25,000, trimmers, bench saws. Logs 72 inches in diameter and 65 feet long have been cut. The average sized logs run about 1,500 feet to the log. Fruit and salmon cases are manufactured. There are stores in connection with the mill. About 100 men are sometimes employed, including men in the woods. A branch lumber yard at Vancouver is kept supplied from the mills. The Company owns a tug boat, which is kept employed in hauling rafts and delivering lumber. Lumber from this establishment has been shipped eastward to the Territories, Manitoba, and even to old Canada.

THE FISHING INDUSTRY.

on the Fraser, is an important item. There were thirteen salmon canneries in operation on the river during the past season, turning out a total pack of nearly 130,000 cases. This industry is a very important item in the trade of Victoria, though supplies for the canneries are also procured in Victoria to a considerable extent. The Dominion Government fish hatchery is located a few miles from the city, under the management of Mr. Thos. Mowat, inspector of fisheries. Over 10,000,000 salmon ova have been taken at the hatchery. In addition to salmon canning, New Westminster is the centre of the fresh fish trade. D. W. Port & Co., of Toronto, wholesale fish dealers, have established a branch business at New Westminster, where E. H. Porte is in charge. Last season, the first of the firm's operations here, about 200 tons of fish were frozen, and shipped to Boston, New York, Chicago, Montreal and all points east, including Manitoba and the Territories. The fishing is done by Siwashas (Indians). The Indians are supplied with boats, nets, etc., and paid a per centage on the catch. The Indians look upon the fishing as peculiarly their work, and they decidedly object to Chinese or others engaging in it. The export of fresh fish is almost new business and one which owes its existence

to the opening of direct railway communication with the east. Wm. Vianon also does a business in handling fresh fish, and has shipped to all points along the railway eastward to Montreal; also to the United States. He had about 80 men employed during the fishing season. The Fraser River Freezing Co. handled about 150 tons of fresh fish during the past season. When it is remembered that the development of the fishing industry has yet scarcely commenced, the value of the fishery wealth of British Columbia, may be vaguely imagined.

THE COLONIAL HOTEL.

New Westminster has only one first-class hotel, but this one makes up in excellence for the deficiency in number. It is seldom that a town the size of New Westminster, can boast of anything in the hotel line ahead of the Colonial. The hotel is neat and clean, comfortably furnished throughout, provides a splendid table, and has an air of home-like comfort, most enjoyable to the traveller. The house is convenient to the business portion of the city, railway depot and steamer landing. It is a large brick structure, and was erected in 1894. The sleeping apartments are large and airy, and furnished with grate fire-places, which gives them a comfortable and cheery aspect. Mr. Luke Pither, the proprietor, is an old-hotel man, and one with whom it is a pleasure to associate. He has the happy faculty of making his guests feel perfectly at home, and does it in such a quiet and unostentatious way, that there seems to be no effort about it.

THE NEW WESTMINSTER FOUNDRY

and machine shop, is owned and operated by Robert Law. This business has been established eleven years. It is the only business of the kind on the main land of British Columbia. The work done here is largely repairs and new work of a marine nature, for boats. The saw mills and canneries also draw upon the establishment for requirements. Engines, brass and iron castings, etc., are turned out. The business is gradually increasing in importance.

Douglas & Deighton, manufacturers and importers of harness, saddles, and sundry goods belonging to their branch, have the largest establishment of the kind in British Columbia. They do some jobbing trade in leather, saddlery hardware, etc. They manufacture harness and saddles, especially Mexican saddles, which are largely used, and also import English and American goods. Established four years.

There are two cigar factories at New Westminster, the largest one being conducted by Wm. Teitjen. White labor only is employed. Mr. Tietjen commenced business about three years ago, and employs from ten to fifteen men. Only fine goods are manufactured, the cheaper brands being imported.

There are several establishments where wagon making, etc., is carried on. Reid & Currie do the principal business in this line. They import and manufacture wagons, buggies, carriages, etc. Wagons are mostly imported from the east, but where a more substantial article is required it is made at home. Delivery and express wagons and the more expensive styles of buggies are manufactured at home. Plows and harrows, etc., are also manufactured at this establishment. A wholesale trade is

also done in carriage hardware and bent stuff. The business has been established fourteen years.

Among the industries is a tannery, of which James Rousseau is the proprietor. This business was established in 1882, and is the only tannery on the main land. Oak and hemlock tanned goods are manufactured and a specialty is made of sole leather. Leather has been shipped to Territorial points to some extent. Mr. Rousseau also has a shoe store, and manufactures and imports boots and shoes. The shoe business was established in 1877. He purposes extending the shoe manufacturing department in the spring. About twelve men were employed, but as many as 25 have been employed at times.

In liquors, E. Brown & Co., do the largest trade. This business was established in 1859. A large stock is carried, and all goods are imported direct. The trade of E. Brown & Co., is largely of a wholesale nature, and extends pretty well all over the province.

D. Lyall & Co. bought out the British Columbia Stationery Company's branch at New Westminster, about a year ago, and find business very satisfactory. A large stock of stationery, fancy goods, etc., is carried, and some jobbing trade is done. This firm handles cranberries extensively, an article of commerce which it is not generally known is produced in British Columbia.

In fruits there are a number of houses doing business. The principal district for native fruits is tributary to New Westminster, and since the opening of the C. P. Ry., with the possibility of finding a market to the east, many settlers are extending their operations in the direction of fruit culture. Formerly there was little encouragement to grow fruit, as the home market was very limited and there was no available outside market, consequently the capabilities of the country in this direction have availed but little. Wm. Dashwood-Jones, dealer in fruits and produce, has shipped fruit to Manitoba and the Territories. He has also handled Manitoba produce. N. C. McKen also deals in and ships fruit, native and imported.

Among the leading merchants and firms of the town are also the following: James Cunningham, established in 1862, dealer in hardware, stoves, paints and oils, steamboat supplies, agricultural implements, etc. Walker & Shadwell, dry goods, clothing and furnishings. This firm is one of the new houses of the place, having commenced business about a year ago. H. T. Read & Co., hardware, paints, oils, ships supplies, glass, etc. This is also a new firm, established last fall. The firm has located in the handsome new Masonic block. They are enterprising young men, and will undoubtedly succeed. Marshall Sinclair handles groceries, provisions, etc., and has also received shipments of Manitoba produce. Mounce Bros. do a similar business. They have a cattle ranch up the river, and also are starting a fruit farm, for eastern shipment. They handle Manitoba flour and produce. M. Des. Brisay established a general store business last summer. The principal lines handled are groceries, provisions, flour and feed, clothing, boots and shoes. Manitoba produce will be handled. A. G. Mathews is the gunsmith, and does all kinds of work in his line. A woolen mill is one of

the leading industries, established last year; there are also two breweries. These are some of the principal business establishments. Altogether there are about 120 business institutions in the city. The press is well represented, there being one daily and a semi-weekly paper. The *Columbian* is published daily by the British Columbia Printing Co. The *Mainland Guardian* is published tri-weekly by J. K. Suter. The enterprise displayed by these journals speaks well for the support which they receive. Not many towns of the size of New Westminster are so well represented in the press.

One of the institutions of New Westminster is a Board of Trade, the officers of which are: John Hendry, president; E. S. Scoullar, vice-president; and Wm. McColl, secretary.

Binding Twine.

It may seem out of place during the present cold snap to begin talking about such an article of manufacture as binding twine, but unless it is talked of now, there is no likelihood of the matter of manufacturing our own twine being taken up during the busy seasons of seeding and harvest. John Connor, the senior proprietor of the New Brunswick Cordage Works, has given a few pointers on the manufacture of twine, that some of our capitalists ought to lay to heart. There were no less than 2,600 tons of twine required for Canada last year, and of this only about forty tons were imported from the United States. The quality of the home made is fully equal to the imported and yet the Canadian farmer buys his twine at two and a half cents per lb. less than the American farmer. Mr. Connor further says that it is a fact that Dakota dealers came over to Winnipeg, Brandon and other points in the west last summer and bought largely of the Canadian manufacture and after paying the United States duty and expense of transit they were still able to supply the Canadian twine to their customers at a less price than the American. Surely such statements as these ought to get our people here to think seriously of establishing a factory in this neighborhood. There is no country under the sun that can raise better flax than Manitoba, and although all flax twine is not looked upon with favor by consumers, it surely must be that the importation of the other fibres used will more than be made up by the cost of freight and the profits of middle men on what we get from the eastern provinces. In Western Ontario we have known the Indians and their families make money in pulling flax for the growers, and we cannot see but what those of this province could not find profitable employment in the same line. If this could be accomplished, and the cost of harvesting reduced, we cannot see why flax cultivation and the manufacture of twine should not pay in this district. Will the members of our Board of Trade work up statistics in the matter and see if we cannot keep the surrounding small towns from "cutting out Brandon" in all the industries that are likely to pay.—*Brandon Times*.

DR. BRETT has opened a drug store at Anthracite, Alberta, with Dr. McKinnon in charge.

The C. P. R. Monopoly.

The subject of the Canadian Pacific Railway monopoly clauses is again before the public of Great Britain, the *Financial News* of London having once more brought up the matter. It says that the Canadian Government should buy back the monopoly, and states that some of the directors are inclined to accept a lump sum of between one and two millions sterling for yielding the monopoly. The *News* contends that a continuation of the present guarantee in perpetuity is far better calculated to serve the shareholders' interests. This topic is one that will no doubt have the serious consideration of the Government, and of the Dominion Parliament when the latter next meets. The question is a very important one, and upon it much will depend. No doubt it will be contended that the early abandonment of the monopoly clauses was one of the conditions of the last advances made to the company, when Sir Charles Tupper, if our memory serves us right, distinctly stated that, in return for the concessions to be made then, the company were perfectly willing to relinquish the monopoly clauses. This being the case, it is to say the least of it, singular, no matter whether or not the present information comes from authoritative sources, that there should be a revival of anything approaching an agitation for better terms.—*Canadian Trade Review.*

BRANDON city council will grant the local Agricultural Society \$2,700.

J. W. ANDERSON, shipped 23,000 pounds of hides from Brandon direct to an Ontario tanner last week.

VERGE & D'AUTUEL, dry goods, clothing, etc., St. Boniface, are dissolving partnership; business will be continued by J. E. Verge.

G. F. & J. GALT, wholesale grocers, Winnipeg, have had a large lithograph of their handsome new warehouse made. The picture is a gem, and shows this grand building to the best advantage.

WHEAT receipts were large at Brandon last week, and owing to the shortage of cars and lack of storage facilities, prices dropped from 52 to 50 cents for hard wheat. Total receipts to date amount to about 750,000 bushels. Oats were worth from 24 to 27 cents; barley 30 to 35c.

SMITH & SHERRIFF, agricultural implement dealers, Brandon, have purchased the Brandon machine shops from the owners, Thomas Clark & Co. They are putting in some new machinery, hiring competent mechanics, and making arrangements for doing business on a large scale.

THE Brandon *Times* came out last week with an excellent special number, giving a great deal of information about that district and the country in general. Some of the special features are: A sketch of the city of Brandon; practical experiences of settlers in the district; sketches of representative men of the city and district; and other valuable features. The *Times* is to be commended on its enterprise.

A late despatch concerning the private bank failure at Guelph, Ontario, says: The Cutten bank failure is a most complete one. All the assets in sight are mortgaged heavily and

depositors and creditors get nothing. Many clients who entrusted money for investment with Cutten find their money gone. No assignment has been made and nothing can be done till the sheriff seizes, but there is nothing to seize. The local press is severe on Cutten. The Imperial bank has a judgment against Cutten for a large amount. The board of trade has passed a resolution asking the Dominion bank to establish a branch here, as the Cutten failure leaves insufficient banking accommodation.

THE Brandon *Times*, the most ably conducted provincial Conservative paper in Manitoba, soundly condemns the compromise resolutions discussed at the Brandon Conservative convention, at the instigation of Cliffe and Daly, M. P. The *Times* sensibly remarks: "Why say that disallowance shall cease in 1891, when we are going to the foot of the throne to prove that its exercise now is unconstitutional. We would indeed be set down as a lot of children who deserved spanking more than ought else, if we were able to go ahead with our case, as already proposed by the Conservative Government, and at the same time adopt this as a plank of the Conservative party in the province. No, we reckon the Conservatives of Manitoba are not quite prepared to accept that plank without some further explanation."

Sum: The C.P.R. tariff on wheat from Winnipeg to Montreal is 46 per 100 pounds. Over the same road it is ten cents a hundred extra to the seaboard, which makes in all 56 cents a hundred to send Manitoba wheat to the sea. On 'change this morning great indignation was created by the announcement, believed to be perfectly correct, that since the opening of their Sault Ste Marie road, the C.P.R. was carrying wheat from Minneapolis to the seaboard for 27c a hundred, less than one-half the price Manitobans have to pay. The moral is too plain not to be seen. Where competition exists in Minnesota the farmers are protected to the extent of 27½ cents per 100 lbs on their wheat.

Manitoba and Northwestern Ry.

CHANGE OF TIME.

Taking Effect Monday, August 15th, 1887

No. 4 MIXED	No. 2 PASS.	STATIONS.	No. 1 PASS	No. 3 MIXED
LEAVE	LEAVE		ARRIVE	ARRIVE
13 00	13 00	Portage la Prairie	14 45	14 45
15 30	14 50	..... Gladstone	13 05	12 20
17 25	16 02	..... Neepawa	11 35	10 00
19 45	17 00	..... Minnedosa	10 45	8 40
	18 10	..... Rapid City	9 00	
22 30	18 48	..... Shoal Lake	8 52	5 05
21 10	10 55	..... Birle	7 45	3 30
	22 25	..... Blinscarth	5 10	
	23 45	..... Russell	3 45	
ARRIVE	ARRIVE	..... Langenburg	2 30	
		LEAVE	LEAVE	

Meals.
No. 4, Mondays and Thursdays. No. 1, Wednesdays and Saturdays. No. 2, Tuesdays and Fridays. No. 3, Tuesdays and Fridays.
Trains leave Minnedosa for Rapid City Tuesdays and Fridays at 17.10; returning leave Rapid City Wednesdays and Saturdays at 9. For Langenburg leave Birle Fridays only at 21.00; returning leave Langenburg Saturdays only at 2.30. For Russell leave Birle Tuesdays only at 21 returning leave Russell Wednesdays only at 3.15, making connection with main line trains.
Above trains connect at Portage la Prairie with trains of the Canadian Pacific Railway to and from Winnipeg.
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	Lev. St. Paul.	Lev. Minneapolis
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St. Louis Fast Ex.....	b 6.25 p.m.	b 7.05 p.m.
Chicago Fast Ex.....	c 8.35 p.m.	c 7.05 p.m.
Des Moines Passenger.....	d 6.25 p.m.	d 7.05 p.m.
Excelsior and Watertown.....	e 8.00 a.m.	e 8.45 a.m.
Arlington and Excelsior.....	f 4.15 p.m.	f 4.50 p.m.
Mankato Express Accom.....	g 3.15 p.m.	g 4.00 p.m.
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