

JOHN L. CASSIDY & CO.,
 Importers of
China, Pottery, Glassware, Cutlery,
 339 and 341 ST. PAUL STREET,
MONTREAL.
 OUR ASSORTMENT, AS USUAL, THE LARGEST.
 OUR PRICES, AS ALWAYS, THE LOWEST.
 OUR FACILITIES FOR PLEASING THE TRADE BET-
 TER THAN EVER.

MOORE'S CHINA HALL
 Direct Importers of
China, Glass AND Earthenware
 SILVER-PLATED WARE,
 Lamps, Cutlery and General House Furnishings

MOORE & CO., Proprietors,
 Wholesale Warehouse, 21 Albert St.
 Office and Sample Room, 480 Main St. **WINNIPEG**
 Orders by Mail will receive prompt attention.

THOS. W. TAYLOR,
 THE PIONEER PAPER RULER,
 AND
Blank Book Manufacturer,
 Of Manitoba and the North-West.
 13 OWEN STREET, WINNIPEG, MAN.

SCHNEIDER & TAYLOR,
 Produce & Commission Merchants
 Are the sole agents in Manitoba and
 Northwest Territories for the celebrated
Moxie Nerve Food

92 PRINCESS STREET,
 WINNIPEG.

JAMES A. SKINNER & CO.,
 HAMILTON, ONT.
 Importers of Crockery, China, Glassware
 FANCY GOODS, LAMP GOODS, CUTLERY, &c
 Largest Stock in Canada to Select From.



BEST IN THE WORLD.
 Each package contains 10 ROUND
 CAKES, sufficient for 60 Loaves of Light
 Wholesome Bread. Will keep longer than any other yeast
 try it and you will always use it.
SOLD BY ALL GROCERS.
E. W. GILLETT, Manufacturer, TORONTO.
 GILLETT's Mammoth BLUEING Cheapest and
 Pepper Box Best.
 GILLETT's Powdered LYE, Purest Made.

SMITH & KEIGHLEY,
 = Teas =
EAST AND WEST INDIA PRODUCE
 —AND—
GENERAL GROCERIES,
 No 9 FRONT STREET EAST,
TORONTO.

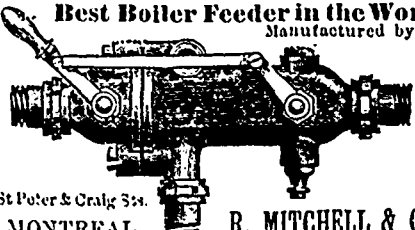
THE FEDERAL BANK OF CANADA
HEAD OFFICE, - - TORONTO.
 Capital, - - - - \$1,250,000.
 Rest, - - - - 125,000.
DIRECTORS.
 S. NORDHEIMER, Esq., President.
 J. S. PLAYFAIR Esq., Vice-President
 William Galbraith, Esq. E. Gurney, Jun., Esq.
 B. Cronyn, Esq. H. E. Clarke, Esq., M.P.P.
 J. W. Langmuir, Esq.
 G. W. YARKEK, General Manager.
WINNIPEG. F. L. PATTON, MANAGER.
BRANCHES
 Aurora, Kingston, Strathroy, Tilsonburg,
 Chatham, London, Simcoe, Winnipeg,
 Guelph, Newmarket, St. Mary's, Yorkville,
 Toronto.
 Bankers—New York—American Exchange National
 Bank. Boston—The Maverick National Bank. Great
 Britain—The National Bank of Scotland. Chicago—
 American Exchange National Bank. St. Paul—Merchants
 National Bank.

S. H. CASWELL,
Wholesale Grocer
 QU'APPELLE STATION,
 N.W.T.

TEES, WILSON & CO.
 Wholesale Grocers and Tea Merchants,
 366 ST. PETER STREET, MONTREAL.
TEAS A SPECIALTY.
BRYCE & COMPANY, McIntyre Block, Winnipeg
 Agents for Manitoba and Northwest Territories]

ROYAL HOTEL, CALGARY.
 REILLY & MARTIN, Props.
 This new, commodious and comfortably furnished house
 was opened for the accommodation of the public on Aug-
 15th. The only first class house in Alberta and with spe-
 cial features for COMMERCIAL TRADE.

RUBLEE, RIDDELL & CO.,
Commission Merchants,
 AND IMPORTERS OF
Green and Dried Fruits,
15 OWEN STREET, WINNIPEG

THE KORTING INJECTOR !!
 Acknowledged to be the
Best Boiler Feeder in the World
 Manufactured by

 St Peter & Craig 534.
MONTREAL. R. MITCHELL & CO.

PEDDIE & CO.,
 REPRESENT
 D. McCALL & CO., Wholesale Millinery,
 Toronto.
 McLACHLAN BROS. & CO., Wholesale Dry
 Goods, Montreal.
 JOSEPH HORSEFALL, Wholesale Clothing,
 Montreal.
 OFFICE AND SAMPLE ROOMS:
9 McDERMOT STREET WEST
WINNIPEG.

NOTHING LIKE LEATHER.
W. N. JOHNSTON & CO.,
 Importers and Dealers in
Leather, Findings, Plasterers' Hair
HIDES AND OIL.
 23 and 25 Alexander St. West, innipeg

DAWSON, BOLE & CO.,
Wholesale Druggists, Etc.
REGINA, N.W.T.
 Large stock of leading Patent Medicines
 Sole wholesale agents for the Cow Boy Cigar. We
 also carry all line of popular domestic & imported brand
WRITE FOR QUOTATIONS.

Hodgson, Sumner & Co.
 IMPORTERS OF
 British, French, American and German
DRY GOODS,
FANCY GOODS,
Smallwares,
TOYS, BEADS, &c
WHOLESALE ONLY.
 Cor. Bannatyne & Princess Sts., Winnipeg.
 Andrew Allan, President. John McKechnie, Superintend.
 F. H. Brydges, Vice-President. H. N. Williams, Sec.-Treas.

THE VULCAN IRON COMPANY,
 OF MANITOBA, (LIMITED).
BRASS & IRON FOUNDERS,
 Light and Heavy Forgings, Engine and Boiler Work
 Millwrighting,
GENERAL BLACKSMITHING,
 All Kinds of Machinery.
POINT DOUGLAS AV., WINNIPEG

HENDERSON & BULL,**Commission Merchants.**

AGENTS FOR

The Canada Sugar Refining Co., Montreal.
 The Canada Jute Company, "
 The Edwardsburg Starch Co., "
 The J. A. Converse Cordage and Plaster Works, Montreal.
 Messrs. W. T. Coleman & Co., San Francisco.
 Messrs. Peck Bros. & Co., London, England.

STORAGE in Bond or Free. Lowest Rates of Insurance Liberal Advances made on Consignments.

OFFICE AND WAREHOUSE:

41 BANNATYNE STREET EAST,
WINNIPEG.

AMES, HOLDEN & CO., MONTREAL.

The Ames, Holden Company,

WHOLESALE

Dealers in

BOOTS & SHOES,

33 Queen Street,

WINNIPEGJAMES REDMOND,
WINNIPEG.A. C. FLUMERFELT,
WINNIPEG.**Thompson,****Codville & Co.,****WHOLESALE GROCERS,**

26 McDermott Street,

WINNIPEG.

JAS. PORTER

W. M. RONALD.

PORTER & RONALD,

DIRECT IMPORTERS OF

CROCKERY**GLASSWARE****LAMPS, CHINA****CHANDELIERS,****CUTLERY,****SILVER-PLATED WARE & FANCY GOODS**

390 MAIN ST., WINNIPEG.

GORDON, MACKAY & CO.

IMPORTERS OF

General Dry Goods

THE WELL-KNOWN.

LYBSTER COTTON MILLS

Sheetings, Tickings, Yarn, etc., etc

Cor. Bay and Front Sts.

TORONTO.**TASSE, WOOD & CO**

Manufacturers of

Fine Cigars,

MONTREAL.

Our Brands: { RELIANCE &
TERRIER.

Are unsurpassed by any in the Dominion

Ask your Wholesale Merchant

FOR THEM.

PARSONS & FERGUSON,**Wholesale Paper Dealers**

-AND-

GENERAL STATIONERS.

AGENTS

Canada Paper Company,
Manufacturers Printing, Wrapping & Writing Papers
&c., Montreal and Windsor Mills, Quebec.**Alex. Pirie & Sons,**
Manufacturers Fine Stationery, Aberdeen, Scotland.**M. Staunton & Co.,**
Manufacturers Wall Papers, Toronto.GERRIE BLOCK, PRINCESS STREET,
WINNIPEG.**G. F. STEPHENS & CO.**

MANUFACTURERS,

IMPORTERS & JOBBERS OF

Window Glass, Paints, Oils

VARNISHES, BRUSHES,

PLASTER, CEMENT, Etc.

Sole Agents for

Alabastine

SPECIALTY

STEPHENS' PURE LIQUID COLORS,
READY FOR THE BRUSH.

20 MARKET STREET EAST,

WINNIPEG, MANITOBA**H. A. Nelson & Sons**

TORONTO —AND— MONTREAL

Manufacturers, Importers and Wholesale Dealers in

**BROOMS, WOODENWARE,
BRUSHES, AND MATCHES,**

BASKETS, CORDAGE, &c

ALSO

Full Lines of Toys and Fancy GoodsRepresented in Manitoba and N.W.T. by
W. S. CRONE.**LYON, MACKENZIE & POWIS,
WHOLESALE GROCERS,**

Cor. McDermott & Albert Sts., WINNIPEG

Geo. D. Wood, Winnipeg.

Wood & Legat,
Haultain, Ont.**GEO. D. WOOD & CO.**

WHOLESALE

Hardware AND Metals**GUNS AND SPORTING GOODS**

22 & 24 ALEXANDER ST. EAST, AND 35 &

37 McWILLIAM ST. EAST.

WINNIPEG.**English Salt.**HIGGINS EUREKA BRAND for Butter and
Cheese Makers. WINDSOR for Meat PackersReceived a Car Choice Eleme and Valencia
Raisins.

NATIONAL FOOD,

CHASE AND SANBORN'S COFFEES.

FOR SALE BY

Turner, Mackeand & Co.

35 BANNATYNE STREET EAST, WINNIPEG

The Commercial

A JOURNAL DEVOTED TO THE FINANCIAL, MERCANTILE AND MANUFACTURING INTERESTS OF THE CANADIAN NORTH-WEST.

Published by James E. Steen—Every Tuesday—Subscription, \$2 per annum

VOL. 5.

WINNIPEG, MAY 24TH, 1887.

No. 35.

The Commercial

Journal devoted to keeping a comprehensive record of the transactions of the Monetary, Mercantile and Manufacturing interests of Manitoba and the Canadian Northwest.

ISSUED EVERY TUESDAY

THE COMMERCIAL will be mailed to any address in Canada, United States or Great Britain at \$2.00 a year in advance.

ADVERTISING RATES.		
1 month weekly insertion	\$0 30 per line.
3 months, do	0 75 "
6 " do	1 25 "
12 " do	2 00 "

Casual rates for all advertisements inserted for a less period than one month, or for all transient advertising 10 cents per line each insertion.

Reading notices in news columns, 15 cents per line each insertion. Special location will be charged extra.

THE COMMERCIAL will be circulated extensively amongst wholesale and retail Merchants, Jobbers, Bankers, Brokers, Manufacturers, Hotel Keepers, Insurance and Loan Agencies throughout the entire Canadian North, west.

Book, Newspaper, Railroad, Commercial and Job Printing, specialties.

Office, 4 and 6 James St. East

JAMES E. STEEN,
Publisher.

WINNIPEG, MAY 24, 1887.

LABOUSHIERE has established a cheese factory at St. Leon, Man.

CHAS. L. SHAW and A. Prince, of Edmonton, have formed a law partnership.

H. F. HOLMES, hardware dealer, Rat Portage, has opened a branch at Keewatin.

THE woolen mill at Rapid City will be completed toward the close of next month.

H. W. CLARK, merchant, Strathclair, Man., has considerably enlarged his premises.

JOHN O'NEIL, stoves and tins, Broadview, Assa., has added groceries to his business.

THE Massey Manufacturing Company have erected an implement warehouse at Shoal Lake, Man.

ALEX. MCINTYRE, liquor dealer, Winnipeg and Brandon, is closing his branch at the latter place.

J. St. G. Jellett has retired from the store business at Clover Bar, Edmonton District, Alberta.

WORK will shortly be commenced on the 3,000-barrel flour mill and elevator, to be built at Keewatin.

D. PETERS & Co., general storekeepers, Gretna, Man., have dissolved partnership, C. Rempel retiring.

THE Ogilvie flour mill at Winnipeg will be increased about 200 barrels in capacity, to 1,000 barrels per day.

CUMMINGS & CRAIG, builders, Whitemouth, have dissolved partnership. Thos. Cummings will continue the business.

JOHN JOSLYN, lumber dealer, Broadview, Assa., has admitted H. T. Palmer as a partner, under the style of Palmer & Joslyn.

JAS. HERALD, general storekeeper, Stonewall, has closed out his business at that place and will open a general store at Banff, Alberta.

WALKER & MAY, printers, Winnipeg, have dissolved partnership. A. D. May retires and the business will be continued by W. T. Walker & Co.

PRICES paid in the Virden, Man., market are: Butter 15c and eggs 10 cents, with downward tendency. Potatoes 75 cents, scarce. Oats 40 to 50 cents, firm.

THE Winnipeg and Western Transportation Co. have issued the following tariff for the season. Passage between Battleford and Winnipeg, either way, \$20 cabin and \$15 deck. Merchandise, per 100 lbs., \$2.60; flour, per sack, \$1.75; bacon, per 100 lbs., \$1.90. To Edmonton the rates are: Passage, cabin, \$30; deck, \$20. Merchandise, per 100 lbs., \$2.90; flour, per sack, \$1.80; bacon, per 100 lbs., \$2.25.

THE following business changes are reported from Qu'Appelle, Assa.:—Thos. Hinton & Co., butchers, have dissolved partnership; business will be continued by Uniac & Gray. T. Hollingshead, painter, has taken C. David into partnership, under the firm name of Hollingshead & David. J. B. Milliken, harnessmaker, has taken Geo. Murphy into partnership, under the style of J. B. Milliken & Co. Russell & Davis, butchers and cattle dealers, have moved to Prince Albert. Thos. Walsh, blacksmith, has sold out to Frank marwood.

L. GODBOLT, dealer in boots and shoes, Winnipeg, advertises selling out.

A 30,000-BUSHEL elevator will be erected in connection with the new flour mill at Rapid City, Man.

ALEX. STUART has been engaged by the Manitoba Government as chief engineer for the construction of the proposed railway from Winnipeg to the boundary.

Jos. HUXLEY, representing Lightbound, Ralston & Co., wholesale grocers, of Montreal, started for home last week, after having a successful trip of several weeks in Manitoba.

A GRAND anti-disallowance mass meeting will be held in Winnipeg on Wednesday evening next. The Reeves of all municipalities in the province have been invited to attend. The delegates who recently visited Ottawa will give a full report of their doings and the result of their mission.

THE Dominion Government intend rebuilding the immigration sheds in Winnipeg and the work will be commenced in the course of a week. Temporary accommodation has been secured for immigrants in the building near the C.P.R. freight sheds, formerly used as the north end police station. A Dominion Intelligence office has been located at the store, 713 Main street.

A DEPUTATION consisting of Messrs. Whitla, Ashdown, Galt, Redmond and Bertrand waited on the Government Tuesday morning, regarding amendments proposed to the Assignment Act. The deputation urged that instead of appointing a different assignee for every insolvent estate, one regular assignee should be appointed to take charge of all insolvent estates, the appointee to be nominated by the board of trade and the appointment confirmed by the Government. The gentlemen also urged that the time between an assignment and the calling of a meeting of the creditors should be shortened. The deputation was also desirous that the assignee should not be allowed to incur any expenditure until the meeting of the creditors and until he was authorized to do so. Satisfactory replies were given to the deputation and the Government promised to make a new draft of proposed amendments and submit it to the board before passing it through the House

Board of Trade.

A special meeting of the Winnipeg Board of Trade was held on Tuesday afternoon last to hear the report of the Board delegate, Mr. J. H. Ashdown, regarding the visit of the deputation to Ottawa in connection with the disallowance question. Mr. Ashdown prefaced his remarks by entering into details of his work in gathering statistics for the purpose of presenting before the Government.

On arrival at Ottawa they were met by Mr. Scarth. Mr. Robertson's anti-disallowance pamphlets had been distributed among the members of the House, but quite a number of these were returned some of them being accompanied with very strong remarks. A day or two afterwards pamphlets in opposition to the movement were laid on the members' tables in the Commons and distributed broadcast through Montreal and Ottawa. A meeting of the Manitoba and Northwest members had been called a few days before the arrival of the delegation. Messrs. Ross and Royal were the only members present, Messrs. Scarth and Watson not having received invitations. Two days later a second meeting had been held, at which Mr. Van Horne was present and submitted his idea of the situation. Consequently on their arrival the delegation found those members impressed with the idea that the agitation against disallowance was largely a Winnipeg movement and did not concern the west.

It was found that the eastern people looked upon the question with very little knowledge of its merits, and with a strong feeling that the delegation was going to ask for something that would endanger their own selfish interests.

The impression had been inculcated upon them that the requirements, if granted, would tend to divert their trade to the United States, and that the large amount of money expended by the C.P.R. would be of no avail. A large number of the Conservative members of the House were found to be distinctly hostile to their views. The best view those gentlemen could be led to take of this matter was, "Well, it is a Government question, and if the Government decide to meet your views we will support them." As regarded members of the Opposition, many of them were luke-warm. Looking at the matter from the eastern standpoint they did not agree with it, and looking at it from a party standpoint, they were not inclined to take much interest, inasmuch as Manitoba had returned four supporters of the Government and one of the Opposition. This latter view was very clearly expressed by Mr. Blake.

It was claimed that they wished to divert trade to the United States, and that the next move would be the abolition of the customs barriers. The delegation endeavored to show that such was not the object, but to find a competing route to the markets in the east.

Mr. Scarth and Mr. Daly were prepared to stand up to their pledges in regard to the matter, and not only to vote but to speak in favor of the scheme. Mr. Ross, they were informed, had a speech prepared against them. He was challenged regarding the rumor but declined to answer. They could not ascertain what Mr. Royal's position on the question was. As regards the western members, Mr. Perley had

originally agreed to second Mr. Watson's resolution, but eventually expressed a desire to see Mr. Van Horne first and understand relative to freight rates and finally declined to second the motion.

They met the Government in due time, and the question arose as to whether they should invite the Manitoba and Northwest members to attend. They had been told some of these members were distinctly hostile to their wishes, but it was decided to have those gentlemen present and run all risks. The position of the members showed the question to be a Government one, and they concluded, as it was a party matter, that it would be better to go to the Government with a plain, unvarnished case, and not do anything to excite hostility. The idea prevailed that they were asking something unreasonable. After their arguments were concluded, Sir John A. Macdonald said they had submitted the matter temporarily before them. They were received by the Government as a whole with the single exception of the Minister of Customs, who was absent.

Mr. Ashdown then entered into comparative statistics with Dakota, the object being to show that Manitoba had not made the progress which she should have done, and this was declared to be owing to monopoly. The progress was due to the law of free trade in railways. It was only necessary in that state for railroad corporations doing business in other neighboring states to show their charter and deposit \$25 to have right of way.

They had stated that they wanted competition mainly because of its moral effect upon the present settlers and also because of its effect in deciding new settlers to come among them. The question of rates might be left to settle itself. If they had the competition they desired the other question would speedily adjust itself. Winnipeg owed its existence to its being a distributing centre. To show that all business would not be done with Montreal and Toronto, Winnipeg distributed 91 per cent. of the entire commodities used in the Northwest. Consequently, discriminating charges made against Winnipeg were practically also against the settler, and had to be paid by him. He quoted figures showing that by the Canadian Pacific railway tariff the distribution of all goods west of the great lakes was discriminated against, the freight charges in Manitoba being three or four times what they are in the east. As regarded the cost of operation of the Canadian Pacific, it was not nearly so great as on the eastern sections of the line. The carriage of grain from Ottawa to Montreal was \$3.50, while for a similar distance in the Northwest it was \$13.50. They objected to the fact that the Canadian Pacific was at present, and had been for some time, paying the Manitoba road twelve per cent. of their gross earnings from Port Arthur to Winnipeg in order to keep that road from competing for their trade. By granting a competing route the C.P.R. would not be injured, as the large increase in the sale of their lands would be thereby facilitated. These were some of the of the arguments which the delegation had laid before the Government. When they had finished the Government replied they would take the matter into consideration. After waiting some time in vain for a reply, he had

seen Sir John, who had told him the Government would not decide until they heard the debate in the House.

Mr. G. F. Galt was called upon, but had nothing to say beyond endorsing the sentiments of the previous speaker.

Mr. Carruthers moved, seconded by Mr. Straug, that the report be adopted, which was agreed to.

Mr. Whitla drew attention to the necessity of having a competing line west from Winnipeg to connect with the line to the boundary. The road to and from Winnipeg to Emerson would not afford the required relief, and it was necessary that a line should be built which would be able to compete with the C.P.R. for the western trade. He moved a resolution requesting the Provincial Government to give the matter their careful and earnest consideration.

Mr. Steen thought that the resolution furnished an opportunity to show that it was in the interests of the Province and not of Winnipeg alone that the agitation had arisen. He would second the resolution, but would like to add that a line be built to Brandon from the terminus of the M. & N. W. Ry. at Rapid City; thus furnishing a competing line to that point.

It was then moved by Mr. L. M. Lewis and seconded by Mr. James Porter, resolved, that the Winnipeg Board of Trade express the ardent hope that the government of Manitoba will by railway legislation afford the relief to its inhabitants which the gridding monopoly of the C.P.R. makes so seriously necessary. Carried unanimously.

After another discussion in the course of which Mr. Bridges suggested that the Portage la Prairie scheme should be left to commercial enterprise.

Mr. Porter, spoke relative to the recent tariff charges, and brought forward the following resolution: That this Board view with the greatest disfavor the change in the tariff whereby the Dominion Government have imposed a largely increased duty on many articles of hardware, crockery and glassware, apparently with the intention of creating industries whose existence is incompatible with the requirements of a limited market, and consequently the forced production of the articles referred to in the Dominion is obtained at a cost ruinous to the best interests of the consumer.

Mr. Hespler moved in amendment that a committee be appointed to consider the matter and report to a special meeting of the board; the committee to consist of Messrs. MacKenzie, Macdonald, Ashdown, Bertrand, Whitla, Galt, Porter and Redmond.

The amendment was carried, and the meeting adjourned.

A Long Haul.

"How much am I to pay you for going on this errand, Jimmy?" asked a kind old lady of the Tuffboy scion.

"Let's see, it will cost you 40 cents."

"What? Why I only paid you 10 cents for an errand yesterday."

I know it ma'am, but I'm compelled to charge accordin' to the interstate law, the same in proportion for a long as for a short haul. This was four times as long as yesterday's errand, an' I can't make a rebate."

Renewing Notes.

"The renewal of notes," said a prominent operator, is not only a hardship upon those firms who have to retire their discounted paper at maturity (whether the makers thereof provide for it or not) but its practice is highly injurious to general trading."

We quite agree with this, as there can be no doubt that firms which make a habit of financing on renewals, are not very safe customers to deal with. This renewing business has been carried on to such extremes, that we could name parties who are so heavily indebted to wholesale houses and the banks, that they do and force renewals upon both. Have not things come to a pretty pass when such degenerate trading is allowed to flourish in our midst? and does it not indicate an alarming absence of true business principles, when firms who maintain their standing and rating in the agency books, nevertheless obtain an extension at regular intervals of say three, four or six months? That is the correct way of putting it; for are not renewals virtually extensions of credit, owing to an admission on the part of those giving notes, that they cannot meet their liabilities? The fact of the matter is, that in certain lines of business, conventionalism sanctions a most astounding laxity of punctuality in meeting financial engagements, which will either have to be checked, or the result will be a seismic disturbance, that will apply such a severe test, that the credits of not a few may be toppled over like ninepins. We learn of one or two instances in which renewals have been positively refused this week, and it now remains to be seen if others will be willing to step in and assume the risks.—*Trade Bulletin.*

Olive (?) Oil.

Mr. Consul A. P. Inglis, of Leghorn, points out that the exportation of adulterated oil, in what are commonly known as Florence flasks, continues, and has, indeed, received a fresh development. Whereas formerly the practice of certain firms was to put in these flasks the lowest quality of olive oil (not produced in Tuscany, but coming from other districts, such as the Romagna) mixed with cotton seed oil, of late the cotton seed oil pure and simple has been sent, the cases being branded "olive oil" of superlative quality. But as cotton seed oil is to be had cheaper in England than in Italy, things have culminated logically enough in exporting the empty flasks, packed in the usual cases, to London, there to be filled with cotton seed oil, and of course palmed off upon the public as "olive oil" of fine quality.—*London Chamber of Commerce Journal.*

How competition does make business men fairly hump themselves! In no line of trade is there any immunity from it. If anyone makes a hit with any certain style of goods, along comes scores of imitators. If one happens to strike upon a new and clever device for advertising, by the time he begins to reap some benefit, others from all quarters begin to work in the same line. It seems that there is no relief. A man must work as hard to keep his business

GREENE & SONS COMPANY

WHOLESALE
Furs, Hats, Robes,
Gloves, Moccasins,
etc.

MANITOBA FALL TRADE, 1887.
Men's
Men's Furnishings

A well assorted stock in ALL LINES

WAREHOUSE:

617, 619, 621, 623 and 625 St. Paul Street, - - MONTREAL

LEGAL DIRECTORY.

AIKINS, CULYER AND HAMILTON,
BARRISTERS, ETC.,

Offices. Over Imperial Bank, Main Street
WINNIPEG.

J. A. M. Aikins W. C. Culyer. C. E. Hamilton
G. G. Mills A. W. McTernaghan. W. H. Long

N. D. Beck LL.B.,
BARRISTER, NOTARY, ETC.

Solicitor for
Le Credit Foncier Franco-Canadien.
344 MAIN STREET, - WINNIPEG.

BIGGS, DAWSON and CURRAN,
BARRISTERS, ETC.,

OFFICES: BIGGS' BLOCK, 489 MAIN STREET,
Winnipeg, Manitoba.
Hon. S. C. Biggs, Q.C. A. Dawson, M.A.
J. J. Curran, LL.B.

Ewart, Fisher and Wilson,
BARRISTERS, ATTORNEYS AND SOLICITORS,
399 Main Street, (over Richardson's Bookstore)

P.O. Box 248. WINNIPEG.
John S. Ewart, Q.C. James Fisher. C. P. Wilso

Hough and Campbell
Barristers, Solicitors, etc.,

OFFICES: 362 MAIN STREET, WINNIPEG
P.O. Box 292
Isaac Campbell. J. Stanley Hough.

MACDONALD, TUPPER AND PHIPPEN,
Barristers, Attorneys, etc.

OFFICES:
OVER MERCHANTS BANK OF CANADA.
Hugh J. McDonald. J. Stewart Tupper.
Frank E. Phippen. William J. Tupper.

McArthur, Dexter and Denovan,
BARRISTERS, SOLICITORS, ATTORNEYS
Offices: { Corner Main and Lombard Streets,
Opposite Merchants Bank.
WINNIPEG.
J. R. McArthur, Q.C. H. J. Dexter. J. Denovan

VIVIAN AND CURRAN,

Barristers, Attorneys, Solicitors, Notaries Public
etc., etc.,
MCINTYRE BLOCK, MAIN ST., WINNIPEG.
Special Attention to Collection for Wholesale Houses
H. Vivian. P. Curran

as he did to build it up. After all it sometimes seems to appear that the "good old times," when people went slow and had little furnished they had more real enjoyment in life.—*Leather Gazette,*

J. Y. GRIFFIN & CO
(Late Griffin & Allan)

PORK PACKERS

—AND—
COMMISSION MERCHANTS.
Dealers in Heavy Provisions; Bacon, Hams, Lard, Butter
Eggs, etc., at close prices to the trade. Special attention
given to Consignments of Farm Produce. Consignments
and orders solicited.
64 & 66 McDERMOTT ST., WINNIPEG.

J. S. CARVETH & CO.
PORK PACKERS

COMMISSION MERCHANTS,
and General Produce Dealers. Correspondence
solicited.
Princess St., Opera House Block, Winnipeg

LYMAN BROS. & CO.,
WHOLESALE
CHEMISTS AND DRUGGISTS.

Every requisite for the Drug Trade
promptly supplied.

TORONTO, ONT.

"The Emigrant,"

Illustrated monthly journal. 24 pages, toned paper,
3,000 copies, fresh subjects monthly; special writers
curious and valuable facts for everyone; plain truths of
the Northwest. Take it yourself or for friend abroad, and
help our settlement, circulates in Britain and all over
Canada. Splendid medium for land sellers to advertise
in. One dollar a year, post paid, over the world; speci-
mens free. Address THE EMIGRANT, Winnipeg, Manitoba

J. A. CARMAN,
P.O. Box 1105, or 378 Main Street.

MACKENZIE & MILLS,

WHOLESALE GROCERS

Special attention given to

Teas, Coffees, Canned Goods,

DRIED FRUITS, Etc.

CORNER KING AND ALEXANDER STREETS,
WINNIPEG, MAN

The Commercial

WINNIPEG, MAY 24, 1887.

REVENUE AND EXPENDITURE.

How many years longer is the Saskatchewan rebellion to furnish an excuse for deficits? Every financial statement since that memorable occurrence has contained some reference to the rebellion as affording an excuse for a few millions of a deficit in the public expenditure. As the rebellion claims are not yet all settled, we may expect for the next two years at least to see this matter crop up in the financial statements presented to Parliament, particularly if the expenditure continues to exceed the revenue, as it has done for the past few years. To relieve public anxiety caused by a deficit of about \$6,000,000 in the public accounts for the last fiscal year, we have been repeatedly assured that the current year would show a handsome surplus. This pleasant expectation, however, has been dispelled, and instead of a surplus another deficit is now assured. For the present fiscal year, which will close on the 30th June next, it is now estimated that there will be a deficit of between one-quarter and a half million dollars. This of course is a small amount in comparison with the huge deficit of the last fiscal year, but coming in the face of repeated assurances of a good surplus, it cannot but prove a disappointment to many. The Finance Minister now estimates the total expenditure to the close of the current year at \$35,600,000, against an estimated revenue of \$35,300,000. In spite of these deficits constantly occurring the expenditure for the next fiscal year will be greater than for the current year. The estimates already presented to Parliament for expenditure during the fiscal year ending June 30th, 1878, amount to \$35,041,855, and to this sum will have to be added the supplementary estimates yet to be brought down. Of course the Finance Minister places the revenue for the same time at a sum a million or so greater than the expenditure, but when did a Finance Minister not "confidently expect" a surplus. The great increase in the revenue for a number of years following the adoption of the National Policy, made it easy work for the Finance Minister to provide against deficits, but already the expenditure has overtaken and passed the revenue, in spite of the increase in

customs taxation. Sir Charles Tupper places the gross debt of the Dominion at \$270,092,085, and the net debt at \$225,105,961. In regard to capital account we are now told that the era of heavy expenditure has passed and that no new loans are in view. For some time in the future it is expected that all expenditures will be met from current revenues, without recourse to the loan market and consequent additions to the public debt. It is to be hoped that this intimation will prove true, that the public debt has stopped growing for some years at least. Of the total net debt nearly one third has been brought about through the construction of the C.P.R'y, the amount chargeable to this source being in round numbers \$61,000,000. The Intercolonial railway cost the country over \$30,000,000 and the canals about \$25,000,000. Provincial debts assumed by the Dominion added about \$30,000,000 to our national obligations, these being the principal items which go to form our total liabilities.

THE TARIFF CHANGES.

Each meeting of Parliament brings with it more or less tariff tinkering, and the present meeting has not been without its full complement of changes in our customs duties. The features of the latest tariff regulations are, that they are all in the direction of more protection. Having entered upon a settled policy of protection, the Government seems determined to carry out that policy to the utmost in every direction. Those who have exerted themselves in furthering this protective policy cannot therefore object, should some of the recent changes interfere with their interests, seeing that they are in the direction of additional protection and in continuation of the line of action at all times pressed upon the Government by those most anxious to uphold the National Policy. The tariff changes announced recently by the finance minister are not more numerous than has usually occurred in past years, taking the different lines of goods affected, though they are somewhat greater in detail, owing to the number of divisions in which iron and iron manufactures are classified. Some of these changes, however, are the most important which have been made since the introduction of the present protective policy. This is especially the case in regard to the increased tariff on iron.

Producers of iron, steel, etc., in Canada, have long been agitating for increased

protection, but have not heretofore been very successful in urging their cause upon the Government, mainly owing to the opposition of manufacturers who consume the raw material of iron. When, therefore, the producers put in their usual pleas to the present Parliament for more protection, it was not generally supposed that they would succeed in their designs. The announcement of Sir Charles Tupper in his budget speech, showing that the Government had determined on giving producers of iron full protection, has therefore been a matter of surprise to many and a cause of uneasiness to consumers of iron. The consumers have been caught napping and have protested vigorously against the action of the Government in thus increasing the cost of their raw material. Many have made contracts for manufactures of iron, based on the old prices, and the likelihood of an advance in the duties was considered so improbable that few manufacturers had made any effort to lay in a stock of iron in expectation of an increase in the duties. It is urged by those opposed to the increased protection for iron, that it will be some time before Canadian producers will be able to supply the home market, and that the cost of manufacturing will be greatly increased. In cases where contracts have been taken ahead, it is understood the Government will allow of the importation of iron at the old tariff rates, to complete such contracts, otherwise the new regulations take effect at once. This, however, is not considered sufficient by manufacturers, who think notice should be given of the proposed increase in the duties, so that they could have laid in a stock which would have enabled them to manufacture without increased cost until such time as Canadian producers would be in a position to supply the home market. This does not seem to be asking too much on the part of the consumers of iron, as it will be several months before the new furnaces proposed to be started under the new tariff, will be in operation, and in the meantime the existing furnaces will not be able to supply the demand. Unless some concession is granted, a large quantity of iron will have to be imported into the country at the increased duties before Canadian producers will be in a position to supply the market, which means that the cost of manufacturing will be increased to the amount of the additional duties.

In addition to increasing the cost of manufacturing at the commencement, the increase in the duties upon iron will have the effect of greatly stimulating iron production in this country. Already a large number of new companies have announced their intention of establishing furnaces. Canada is undoubtedly one of the richest countries of the world in iron ores, but with the limited home market for the product it is not unlikely that the business will be greatly overdone in a short time, and in a few years we may have a result similar to that which overtook the cotton manufacturing industry under the stimulus of protection. The United States is our only natural export market for iron, but this is closed by the heavy customs duties. Producers would therefore have to rely upon the home demand alone, and it would not require a very extensive development of our rich iron deposits to overstock the home markets. The new duty upon pig iron, which was \$2 per ton under the old tariff, will be increased to \$4 per ton, and the \$1.50 per ton bounty will also be continued, thus giving a protection of \$5.50 per ton. The United States Government imposes a duty of \$6 per ton on pig iron. Scrap iron, previously admitted free, will be subject to a duty of \$2 per ton. Steel rails will remain upon the free list in deference to the growing railway interests. It has been frequently claimed that Canadian ores are especially adapted to the manufacture of steel, and it therefore seems strange that no encouragement is to be given for the manufacture of steel rails, when everything else is protected to such an extent. Sir Charles pointed out in such glowing language the great things which the placing of this duty upon iron was to do for the country, that it made it appear almost criminal on the part of the Government to have so long neglected the matter, in the face of constant importuning. Should not the statements also apply to steel? Why only go half way and admit steel rails free, whilst protecting pig iron? Is it that the railway companies have much more influence over the Finance Minister than consumers of iron. In connection with the protective duties placed upon iron, coal has been placed on the free list. This will to some extent offset the disadvantage to manufacturers who will have to pay higher prices for iron. The revenue will lose to the extent of about half a million annually by the removal of the duty of fifty cents per ton

on coal, but this will be about made up by the increased revenue from iron, machinery, and manufactures of iron generally, upon which the duties have been increased all along the line. The increased duties on manufactured goods in which iron is largely used, will also to some extent overcome the advantage to manufacturers from having their raw material increased in cost.

Next to iron the most important change in the tariff is the increase of duty upon cigars and cigarettes to \$2.50 a pound and 25 per cent. ad valorem. This is about double the old tariff, and will have the effect of confining the trade very largely to domestic brands, as well as deteriorating the quality and enhancing the price of the imported article. However, as imported cigars are a luxury which most people are quite capable of getting along without, the increase in the duties may be allowed to pass without comment. A long list of additional changes have been made in the tariff, about all in the direction of increased duties, and said to be owing to the depreciation in the value of goods. This depreciation in the value of commodities has rendered it possible to import some lines which were formerly excluded, but the late increase in the duties will put a stop to such importations. Some of the more important changes, in addition to those mentioned, are as follows: cotton spools, 25 per cent., jeans, ditto, printed or dyed cotton fabrics 32½ per cent.; earthenware, stoneware, etc., 35 per cent., jugs, churns, etc., 3c per gallon, glassware, 10c per dozen and 30 per cent., oilcloth, 5c per square yard and 15 per cent., floor oilcloth, 5c per square yard and 20 per cent., pickles in bottles 40c, bulk 35 and brine 25c per gallon, potatoes, 15c per bushel; vegetables, 25 per cent.; shirts, cotton or linen, \$1 per doz.; collars, 24c per doz., and cuffs 48c per pair, with 30 per cent.; all fabrics wholly or in part wool, worsted, hair of alpaca goat, etc., 7½c per pound and 20 per cent. These are only the more important changes, but they indicate the line of policy pursued, and they are such as must satisfy all advocates of protection that the Government is not weakening in its National Policy programme. The result of the tariff changes will undoubtedly be to increase the cost of many lines of goods, especially such articles in the manufacture of which iron is largely used. In the Northwest, where the duties are more severely felt in proportion to the benefits received from protection than in any other part of Canada, the enhanced cost of commodities from the recent tariff changes will not be regarded with unmixed pleasure.

THE SITUATION.

The situation at present is of course entirely involved in the disallowance question. This, and this only, is agitating every mind in Manitoba. Shall this province remain under the bonds of monopoly; deprived of every just right guaranteed to this confederation of sovereign states, and see her progress and development retarded at the bidding of a huge corporation which has been fostered and fed by the people of Canada? The people have answered with a great shout, No! Patience, perseverance and quiet working to attain the desired end, have accomplished nothing, and more decisive means must now be undertaken to secure our emancipation from that servile position which has been so long forced upon us. Now that Manitoba has ceased to look to Ottawa for redress and has made a firm move to throw off the yoke of monopoly, regardless of the injunctions which may be placed upon her by the Dominion authorities, the great octopod has commenced to squirm. Hitherto the O.P.R. Co. has relied upon the fiat of the Dominion Government to uphold its grinding monopoly in Manitoba. The Company now perceives that the Government will be powerless to further coerce this province into submission, and resorts to threats on its own account. It is said that the monopoly's president once kept a dry goods store, and no doubt whilst in that capacity he was in the habit of calling "cash" in a commanding tone. Following up this training, Sir George now calls to the Manitoba Government to desist from its scheme of building a railway to the boundary. This intimation was contained in a telegram dated from Montreal and addressed to the premier of this province. The demand is furthermore accompanied by a threat that, in case of a refusal on the part of the Provincial Government to at once throw up the sponge and submit, the C.P.R. Co. will at once proceed to move their shops from Winnipeg to Fort William, on Lake Superior. It is also intimated from another source that the C.P.R. Co. will bridge the Red River at Selkirk and run its main line through that place to Portage la Prairie. Thus the fury of the monopoly is to be expended upon Winnipeg, though the Legislature is not acting for this city, but for the province. But let the Company do its worst. It cannot make it more unhealthy for the people of this city than a continuation of monopoly would be. The people are determined to go on with the work at all hazards, and this latest aspect has only increased that determination. The Company may, however, find out that it will not pay to quarrel with its bread and butter, and it must know that if it comes to a matter of retaliation, it will be a question whether Winnipeg or the Company may suffer most.

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



Every Attention paid to
Guests.
MONTREAL.

W. E. SANFORD & CO.

Manufacturers of Clothing.

45 to 49 King St., 24 McDermott St.,

HAMILTON & WINNIPEG.

NOTICE OF REMOVAL.

Campbell, Spera & Co.,

WHOLESALE IMPORTERS OF

GENTS' FURNISHINGS,

Smallwares, etc.

Have removed to the commodious premises recently occupied by MESSRS. THIBAudeau BROS & CO.

27 PORTAGE AVENUE EAST,

where they will be pleased to receive calls from all their old customers.

STRANG & CO.

Wishart Block, Market St. East,

WHOLESALE GROCERS

AND DEALERS IN

Provisions, Wines and Liquors,

WINNIPEG.

THOS. DAVIDSON & CO.,

DOMINION STAMPING WORKS,

Stamped and Japanned Tinware,
WIRE GOODS, Etc., Etc.

Office and Warerooms: 474 ST. PAUL and 291 COMMIS-
SIONERS STREETS, - MONTREAL

NORTHWESTERN AGENTS:

G. F. Stephens & Co., - Winnipeg

EOCENE. WATER WHITE. SUNLIGHT

STANDARD OIL COMPANY,

(CLEVELAND, OHIO)

Manitoba & Northwest Department, Winnipeg.

ILLUMINATING OILS LUBRICATING

GASOLINE, AXLE GREASE, CANDLES and all
PRODUCTS OF AMERICAN PETROLEUM.

Our stock here embraces all the Manufactures of the
Standard Oil Company. Correspondence solicited.

W. P. JOHNSON Mgr, Office 343 Main St

CAPITOL
CYLINDER.

ELDORADO
ENGINE.

CHALLENGE
MACHINERY

CARSLEY & CO.

WHOLESALE DRY GOODS,
MONTREAL.

Are now receiving and opening large shipments of
the following goods, viz:—

EMBROIDERIES, DRESS GOODS,
JERSEYS, UMBRELLAS,
CASHMERE HOSIERY,

A visit from our Manitoba Friends when in this
Market is solicited.

CARSLEY & CO.,

93 St. Peter St., MONTREAL,
and 18 Bartholomew Close, London, Eng.

PIONEER OATMEAL MILLS,

Portage la Prairie,

D. JOHNSON, PROPRIETOR.

Manufacturer of Granulated and Standard Brands
Oatmeal. Orders by mail promptly attended to.

Henderson & Bull, Wholesale Agts. Winnipeg

Sparkling Lager Beer ! !

Is now ready for the Market at the

REDWOOD BREWERY

Delivered anywhere in the City at \$3.50 per keg
EQUAL TO ANY IMPORTED BEER.

Fine Stock Ales a Specialty.

EXTRA PORTER AND STOUT

In Wood and Bottle always on hand.

REDWOOD BREWERY,

The Largest Institution of its class in Western Canada.

ED. L. DREWERY, Proprietor,

North Main Street, WINNIPEG.

McBEAN BROS.,

CITY HALL SQUARE,

WINNIPEG.

A. G. McBEAN, P.O. Box 1299 Montreal.

Commission Merchants.

AND EXPORTERS OF

GRAIN & PRODUCE.

James Bissett & Son,

TEA & COFFEE IMPORTERS

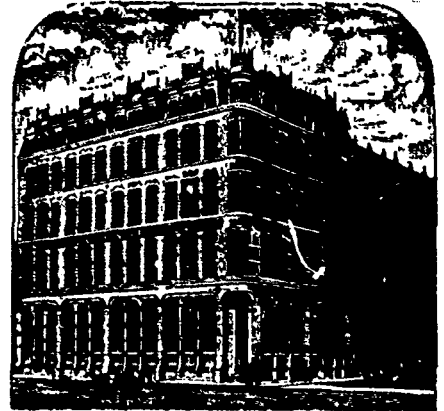
—AND—

WHOLESALE GROCERS.

NEW JAPANS SEASONS 1886-7

HAVE ARRIVED.

We Offer Special Values.



S. GREENSHIELDS,

SON AND CO.,

GENERAL

DRY GOODS,

17, 19 & 21 Victoria Square and 730,
732, 734 and 736 Craig Street, MONTREAL

Complete Set of Samples with

Mr. W. B. McARTHUR

Donaldson's Block, WINNIPEG

KIRKPATRICK & COOKSON

Established 1860,

MONTREAL,

Commission Merchants,

FLOUR, GRAIN, PROVISIONS, PRODUCE, &c
Consignments and Orders Solicited.

Crathern and Caverhill,

WHOLESALE HEAVY HARDWARE

Metals, Window Glass, Paints & Oils, etc.

Caverhill, Learmont & Co.,

WHOLESALE SHELF HARDWARE,

WAREHOUSES, SAMPLE ROOMS AND OFFICES:

Caverhill's Buildings, 89 St. Peter Street,

MONTREAL.

Complete Set of Samples with

Merrick, Anderson & Co., Winnipeg

CROCKERY, &c.

DOUGLASS & McNIECE,

Importers and Dealers in

China, Glass & Earthenware

181, 183 & 185 McGill St., MONTREAL.

ASSORTED PACKAGES ON HAND FOR COUNTRY TRADE
ORDERS SOLICITED

DICK, BANNING & CO

MANUFACTURERS OF

Lumber, Shingles and Lath,

DOORS AND SASH.

MILLS AT KEEWATIN. OFFICE: OPPOSITE C.P.R.

PASSENGER DEPOT, WINNIPEG.

SAMUEL HOOPER, DEALER IN MONUMENTS, HEAD
stones, Mantle Pieces, Grates, &c. Special designs fur-
nished on application. Cor. Bannatyne and Albert Sts.
Winnipeg.

WINNIPEG MONEY MARKET

There has been little change in the situation in monetary circles since our last report. Matters have remained quiet all around, and cash has been about as close as ever, there being practically nothing going on in circulate capital. Now that seeding has been completed, farmers have commenced to deliver wheat again to some extent, and this may have some slight influence upon the market, but the quantity of grain remaining in farmers' hands, if all delivered at once, would not be sufficient to greatly relieve the stringency. The only hope for immediate improvement is in the direction of railway building, but to date no active move has been made in this way. Real estate matters have settled down quite flat since the attitude of the Dominion Government in regard to disallowance has been fully made known, and it is also said that in some instances loan companies have been more careful about making advances on mortgage security.

WINNIPEG WHOLESALE TRADE

Wholesale trade has continued about as quiet as ever, so far as the actual movement is concerned, and in no branch has there been any special degree of activity. Prices have been greatly unsettled in many lines of goods by the recent changes in the prices, and in some lines no quotations can be given until the tariff changes have been substantiated and dealers have had an opportunity of figuring out the situation. The advanced duties upon hardware and crockery especially have not been received with favor by the trade here. The city retail trade is in quite a demoralized state at present, owing to the number of slaughter sales going on. The retail dry goods trade has been entirely cut to pieces and cannot recover for at least six months or a year. The boot and shoe trade is little better, and the retail clothing and furnishing line is greatly overdone, though not suffering to such an extent from slaughter sales.

AGRICULTURAL IMPLEMENTS.

A very fair number of orders for binders, mowers and rakes have been received, but it is worthy of note that a good many of these have been taken subject to cancellation should the crops not turn out good. With plenty of rain and other favorable conditions for a good harvest, agricultural implement dealers are confident of a good season.

CROCKERY AND GLASSWARE

In this branch the great matter of interest has been the recent tariff changes. These changes affect almost everything belonging to this trade, and as the new duties are higher in every instance, the effect will be to advance prices at once. Stoneware, crockery and glassware all come in for higher customs duties, the advance being in the neighborhood of 10 per cent. all around.

DRUGS AND CHEMICALS

The new duties affect this branch to a minor extent, but in the meantime prices remain unchanged as follows: Howard's quinine, 90c to \$1; German quinine, 70c to 80c; opium, \$4 to \$4.50; morphia, \$2 to \$2.50; iodine, \$4.25 to \$4.50; bromide 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; soda ash, \$3 to \$3.25; chlorate potash, 25c to 30c; alum, \$3 to \$3.75; copperas, \$3 to \$3.25; sulphur, flour, \$4 to \$4.50; sulphur, roll, \$4 to \$3.25; American blue vitrol, 6 to 8c.

DRY GOODS

The dry goods and clothing branches will be affected to a considerable extent by the traffic changes, the latter not to such an important extent as dry goods, and principally on clothing manufactured from imported woolsens. In dry goods a number of staple as well as fancy lines will be influenced by the new duties, including woolsens, worsteds, alpacas, colored fabrics, woven or dyed, cotton and jute, threads, jeans, oilcloths, etc. As to the state of business there has been little change since our last report.

FRUITS—GREEN, VEGETABLES, ETC.

Some Chicago apples, Ben Davis and Rowanites, were in the market and held at \$10 a barrel, in good condition. Canada apples were to be had, but not in good shape for shipping. Some russots would stand handling. The new duty on vegetables will make imported stuff cost about 5 per cent. more, and tomatoes about 20 per cent higher. Quotations are now as follows: Messina oranges, 200 count \$6.00 to \$6.50 per box; Sorrento oranges fine, \$6.00 per box; Messina lemons, \$6.50 box; bananas, \$4 to \$8 per bunch; pineapples, \$5 dozen; rhubarb, 7½c pound; cucumbers, \$1.50 doz.; Tomatoes, \$1.50 per box; Bermuda onions, \$4.50 per box of 50 lbs.; southern onions, 8c lb.; apple cider, \$10 per barrel; cabbages, 6c lb.

FRUITS—DRIED, AND NUTS.

Prices are steady as follows: Figs, Turkey, in boxes, 10 to 11c, new Elme figs, in layers, 15 to 18c per lb, in one lb. to ten lb. boxes; Golden dates, 10c; Valencia raisins, \$2.40 to \$2.50; London layers, \$3.50; evaporated apples, 14½ to 15c; dried apples, 7½ to 8c; new Turkey prunes, 7½ to 9c. Nuts are quoted: Peanuts, roasted, 18c; peanuts, raw, 15c; walnuts, 20c; almonds, 20c; filberts, 15c; Texas pecans, 18c; coconuts, \$12.50 per 100; maple syrup, \$1.30 per gallon, in 5 gallon tins, or \$1.25 in 15 gallon kegs; maple sugar 10 to 14c per pound, according to quality.

FURS

Prices are: Beaver, per pound, \$2.50 to \$4.00; por skin, \$2 to \$3; bear, \$5.00 to \$25; bear, cub per skin, \$1.00 to \$7.00; otter, per skin, \$5.00 to \$10.00; mink, per skin, 30 to 75c; marten, per skin, 60c to \$2.00 fisher, per skin, \$1.00 to \$2.00; lynx, per skin, \$100 to \$2.75; racoon, per skin, 40 to 60c; skunk, per skin, 40-60-80; muskrat, per skin, 1 to 8c; fox, red, 25c to \$1.40; fox, cross, \$1 to \$10; wolf, timber, \$1.00 to \$3.00; wolf, prairie, 75c to \$1.50.

FISH

Prices for cured are: boneless fish, 6½c; boneless cod, 8½c; prepared herrings, 7½c; mackerel, 15-lb kits, No. 1, \$2.50; other qualities, \$1.75 upwards; smoked herrings, per box, 25c.

GROCERIES

Imported pickles and sauces will be advanced in prices by the recent changes, and rice now falls in for a duty of 1½c per pound. Prices of staples remain unchanged, as follows: yellow

sugar 6½c to 7c; granulated 7½c; lump sugar, 8½c to 9c; Coffees, Rios, 21 to 22c; Government Java, 33 to 35c, other Javas, 25 to 30c; Mochas, 31 to 35c. New season's teas are now quoted as follows: Japan season 1886-7, 20 to 45c; Congous, 1886-7, 20 to 60c; Indian teas, 35 to 50c. Old range Moyune gunpowder, 25 to 70c; panfired Japan 23 to 45c, basket-fired, 25 to 40c; Ping Suey young hyson, 25 to 35c; Moyune young hyson, 25 to 50c; Season's congous, 1885-6, 20 to 55c. Syrups, corn \$2.25 to \$2.60; sugar, cane, \$2.10 to \$2.35; T. and B. tobacco, 56c per pound.

CANNED GOODS

Prices steady as last reported, as follows, per dozen. Salmon, \$1.70, mackerel, \$1.50, lobsters \$1.87, sardines (French) ½ tins, \$1.70, ¼ tins \$2.00, cove oysters, \$3; corn, \$1.65, peas \$2.00, tomatoes \$2.00, baked beans \$2.75, corned beef \$3 to \$3.25, lunch tongues, 2 lbs. \$7.00; 1 lb, \$3.50. Fruit in 2 lb. tins, are quoted: pears, \$2.50 to \$2.75, strawberries, \$2.60 to \$2.75; plums, \$2.25 to \$2.50, peaches, \$3.75.

HARDWARE AND METALS

This branch is completely demoralized for the meantime by the recent tariff changes which affect almost every line of the trade. All quotations are withdrawn, until dealers can fully consider the situation and arrange new lists. This may be some time, as the Government will likely make further changes in the iron and hardware duties before they are finally fixed. New lists will show sharp advances on nearly all goods belonging to the hardware branch.

HIDES

Prices are unchanged as follows: Winnipeg inspection, No. 1, 6c; No. 2, 5c; bulls, 4c; calf, fine-haired real veal, 7 to 13 pound skins, No. 1, 8c; No. 2, 6c; sheep pelts, 30 to 65c; tallow, 3½ to 4c.

LEATHER AND FINDINGS

Prices are: Spanish sole, 28 to 32c; slaughter-sole, 32 to 35c; French calf, first choice \$1.35 to \$1.50; Canadian calf, 90c to \$1.60; French kip, \$1 to \$1.10; B Z kip, 85 to 90c; slaughter kip, 55 to 75c; No 1, wax upper, 45 to 50c; grain upper, 55c; harness leather, 33 to 35c for plump stock. American oak sole, 45 to 60c; buffe, 17 to 22c a foot; cordovan, 25 to 27c pebble, 21 to 23c; colored linings 12.

PAINTS, OILS AND COLORS

Prices are steady and remain unchanged as follows: Turpentine, 80c in five-gallon cans, or 75c in barrels; harnes oil, \$1.25; neatsfoot oil, \$1.50; linseed oil, raw, 68c per gal.; boiled, 71c in barrels or 5c advance in five-gallon lots; seal oil, steam refined, \$1.00; 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, 26c; headlight, 28c; water white, 30c. American oils, Eocene, 35c; water white, 33c; sunlight, 29c. Calcined plaster, \$3.75 per bbl; Portland cement, \$5 to \$5.50; white lead, genuine, \$7.00; No. 1 \$6.50; No. 2 \$6.00; window glass, first break, \$2.25.

WINES AND SPIRITS

Quotations are now as follows: Gooderham & Wort's five year old, \$2.40; 7 year old, \$3; old rye, \$1.75; Jules Robin brandy, \$4.50; Bisquet Debouche & Co., \$4.75; Martell, \$6.50; Hennessy, \$6.50; DeKuyper gin, \$3.50; Port wine, \$2.50 and upwards; Sherry \$2.50 and upwards; Jamaica rum, \$4.00 to \$4.50; DeKuyper red gin, \$11 per case; DeKuyper green gin, \$6.50 per case; Tom Gin, \$9.00 to \$10.00; Martel and Hennessy's brandy, \$13.50 per case of 12 bottles.

THE MARKETS

WINNIPEG

The weather continues favorable to the growing crops, which are now making a good showing. Wheat covers the ground well and about three inches in length in some parts of the province.

WHEAT

Now that seeding has been completed, farmers have commenced to deliver the balance of grain left in their hands and not required for sowing. Quite a little wheat was marketed in some parts of the province last week, and prices were about 19c higher than was paid at the time deliveries were stopped by seeding. The price paid to farmers at provincial points would be about 59c to 65c for hard wheat. Car lots on track were worth from 63 to 68c, according to the point of shipment.

FLOUR

Prices to the local trade have not changed, as follows: patents, \$2.25; strong bakers', \$1.80; XXXX, \$1.20 to \$1.30; superfine, \$1.

MILLSTUFFS

Prices hold steady at \$10 for bran, and \$12 for shorts. Chop feed worth from \$25 to \$30 according to quality.

OATS

Quiet and quoted at from 44 to 45c on track. One car in bags (to be returned) sold at 45½c, but this was considered an outside price.

OATS

Quiet and steady and worth about 43 to 44c on track.

POTATOES.

Old were selling in small lots at 90c to \$1.00 per bushel. New imported are now offered freely.

LARD

Mostly Chicago imported now in the market, and selling at \$2.30 to \$2.35 in large pails.

HAY

Quoted in car lots on track at \$5 to \$9 per ton, according to quality.

EGGS.

Prices held steady at 10c during the week, and with no likelihood of immediate change.

BUTTER

New butter, in rolls and tubs is coming forward slowly, but in about sufficient quantities to supply the city trade, and there has been no call for large lots for shipment. The almost unvarying price for new is 15c for all of good quality. Old butter is almost unobtainable, and the stock from stocks is held at about 14 to 15c.

CURED MEATS

Packers were a little slower in commencing summer operations, and nothing has yet been done, though work will be commenced at once by some. Hogs have not been in sufficient supply to push matters. Prices are as follows, Long-clear bacon, in lots of under 500 sides, 10c; over 500 sides 9½c; breakfast bacon, clear, 12c; breakfast bacon, unclear, 11c; spiced rolls, 11c; hams, 13½c; Chicago mess pork, \$20 per barrel; mess beef \$16 per bbl, in barrel lots.

DRESSED MEATS.

Hogs are steady and in not too liberal supply at 8 to 8½c; beef steady at 7½ to 8½c; mutton, 13c; veal firm at 10c.

POULTRY

A few lots of dressed chickens are coming in and bring about 65c per pair, with more wanted.

LIVE STOCK.

About 4½c is the regular price for good beef cattle. A few extra choice head might go ½c better, but few are offered which would come up to such a standard. Good veals are scarce

Hogs may be quoted at a range of from 5 to 5½c, though scarcely any offered for sale live in this market.

C. P. R. Rates.

Eastern papers, as well as some Winnipeg and provincial journals, have been in the habit of publishing comparative tables of freight rates charged by the C.P.R. and by some United States railways, with the object of showing that the rates of the former road are not exorbitant. THE COMMERCIAL has heretofore pointed out that these comparisons, no doubt furnished by C.P.R. officials, are always misleading, and very often "cooked." Even when the figures submitted are correct, the conditions are not similar, or some unfair representation is made, but which would serve the purpose of deceiving those not intimately familiar with the situation. An equitable comparison will always show that the rates on the C.P.R. in this province are very much higher than is usually charged by other roads. The following comparative table of wheat rates, on the C.P.R. and the St. Paul and Manitoba road, which has been published, is a fair one, each place being an interior point, and non-competitive so far as the respective roads are concerned:—

COMPARATIVE WHEAT RATES BY RAIL.

	C. P. R. to Winnipeg per 100 lbs.	St. P. M. and M. to St. Paul per 100 lbs.
20 miles.....	.09	.04
24 miles.....	.10	.04
30 miles.....	.11	.05
35 miles.....	.11½	.05
40 miles.....	.12	.06
50 miles.....	.13	.07½
75 miles.....	.15½	.09½
100 miles.....	.17½	.10
150 miles.....	.21	.13
200 miles.....	.24	.17
300 miles.....	.29	.21
400 miles.....	.34	.23
500 miles.....	.38	.25
525 miles.....	.39	.30

Winnipeg to Montreal by C. P. R.,
1423 miles..... .50 per 100 lbs.
St. Paul to New York, same distance27½ per 100 lbs.

Will the Jobbers Have to Go?

Well, not just yet, we think; and indeed not for a long time, if ever. The *Irish Leather Trader* indulges in the following lugubrious reflections on this subject, which may be true and made possible by the conditions of trade in the United Kingdom, but there is not much danger of such a consummation in this country yet. However, it must be owned, that when reduced to the hard consideration of actual commercial necessity, the jobber does not find a place in the commercial system that is impossible to be dispensed with, and it is, therefore, possible that in time the jobbers will drift into manufacturing. But so long as there is a wide variety of products to be handled, more than can be economically turned out by single manufacturing establishments, there will be jobbers, who will carry these varieties in stock for the convenience of retail dealers, and therefore, it seems as if jobbers would be a perpetual institution. Moreover, there cannot be manufacturers everywhere to sell direct to retailers, and consequently, there will always be points at which jobbers will flourish. Still it is undeniable that the drift is in the direction indicated in the journal mentioned, as follows:

"The tendency of the age is towards the consumer dealing directly with the producer. In

many industries the latter prefers the custom which has been gradually gaining in popularity of late years. In the leather trades, for instance, the tanner prefers selling his leather to the shoe manufacturer or saddler without the intervention of factors—many tanners refusing altogether to deal with middlemen. The shoe manufacturer finds it advantageous to go at once to the public, and by so doing establish a reputation for his goods and name which would be impossible if his productions were distributed through the medium of wholesale houses. Numbers of manufacturers, while carrying on a wholesale trade, also have retail shops in which large and lucrative businesses have been built up. Some provincial retailers are not pleased with the altered aspect of affairs. One, in a midland town, informs us that a manufacturer in the place is doing all the trade in boots. At one time our correspondent sold hundreds of pairs weekly, now the sale of a few pairs in the week is all that can be accomplished, although our friend is also a draper and general merchant. Another, in the south, complains that the people ask for the boots of a certain factory; and, as the house supplies only one retailer in a town, he cannot procure the goods at any price, cannot sell what he has, and the trade goes to a competitor. These incidents of commerce are simply practical illustrations of the growing feeling in favor of the consumer getting as close as possible to the producer of the articles required. The one buys of the manufacturer directly—the other asks for a certain make, a fact of paramount significance from a manufacturer's standpoint. But, withal, we are convinced that neither the leather or boot trades can afford at present to do without the services of the middleman, who, through his command of capital and the sources of trade has rendered himself indispensable to the proper development of modern business."—*Ex.*

The Continental Flour Trade.

It is expected that an important trade will be opened between this port and Antwerp in low grade flour, as a number of shipments have been made to that port from Canada during the past winter, which have given great satisfaction. It appears that large quantities of this class of flour are used both in Belgium and Germany, and as Canada has a considerable surplus to spare as a result of the roller process, some of our dealers appear to be quite sanguine of the development of a large shipping trade in a grade of flour which has for a long time past been a complete drug in the market. It is estimated by one of our leading dealers that a market can be found on the Continent for all the low grades that Canada can produce. If this be so, a heavy additional export trade may be relied upon. A letter recently received from Antwerp says that Canadian flour is very much appreciated in Belgium.—*Montreal Trade Bulletin.*

THE Morden, Man., *Monitor*, says: The committee appointed to apply for special legislation in order to enable Morden to purchase a steam fire engine, have had petitions drawn up and circulated asking the Legislature to enable Morden to issue bonds for \$6,000 for fire purposes.

EASTERN MARKETS.

CHICAGO

June wheat opened at 87½c on Monday, which proved the lowest price of the day. The top reached was 89c. There was active bidding by shorts, and the clique brokers supported the market over weak spots. Exports for last week from Atlantic ports were large, amounting to 2,900,000 bushels of wheat or its equivalent in flour. The visible supply for last week showed a decline of 1,900,000 bushels. Short ribs advanced 15c, and lard 17½c. Closing prices were:

	May.	June.
Wheat	87½	88½
Corn	38½	39½
Oats	26½	27½
Pork	21.00	21.00
Lard	6.70	6.77½
Short Ribs	7.15	7.20

June opened at 89c on Tuesday, and ranged from 88½c to 89½c during the day. Trading was dull and the break rapid from the start, though the recovery was also done quickly. Ribs opened 15c higher and declined 15c. Lard declined 7½c from the opening price. Closing prices were:

	May.	June.
Wheat	87½	88½
Corn	38½	39½
Oats	26½	27½
Pork	20.50	20.50
Lard	6.70	6.75
Short Ribs	7.15	7.17½

June wheat opened at 89c on Wednesday, but did not advance beyond that figure, selling down ½c, and recovering partially. Crop news were favorable to the bears. Lard sold down 5c from the opening figure, and ribs the same. Closing prices were:

	May.	June
Wheat	86½	88½
Corn	38½	39½
Oats	25½	26½
Pork	21.50	21.50
Lard	6.62½	6.65
Short Ribs	7.10	7.10

On Thursday June wheat opened at 87½, and ranged from 87½ to 88c during the day. Prices sold down from the start under free selling. Later there was a sudden change, and in a few minutes prices were back to the top. Lard opened at \$6.60 and sold up 7½c. Closing prices were:

	May.	June.
Wheat	86½	88
Corn	38½	39½
Oats	25½	26½
Pork	21.50	21.50
Lard	6.67½	6.70
Short Ribs	7.17½	7.17½

June wheat opened at 88½c on Friday, which again proved the highest point of the day. Fluctuations were narrow, the lowest range being ½c below the start. Increased receipts are predicted for next week. July closed at 86½c, and August at 84½c. Lard was a shade easier. Pork steady. Closing prices were:

	May.	June.
Wheat	87½	88
Corn	38½	39½
Oats	25½	26½
Pork	21.50	21.50
Lard	6.65	6.70
Short Ribs	7.17½	7.17½

Closing prices on Saturday were:

	May.	June.
Wheat	87½	88½
Corn	38½	39½
Oats	—	26½
York	22.60	22.60
Lard	—	6.62½
Short Ribs	7.05	7.10

MINNEAPOLIS.

On the local board there was but a light inquiry for futures with considerable offered at a point or two above the market. A good shipping demand existed for one hard and 1 northern, both for Chicago and the seaboard. Prices for the two best grades have been approaching each other of late and are now practically the same, shippers claiming that 1 northern is worth just as much as 1 hard. Following are the closing quotations:

WHEAT.—No. 1 hard was quoted at 80½c for cash, or May, 81½ June and 82½c July, in store, and 81½c on track.

No. 1 northern in store was quoted at 79½c for cash or May, 80½ June and 81½c July, and 81c on track.

No. 2 northern in store 78½c for cash or May, 79½c June and 80½c July, and 79½c on track.

FLOUR.—There was general firmness and in some instances holders asked a little more.

Flour prices were:

Patent sacks to local dealers, \$4.25 to \$4.45; patent, to ship sacks, car lots, \$4.25 to \$4.35; in barrels, \$1.35 to \$1.55; bakers', \$3.50 to \$3.75; superfine, \$1.60 to \$2.50; red dog, sacks, \$1.15 to \$1.40; red dog, barrels, \$1.40 to \$1.60.

Bran and shorts—The most of sellers asked about \$10.50 for either bran or shorts.—*Market Record*, May 20th.

DULUTH WHEAT MARKET

Wheat opened active at Duluth last week, with a heavy demand. Receipts have commenced to show up large again. On Monday morning 182 cars were on track. Lake rates are steady at 6c. The shipping movement is fairly large. Closing prices on each day of the week were:

	Cash	June.	July.
Monday	81½	82½	84½
Tuesday	81½	82½	84½
Wednesday	—	82½	—
Thursday	—	82½	—
Friday	—	82½	84½
Saturday	—	82½	84½

TORONTO.

WHEAT

Prices have tended upward, with a fairly active inquiry. No. 2 fall sold at 90 to 91½c; red winter at 91c; No. 2 spring at 89 to 90c.

FLOUR.

Held \$3.75 for superior extra and \$3.65 for extra.

OATMEAL.

Held in car lots at \$3.60 to \$3.65.

OATS

Have ranged from 31 to 32c. according to quality.

BUTTER

Box lots of rolls have been offered freely and from 12 to 14c. has been obtained for the best qualities, with common still lower. New tubs worth the same as rolls. A few tubs of creamery offered at 16c. Old tubs of good quality sold in small lots at 9c.

EGGS

steady at 11½ to 12c.

CHEESE

easier at 11½ to 11c., with small lots at 11½c for choice.

CURED MEATS.

Long clear quiet at 8½ to 8¾c; smoked shoulders, 10c; smoked Wiltshire, 9c; rolls 8½ to 9c; bellies 10 to 11c, smoked hams 12c; canvassed 12½c. Mess pork \$17.25 to \$18.00, the latter price for small lots.

LARD

Steady at 9½ to 10½c in small lots of pails; 3 lb tins imported sold at 10 to 11c according to quality.

HOGS

Quiet at \$7 to \$7.50.

LIVE STOCK

The best cattle sold at 4 to 4½c per lb, with medium quality at 3½ to 3¾c and common at 3c. Hogs active at \$5.25 to \$5.75, off cars. Choice light fat bring the latter price.

Jos. Trolinger has sold out his ranch and building at Musquito Creek, to E. W. Murphy, of the Powder River Cattle Co.

The plant for the Birtle cheese factory has been purchased and workmen are preparing the building. In a short time the factory will be in operation.

The warm weather is causing the snow in the mountains to melt rapidly and the rivers running eastward are consequently pretty high at present.

At Montreal last week the flour market was firm and fairly active, a good, steady business being done. On Thursday three cars Manitoba strong bakers' sold at \$4.30 and two cars medium at \$4.20. On 'Change 250 barrels superior were reported at \$4.15.

Our dispatches state that the application for a charter for the Chinook Belt railway has been thrown out by the railway committee. We learn, however, from private sources, that the applicants for that charter have amalgamated with the Alberta & Athabaska Railway Co., who obtained a charter nearly two years ago to construct a railway running northward from some point on the Canadian Pacific between Calgary and Crowfoot, and it is stated that they determined to build the road northward from this town. Mr. James Reilly, who has just returned from Ottawa, informs us that a capital stock of \$500,000 has been subscribed, and that \$50,000 has been deposited with the government. The charter of this railway requires that actual construction shall be begun within two years from the date of its issue, and as that time limit expires on the 1st of July next, steps must be taken at once to have at least a mile of rails laid by that time. A locating engineer is expected here any day.—*Calgary Tribune*.

T. S. C. LEE returned last night from St. Paul, where he obtained plans for the hotel which he will erect on the corner of Scarth street and Stephen avenue. The architecture is to be of the modernized gothic style, three stories high. The building will be of Calgary freestone. On the ground floor will be accommodation for two stores. The whole building will be fitted for the introduction of gas and water pipes, with all modern conveniences, and when completed will cost in the neighborhood of \$25,000. The work of construction will be begun at once.—*Calgary Tribune*.

J. G. MACKENZIE & CO.,
WHOLESALE DRY GOODS,
 MONTREAL.

Samples and Prices of Goods adapted to the Northwest Trade furnished on application.

W. & F. P. CURRIE & CO.,

IMPORTERS OF
 DRAIN PIPES, Portland Cement,
 Un-burnt Topp, Canada Cement,
 Vent Linings, Water Lime,
 Flue Covers, Whiting,
 Fire Bricks, Plaster of Paris,
 Fire Clay, Porax,
 Roman Cement, China Clay.
 MANUFACTURERS OF
 BESSEMER STEEL SOFA, CHAIR AND BED SPRINGS.
 MONTREAL.

—THE—

McCLARY MANFG CO.

OF LONDON, TORONTO, MONTREAL, WINNIPEG,
 AND LONDON, ENG.

Manufacturers of
McCLARY'S "FAMOUS" STOVES,

Stamped and Pieced Tinware, Japanned Ware,
 Stove Boards, etc., and Dealers in Granite Ironware, and
Tinsmiths' Metals and Supplies.

WHOLESALE ONLY.

Warerooms: Cor. Rachel St. and Point Douglas Avenue
 Show Rooms and Offices,

33 LOMBARD STREET, WINNIPEG.
 J. W. DRISCOLL, Manager

WINNIPEG FURNITURE AND UNDERTAKING HOUSE
285 MAIN STREET,

FURNITURE WHOLESALE AND RETAIL
 Coffins and Caskets of every description in Stock. A great
 variety of Trimmings. Undertaking a specialty. Under-
 takers furnished on reasonable terms. Telephone.

M. HUGHES & CO.

BOILER PURGER

Prepared specially for the ALKALINE waters
 of the NORTHWEST, the

ONLY RELIABLE
 preparation of its class made.

JOSEPH PARKINSON,
 MANUFACTURING CHEMIST,
 WINNIPEG, - MANITOBA.

THE

Dartmouth Ropework Co.
 HALIFAX, NOVA SCOTIA.

The present is the right time to purchase

BINDER TWINE
 FOR THE HARVEST OF 1887.

EXPERIENCE
 HAS PROVED THE BEST IS THE
CHEAPEST.

A GOOD TWINE MUST POSSESS
STRENGTH AND EVENNESS
 which are combined in the highest degree in that
 made by this company.

THE FARMERS OF CANADA
 should secure this special manufacture from their
 local dealers, who can obtain prices and any other
 information required by addressing the
DARTMOUTH ROPEWORK CO.,
12 WELLINGTON ST., WEST,
TORONTO.

N.B.—No Quotations Given for Less Than 10 Tons.

E. A. SMALL & CO.,
 WHOLESALE

CLOTHING

NEW FIRM, NEW GOODS.

203 and 210
 MCGILL STREET, **MONTREAL**

COCHRANE, CASSILS & CO.
Wholesale Boots and Shoes

Cor. Craig & St. Francis Xavier Sts.,
MONTREAL.
 Samples with **W. B. McArthur,**
 Donaldson's Block, **WINNIPEG.**

W. J. MITCHELL,
WHOLESALE DRUGGIST

350 Main St., **WINNIPEG.**
 A Full Assortment of Drugs, Patent Medicines
 and Sundries at Lowest Prices.
 CORRESPONDENCE SOLICITED.

LIVINGSTON, JOHNSTON & CO.,
 WHOLESALE

Manufacturers of Clothing
 44 BAY STREET,
TORONTO.

GURNEY & WARE,

Manufacturers of
 Platform Scales—all sizes.
 Meters and Grain Scales.
 Hopper Scales—10 to 600 bush



SCALES

The **E. & C. GURNEY CO.,** Rupert St., **Winnipeg**

C. EMERSON,

Manufacturer of
Tents, Awnings, Mattresses, Bed Springs,
 Binding Canvases, Bolting, etc. Wool and
 Feather Pillows, etc.

Dealer in Wool Bats & Mattress Material
Rosser Avenue, Brandon.

Correspondence solicited and Mail Orders Carefully
 Attended to. Satisfaction guaranteed.

W. J. CASKY, Proprietor. **FRONT DESKMAN, Manager**
COSMOPOLITAN HOTEL,
 Opposite C.P.R. Station, - **Medicine Hat.**
STRICTLY FIRST-CLASS.
 Large sample room for Commercial Travellers. Livery in
 connection.

JAMES WHITHAM. A. A. AYER, Special Partner

James Whitham & Co.
 Manufacturers of & Wholesale Dealers in
BOOTS & SHOES,

43, 45 and 47 St. MAURICE STREET,
 Near McGill Street,
MONTREAL.
 Represented by **J. M. MACDONALD,**
 625 MAIN ST., **WINNIPEG**

JAMES O'BRIEN & CO.,
Manufacturers of Clothing

—AND—

Importers of **GENTS' FURNISHINGS,**
HATS, CAPS AND FUR GOODS, GLOVES
AND MITTENS.

72 and 74 Princess St., Winnipeg

VICTORIA SQUARE, MONTREAL

A. A. ANDREWS,

REPRESENTING

Goldie & McCulloch's Fire and Burglar-proof Safes
VAULT DOORS, LININGS, ETC.

Awarded Gold Medal for Fire and Burglar-proof Safes and
 highest prizes at all exhibitions shown.

Gutta-Percha and Rubber Mfg. Co. of Toronto
 Rubber Belting, Packing, Hose and all kinds of
 Rubber Goods, sole manufacturers of the celebrated
 Maltese Cross Brand of Fire Engine Hose, also Rubber,
 Cotton and Linen Hose.

All Kinds of **FIRE DEPARTMENT Supplies & Apparatus**
W. Millichamp & Co., of Toronto,
 Manufacturers of Nickel, Walnut & Ebonized Show Cases.
 Write for Price List.

OFFICE: 490 MAIN STREET, FREEMAN BLK
WINNIPEG, MAN.

OGILVIE MILLING CO.

Mill at Point Douglas.

Capacity - - - 750 Barrels per day.

OFFICE:—Corner King and
Alexander Streets, Winnipeg.

A Full Stock of Patent Hungarian, Strong
 Bakers' and Spring Extra Flour; Oatmeal, Pot
 and Pearl Barley, Graham Flour, Cracked
 Wheat, Bran, Shortst, Ground Feed, Oats,
 Barley.
 Wheat buyers at all C.P.R. Shipping Stations.

RICHARD & CO.,

Importers and Wholesale Dealers in

Wines, Spirits and Cigars

365 MAIN STREET,

WINNIPEG.

Business East.**ONTARIO.**

Jas. Fleming, seeds, etc., Toronto, is dead.
 Mrs. Lee, hotelkeeper, Jarvis, has sold out.
 Wyness Plating Co., Toronto, have dissolved.
 J. S. Gunn, grocer, Hagersville, has sold out.
 Jos. Wilson, pork dealer, Hamilton, is dead.
 Mrs. Patterson, grocer, Stratford, has sold out.
 Wm. Leroy, hotelkeeper, Cayuga, has sold out.
 Moore & Co., printers, Toronto, have dissolved.
 O. C. Watson, stationer, Sarnia, has assigned in trust.
 R. Sutherland, tailor, Strathroy, has assigned in trust.
 F. Wetherall, grocer, Woodstock, has assigned in trust.
 Mills Bros., druggists, Jarvis, are about to dissolve.
 Patrick Neary, grocer, Copleston—stock sold by sheriff.
 J. H. Riggs, hotelkeeper, Toronto—bailiff in possession.
 R. D. Kilgour, furniture, St. Thomas, has assigned in trust.
 T. P. Saunders, tailor, Belleville, has assigned in trust.
 H. Charron, hotelkeeper, Mattawa, has assigned in trust.
 W. D. Derby, jeweler, Dunnville, has assigned in trust.
 Wm. Payne, grocer, Wingham, has sold out to W. T. Yates.
 Geo. E. Adams, shoe dealer, Brantford, has assigned in trust.
 A. G. Bedford, shoe dealer, Chatham, has assigned in trust.
 John Bowes, general storekeeper, Flora, has assigned in trust.
 Jas. McDonald, hotelkeeper, Paris, has removed to London.
 R. King, hotelkeeper, Wroxeter, is out of business and away.
 Robt. Kennedy, grocer, Toronto, has sold out to F. P. Brazil.
 Mrs. Carson, general storekeeper, Greenock, has assigned in trust.
 W. J. Hunter, general storekeeper, Verona, has assigned in trust.
 J. B. Smith & Sons, lumber, Toronto, were partially burned out.
 Jull & Stearns, planing mill, Port Rowan, has assigned in trust.
 R. McMurray, hotelkeeper, Uffington, has sold out to R. Fielding.
 Albert Hill, grocer, St. Thomas—stock seized under chattel mortgage.
 Thos. Morgan, hotelkeeper, Kincardine, has sold out to Kinney Bros.
 Jas. Rennie, seedsman, Toronto—stock advertised for sale by auction.
 J. H. Vivian, manufacturers' agent, Toronto, has sold out to J. T. Johnson.
 J. Merrill, hotelkeeper, Port Arthur, has compromised at 50c. in the \$.
 McPherson & Lindsay, agricultural implements, London, have dissolved.
 Robb & Harrington, produce, Toronto, have dissolved; Harrington retires, and Robb continues, under style A. W. Robb & Co.

R. J. Teniman, general storekeeper, Waverly, has assigned in trust.

Angus McNeil, hotelkeeper, Paisley, has sold out to Alex. Campbell.

Bagley & Kerr, jewelers, Toronto, have dissolved; C. R. Bagley continues.

Moyer & Wilson, commission, Toronto, have dissolved; S. K. Moyer continues.

Hobbs, Osborn & Hobbs, wholesale hardware, London—style now Hobbs Hardware Co.

Wm. G. Johnston, hotelkeeper, Port Arthur, is offering to compromise at 25c. in the \$.

T. J. Freeland, general storekeeper, Lisle, has sold out and is retiring from business.

P. Finnigan, saloonkeeper, Toronto, is giving up business and advertising furniture for sale.

S. Lennard & Sons, manufacturers of hosiery, Dundas—style now S. Lennard, Sons & Bickford.

M. & L. Samuels, Benjamin & Co., wholesale hardware, Toronto—Louis Samuels, of this firm, dead.

Chas. I. Bowlby, groceries and provisions, Port Arthur, contemplates removing to Sault Ste Marie.

E. B. Shaver, dry goods, etc., Toronto—chattel mortgage foreclosed and stock to be sold by auction.

W. S. Dingman, publisher, Stratford, has admitted H. A. Jamieson, and style now Dingman & Jamieson.

QUEBEC.

John W. Mellin, saloonkeeper, Montreal, is dead.

Montreal Bottling Co., Montreal, have dissolved.

Jos. Parent, grocer, Quebec, has assigned in trust.

Scott & Reed, druggists, Montreal, have dissolved.

Curtis & Jacobs, general agents, Montreal, have dissolved.

McCoy & McGuiggan, stevedores, Montreal, have dissolved.

Alfred Roberge, general storekeeper, Chatham, has assigned in trust.

Copland & McLaren, founders' supplies, Montreal, have suspended.

Gedeon Beauchene, general storekeeper, Scotstown, is offering to compromise.

P. J. Arthur Noel, general storekeeper, St. Antoine de Tilley, has assigned in trust.

Henry H. Warren, manufacturer of hammers, Montreal, has sold out to W. R. Gardner.

R. E. Wright, flour commission, Montreal, has admitted Harry Smith as partner, under style of R. E. Wright & Co.

NOVA SCOTIA.

Geo. Allen, grocer, Halifax, was sold out by sheriff.

T. G. Nichols, mills, Mahone Bay, was burned out.

H. B. Ward, saw mill, Ross Creek, was burned out.

Chas. O. Backman, pork, etc., Dartmouth, has assigned.

P. W. Zwickler, shingle mill, Mahone Bay, was burned out.

A. S. Lardler, jeweler, Halifax, advertises business for sale.

Arch. McKenzie, general storekeeper, River John, has sold out.

Thos. Rutherford, general storekeeper, River Herbert, has sold out.

John Stapleton, general storekeeper, Port Hawkesbury, has sold out.

McPherson & McWilliam, general storekeepers, Stellarton, have dissolved.

A. A. Bliss & Co., boots and shoes, Halifax, have sold out retail business.

C. J. McKinnon, general storekeeper, Vale Colliery, has removed to New Glasgow.

NEW BRUNSWICK.

Barbour Bros., flour, etc., St. John, have suspended.

Thos. Keddy & Co., dry goods, St. John, have assigned.

Marven & Ogden, general storekeepers, Baie Verte, have assigned.

G. L. Atherton & Co., druggists, Fredericton, —Atherton away and stock being sold under bill of sale.

Work of the Tailings.

In most stores there is a tendency for things to accumulate; and unless there is somebody about the establishment who makes it his business to watch for this sort of stock, there will be little aggregations of it here and there, which in the long run will detract from that neatness of appearance so desirable in a grocery, and which will also lock up no inconsiderable amount of what otherwise might be invested in quick-moving goods. The grocer would do very well to make daily, or at least very frequent, tours of inspection about his store, with an eye to the spotting of such articles; and it should be his policy to get rid, in some expeditious way, of the leavings and odd ends of any line of goods which, without special effort being made to dispose of them, will long remain in his possession as unprofitable stock, and as repellent features of the store's general appearance. The quicker such unattractive truck is disposed of the better. The longer it is kept the less valuable it becomes, and it should therefore be pushed up into its most presentable shape, and placed in the front of the public eye in company with a bright-looking and especially attractive placard, bearing words and figures so alluring to economical customers as to soon transfer possession of the goods from store to customer, to the mutual advantage of both parties to the trade. An habitual watchfulness of this sort, and an instantaneous movement of such fragments of stock to the front, will not only save the store from becoming untidy and from carrying a varying vale of idle stock, but may even—if executed with tact and discretion, and the proper attractive accessories—add to the establishment's reputation for doing a smart business. Such odd lots of stuff may easily be made to go if a suitable price is put on the placard, and the public like a store where things are seen to go. It looks like business when things move off lively, and the store can well afford to sell old truck at a price that will make it go, and so add to the general air of bustle about the establishment. Sell the old truck often, fast as it gathers on the shelves, and so make it help to advertise the store by adding to the general stir.—*St. Louis Grocer.*

The Manitoba Railway.

Nothing in railroad building heretofore in the Northwest has approached the rapidity and army-like system with which the Manitoba Company is sending forward material for the construction of the Montana line. For the past three months there have gone through this place daily, on an average, 175 cars laden with all kinds of construction material. At Minot, the present terminus of the track, 137 miles west of Devil's Lake, the company has laid something like ten miles of sidings to receive this material, and along both sides of these numerous tracks are piled great quantities of ties, bridge material, piling and thousands of the best quality of steel rails. Said an old railroad contractor after visiting Minot: "It is worth a day's travel to see these mountains of costly material." And still it goes forward in increasing quantities. For the past twenty-four hours the trains have averaged one in every two hours, and it is estimated that it will require two hundred cars daily the entire summer of this material to be sent forward, that there may be no delay in the building of this great line of railroad. All engines do not wait at the terminus for the unloading of trains, but hasten back for more cars, and it is not an uncommon sight to see ten of these monster iron horses on their return with a single caboose car attached to each; speeding along the track only a few hundred yards apart. In all this gigantic work there is no confusion, not an accident of any kind has occurred, and all material is separated and placed where it can be reloaded at the minimum cost. The road bed for a hundred miles west of Minot is ready for the rails, and all bridges (one of which is 1,800 feet long) and water tanks are completed for a distance of 35 miles beyond that point. Several engineer corps are already in the field many miles in advance of last year's work, making ready for the army of over 15,000 graders that will soon follow.—*Helen Independent.*

Stocking Country Stores.

One great cause of ill success in conducting the business of a country store is the tendency on the part of some dealers to load up their shelves and counters with goods for which there is no local demand. In this way many get their money tied up. The goods lie about the store until they become stale, dusty or shop-worn, and when finally disposed of they will scarcely bring a moiety of their original cost.

It is a great temptation to a merchant to buy goods because they seem to be offered to him at a price below their quoted value. He does not always stop to consider whether or not they are such things as customers are likely to call for. They please his eye, and the persuasive drummer convinces him that they are cheap, and his money passes out of his possession, perhaps never to return to him again.

In buying goods always consider first what the demands of customers are likely to be. Never buy a large amount of fancy goods because they are offered to you at half price. The very fact that their being on the market at a low figure is often an indication that they are either going out of fashion or they have ceased to be a novelty. Buy cautiously, cy-n

in staple goods, unless you have positive reasons for believing that they are going to immediately advance, and never, under any circumstances, assume liabilities far beyond your ability to meet if a sudden decline should come.

I have been in country stores where the attic was full of unsalable good—"traps" that had been laid aside to decay because they were not in demand and because the space they occupied below was needed for other commodities. These things, in some instances, cost hundreds of dollars, and what they were ever bought for is a mystery to a practical business man.

It is better not to overstock country stores, but rather to send to market frequently for fresh, attractive and new style goods. With the present railroad and transportation facilities and the promptness in filling orders by jobbing houses a country merchant can do a large business on a comparatively small amount of capital and without taking any serious risks. He can please his customers better, and, with a proper system he need not suffer much inconvenience by sending frequent orders and receiving small consignments.

Half of the retail grocers who fail in business get into financial troubles by investing in unsalable goods. Shop-worn goods do not make an attractive display. Sell them at any price and get them out of the way before they become a dead loss. They disfigure a store and give a frowny appearance to better things that surround them.

Buy cautiously, carefully and for your customers, and determine in the first start in trade not to accumulate an unsalable lot of odds and ends that represent a large investment, but cannot be sold at any price.—*Ex.*

Grain and Milling News.

A Chicago broker says: "Although Duluth wheat is worth 5 to 6c more than Chicago spring for export and sells about 3c less at this writing, it must be remembered that our shippers have an advantage over Duluth of about 1c in freight and other charges.

Exports from the United States for the first ten months of the current crop year, ending June 30th next, as compared with the same time for the previous year, were:—

	1887.	Value.	1886.	Value.
Flour . . .	9,697,702	\$48,005,331	6,339,835	\$30,375,737
Wheat . . .	79,731,527	69,022,706	40,138,218	35,167,352
Corn . . .	34,505,437	16,577,176	52,261,729	26,523,061
Oats . . .	358,828	144,549	5,432,732	1,853,006
Rye . . .	223,050	133,376	169,116	117,340
Barley . .	1,218,210	804,864	205,708	140,393

(Flour is given in bbls and grain in bus.)

E. M. GATLIF has purchased the hardware and tin business of Phillips Bros., and will continue it in connection with his lumber business.

The New York *Commercial Bulletin* makes the startling announcement that recognising that the port of New York is the port of the American continent, the Canadian Pacific Railway, after having become divorced from Canadian authority, now proposes to become the grand colossus—the grand octopus, or great Northern power and is already on the high road to a consolidation with, or an absorption of the New York Central, Harlem and West Shore systems as its outlets from Niagara and Montreal.

JAS. WALTON, butcher, Stonewall, Man., has added groceries to his business.

ANDERSON, of Brandon, has a car of hogs which he will ship to Winnipeg.

HANBURY, of Brandon, has purchased the grocery stock of the estate of Kirkpatrick, of that place.

T. T. ATKINSON, boots and shoes, Brandon, has announced a clearing sale, with a view to giving up business.

The municipality of Rockwood has forwarded a petition to the representative for Lisgar at Ottawa, setting forth the advantages which that district offers for the location of the proposed experimental farm.

The Ontario Government will at once take steps to investigate disputed and other claims for land in the Territory west of Lake Superior, and issue patents for the same. This will remove the great grievance of the people of the Rat Portage district.

As the Canadian Pacific is completing its connection with the Lake Superior ore region over the Saulte, and building connection across Maine to the Atlantic, has connection nearly completed to Boston, and threatens to parallel the Canada Southern and Michigan Central to Chicago if refused favorable traffic arrangements the importance of this grand scheme becomes apparent.—*Chicago Journal of Commerce.*

The *Brandon Sun* says: The first car load of Banff anthracite coal has reached here. It is really an excellent sample, and gives unbounded satisfaction. It will cause quite a revolution in the fuel question of the North west. The selling price is now \$9.00, but there is no reason why it should not be sold at even less figures.

At a public meeting of the citizens of Portage la Prairie held for the purpose of discussing the town indebtedness, the following resolution was passed. "That this meeting having discussed the proposed Act respecting municipal indebtedness, advise the member for the town to support it generally with such amendments as are suited to the circumstances of the town.

SIR CHARLES TUPPER and Hon. Mr. Bowell have received a deputation from the dry goods men, corset manufacturers, crockery and glass ware firms regarding changes in tariff. The dry goods men asked that the specific duties (per pound) of prints, calicos and similar goods be changed to an ad valorem duty, and graded according to the price of the goods; also where heavy purchases have been made abroad, but not yet delivered, some mercy be shown. It is understood that in response to these requests the Government has ordered as follows: "All goods actually contracted for, ordered and sold prior to the 12th inst., to be delivered duty paid on arrival in Canada, or actually sold to be delivered duty paid ex-warehouse, but not actually delivered prior to that date, may be entered at old rates of duty on production of satisfactory evidence to that effect, notwithstanding, to include goods to replace any delivered out of duty paid on stock. This concession to terminate on the 30th of June prox.

COFFEE!!

The Best is the Cheapest.

At this time when owing to the high prices prevailing for Green Coffee, many inferior grades are being forced upon the public, it is for your interest to buy

Chase & Sanborn's Coffees.

The superior quality of which has been and always will be maintained, being guaranteed strictly pure. Their goods have a well-earned reputation of being

THE BEST IN THE MARKET.

And their **STANDARD JAVA** is recognized as the leading fine Coffee of Canada and the United States, also their

"Star" Brand of Java and Mocha

Is rapidly earning for itself a reputation rivalling that of the **Standard**. This Coffee is a rare combination of **Private Plantation Java** and **Arabian Mocha**, producing a perfect blend of great strength and exquisite flavor. It is always packed in 2 lb. air-tight tin cans which thoroughly preserves its original flavor and strength, and never in any other form.

Agent for Manitoba and Northwest Territories :

JOHN B. MATHER, 42 McDermott Street, Winnipeg.

Respectfully yours, **CHASE & SANBORN.**

—BOSTON.—

—MONTREAL.—

—CHICAGO.—

DOLL

W. F.

WHOLESALE JEWELER.

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

525 Main St., WINNIPEG.

BOECKH'S STANDARD BRUSHES.

Quality and Size Guaranteed.

For Sale by all Leading Houses.

The Canadian Rubber Company
OF MONTREAL.

RUBBER SHOES, FELT BOOTS, BELTING,
RUBBER AND COTTON HOSE,
PACKING, & C.

33 S. PALL STREET,
MONTREAL.

COR. YOUNG AND FRONT ST.,
TORONTO.

WOOL!

TORONTO HIDE AND WOOL CO.

88 Princess St., WINNIPEG.

Highest Market Price will be Paid

FOR ALL KINDS OF WOOL,

Either at place of shipment or delivered in
Winnipeg. CORRESPONDENCE SOLICITED and
SACKS SUPPLIED IF APPLIED FOR.

VANCOUVER B.C. will shortly be lighted by
electricity.

F. & J. Skelding have opened their hardware
business at Neepawa.

THE Hudson's Bay Co. will open a second
store at Prince Albert.

A WAGON road from Minnedosa to Lake Dau-
phin is being constructed.

D. KEEFE, hotelkeeper, Banff Station, Al-
berta, has taken a brother into partnership.

THERE has been considerable stir in Leth-
bridge town lots lately, so says the local paper.

THE bill to incorporate the Alberta and Brit-
ish Columbia Junction Railway has passed its
second reading in the House.

THE Manitoba Northwestern railway runs a
refrigerator car along the line once a week, for
the purpose of shipping butter, etc., to Winni-
peg.

A Copy of J. H. Brownlee's new map of
Manitoba has been received at this office. It
will be found a most convenient and valuable
adjunct to any business office.

MESSRS McGRAW and Hastings, of the Ogil-
vie Milling Company, will make a tour of
Southern Manitoba this week, to look over the
crops and select sites for proposed elevators.

THE Rapid City town council has passed a
by-law restricting transient traders, who of late
have become very numerous, and are considered
an injury to the welfare of the town.

A NEW time table for the N.W.C. & N.Co.
went into effect on Sunday last. Trains will
leave each end of the road at 8 o'clock, arriving
at 16.05 thus shortening the time about three
hours.

THE first instalment of immigrants for the
English Church colony went west on the North-
western Railway lately accompanied by Mr.
Eden, Land Commissioner. They numbered
about 35 persons.

THE following motion was passed by the
Prince Albert, Sask., council: "That the
Mayor on behalf of the Town, telegraph our
member at Ottawa to stand firmly by the Mani-
toba members on the question of disallowance.

IN an article to shippers of hides, in last
week's COMMERCIAL, it was stated that dry
hide brought a higher price than green. This
is correct in a sense, but may be misleading.
The custom is to pay the same price for both
dry and green hides, but in the case of the
former the inspector adds an amount to the
weight, sufficient to make up for the shrinkage
in drying.

British Columbia.

Vancouver bakers gives 22 loaves of bread for \$1.

Ed. Cannell, hotelkeeper, Kamloops, has sold out.

Wm. Scott, saloonkeeper, Victoria, sold out to Chas. B. McClusks.

Considerable building of a permanent character is going on at Donald.

Wm. Ross, dealer in boots and shoes, New Westminster, contemplates selling out.

J. J. Fullerton, dealer in boots and shoes, Victoria, is about opening a branch at Vancouver.

A coal seam has been discovered near Claycot by Capt. Worth of the schooner Alfred Adams which is about 8 feet thick.

Seattle has subscribed \$2,271 towards the Nanaimo Relief Fund; Portland, \$475; San Francisco, \$7,000. A number of other cities on the Sound have also opened subscription lists.

From reports received at Victoria, it appears that quite a gold excitement has sprung up near Soda Creek. The new mines are in the Horse Fly Creek, and are said to pan out a fine grade of heavy gold which may pay well.

The Victoria Standard says:—The San Francisco steamer City of Chester arrived yesterday at noon, making the fast time of 75 hours. There were only 215 tons of freight for this port the greater part of the cargo being for eastern points over the C.P.R.

The C.P.R. Co. have decided to spend about two and a half million dollars in the mountains this summer. Cuts will be widened to prevent blockades from snow and land or rock slides, and additional snow-sheds will be constructed. With the improvements it is thought that there will be little danger of interruption to traffic next winter.

The reports from the Bear River gold mines are very encouraging. There are about fifty or sixty Chinamen on the river working in various ways. The boss Chinaman who was a passenger on the Woodside brought up with him from seven to ten thousand dollars in gold dust, which is the very best proof that the gold is there in paying quantities.

The sealing schooner W. P. Sayward has been wind bound in Dodger Cove for the last nine days, but will leave for Victoria as soon as she can get a southwest wind. Her catch of seals is rather small. The schooner Triumph has only taken 30 seals, and the Black Diamond has not taken any. The schooner Discovery, owned and manned by Indians, has caught 130.

Vancouver News says: There are several important industries as yet undeveloped in Vancouver which would be profitable from the first day of their establishment. We refer especially to a foundry, tannery, boot and shoe factory, and kindred local manufactories which have been spoken of by several of our citizens who are disposed to assist such enterprises and contribute capital to encourage and assist them to begin operations.

OVER 100,000 barrels of Nova Scotia apples have been shipped to England this season.

Artificial Butter.

In Germany they have passed a law restricting the sale of artificial butter. This has offended Kuhlow's German Trade Review, which thus disents on the question:—The agriculturists have unmistakably scored by the new laws relating to the sale of artificial butter which will come into force in October next. To say the least we cannot but think that the Acts are carrying the nicety of things rather too far. We can cordially agree with Heri v. Boettcher when he says that "the artificial butter trade as an industry which ought not to be put down or hindered in any way". Surely nobody is foolish enough to believe that there are to be found people upon whom butter concoctions can be palmed off as the genuine article. It is decidedly a mistake to attempt to throw obstacles in the way of the manufacture and sale of an article of which the masses are large consumers simply because a few agriculturists desire to get rid of an inconvenient competition. Certainly, the sale of artificial butter is not actually prohibited; but the tantalizing restrictions placed upon manufacturers and dealers will no doubt in many cases prove as good as entirely prohibitive. In the first place, any artificial preparation of butter is to be sold under the name of "margarine" only; every shop selling it must post up conspicuously a notice to the effect that margarine is sold there, genuine butter must not be mixed with any artificial compound; while, in the second place, the coloring of the latter is entirely prohibited; neither must it be sold in any tubs or other receptacles not of a color which the Federal Council has yet to decide upon.

Shoe Styles.

Those who ought to know pronounce that there are no radical changes in the style of foot gear for the coming season. Lace, congress and buttons are having a fairly even run in the sales of retailers, but it is probable that lace and congress are making gains at the expense of buttons. In such matters, however tastes differ in different localities. In the East, notably in New York, laces are the prevalent style of shoe fastenings. In the West, buttons are still very popular.

Gentlemen's hand turns are being revived for dress occasion, in both patent leather and calf and are destined to be popular. Soles are still tending towards the lighter weights for winter wear, and the popular toes is a plain medium toe, with neither box nor cap. Dongola and kangaroo still lead as tops, and seal-skin, once popular, seems to have fallen into entire disuse for tops, while kid and calf are rapidly growing that way. Caterers to the fine trade are making up quite freely a square toe, without roundish corners. The severe square toe, with sharp corners does not seem to meet much favor.

In the ladies' wear, there is but little change notable. Common sense shoes are still making progress towards popularity and the demand for spring heels in larger sizes increases. There is a revival for silk facings for ladies' tops, in place of kid for fine shoes. These in bright colors give them a very attractive appearance. The different French heels remain of pretty much the same styles and are still selected by young people. Mens' heels remain as low and wide as they have been.—Leather Gazette.



St. Paul, Minneapolis and Manitoba Railway

CITY TICKET OFFICE,

376 Main Street, - Winnipeg,
(Corner Portage Avenue).

Through Tickets for St. Paul, Chicago, Detroit, Buffalo, Toronto, Niagara Falls, Ottawa, Quebec, Montreal, New York and all points East and South at Lowest Possible Rates. Sleeping Car accommodation secured through. Lowest Rates to and from Europe by all First-class Steamship Lines. Trains leave every morning at 9.55 and make close connections through. No delays or customs annoyance to parties destined to Canadian points. Take Street Cars from C.P.R. Station direct to Office. Save money, time and trouble by calling on or writing to

G. H. McMICKEN, Agent.

CHICAGO, MILWAUKEE & ST. PAUL RY

Is the Fast-Mail Short Line from St. Paul and Minneapolis via La Crosse and Milwaukee to Chicago and all points in the Eastern States and Canada. It is the only line under one management between St. Paul and Chicago, and is the Finest Equipped Railway in the Northwest. It is the only line running Pullman Drawing-Room Sleeping Cars with Luxurious Smoking Rooms, and the Finest Dining Cars in the World, via the famous "River Bank Route," along the shores of Lake Pepin and the beautiful Mississippi River to Milwaukee and Chicago. Its trains connect with those of the Northern lines in the Grand Union Depot at St. Paul. No change of Cars of any Class between St. Paul and Chicago. For through tickets, time-tables, and full information, apply to any coupon ticket agent in the Northwest. R. Miller, Gen'l Manager; J. F. Tucker, Ass't Gen'l Manager, A. V. H. Carpenter, Gen'l Pass. and Ticket Agent; Geo. H. Heafford, Ass't Gen'l Pass. and Ticket Agent, Milwaukee, Wis. W. H. Dixon, Ass't Gen'l Pass. Agent, St. Paul, Minn.

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

	Live St. Paul.	Live Minneapolis
Chicago, Burlington, Kansas City and Des Moines Ex.....	a7.75 a.m.	a8.10 p.m.
St. Louis Fast Ex.....	b6.30 p.m.	b7.15 p.m.
Chicago Fast Ex.....	d6.30 p.m.	d7.15 p.m.
Des Moines Passenger.....	a6.30 p.m.	a7.15 p.m.
Excelsior and Watertown.....	a5.15 a.m.	a5.55 a.m.
Arlington and Excelsior.....	a5.15 p.m.	a5.50 p.m.
Albert Lea Accom.....	a3.15 p.m.	a3.50 p.m.
a Ex Sunday. b Ex Saturday. d Daily.		

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

DIRECT LINE TO WATERTOWN, D.T.

PALACE DINING CARS ON CHICAGO TRAINS.

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

Fast and frequent trains between St. Paul, Minneapolis and Lake Minnetonka points. For maps, sleeping car berths, or other information call upon any agent in the Northwest or write to

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