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# The Commercial

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

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

VOL. 6.

WINNIPEG, OCTOBER 10TH, 1887.

No. 3.

## 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 MONDAY

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

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JAMES E. STEEN,  
Publisher

WINNIPEG, OCTOBER 10, 1887.

J. JARDINE has opened a stationery store at Carberry, Man.

MRS. DORR, from Winnipeg, has commenced business as a dressmaker at Manitou, Man.

FRED ROCKETT has rented the Ellis hotel, Manitou, Man., and will open business in a few days.

THE Winnipeg *Siftings* has again made its appearance, under the management of J. H. Smith.

A. TAYLOR has commenced business at Rat Portage with a stock of boots and shoes and harness goods.

THE Saskatchewan coal mine and plant was offered for sale by public auction at Winnipeg, on Tuesday last, but without bids. The property was therefore withdrawn.

THE steamer Port Victor sailed from Vancouver for China and Japan, on Thursday night, with a full cargo and passenger list and seventy-five Chinese passengers.

MR. JOHN MATHER, of the Keewatin Lumber Co., was in the city last week.

A. CRUICKSHANK & Co. have succeeded Jos. Stovel, merchant tailor, Winnipeg.

MR. JOHN OGILVIE has returned to Montreal, from an extended visit to this province.

J. A. MITCHELL, of Winnipeg, has rented the Macara elevator at Niverville, Man., and placed a buyer on that market.

THE grist mill at Gladstone, Man., has changed hands. Williams retires, and Brown, Burpee and Ritchie are now the owners.

A SALE of lands for taxes in the municipality of Derby will be held at Cartwright, Man., on Nov. 2nd next; and a number of choice parcels will be disposed of.

J. H. ROSS, Moosejaw has gone to Rogers' Pass, B.C., to take possession of the general stock assigned to him by Woods & McBride, of the former place. It is said the assets will be largely in excess of the liabilities.

THE Royal Soap Manufacturing Co. of Winnipeg, now have their toilet soap boxes manufactured in the city. These were formerly imported from Chicago. Some very handsome boxes are used for the finer brands of soap.

A FIRE at Vancouver on Thursday last, destroyed a frame block occupied by Farr, Howatt, Jones and Lymons, Farr's loss on millinery stock is heavy, and is insured for \$3,500. Lymons & Jones saved most of their stock. The total loss will be over \$8,000.

AN item which lately appeared in the city daily papers, to the effect that an Eastern wholesale boot and shoe house would open a branch in this city, is not correct. The report originated from the fact that an eastern shoe traveller had opened his samples here, an occurrence of no uncommon nature.

THE well-known wholesale agricultural implement firm of Wesbrook & Fairchild, of Winnipeg, has been dissolved by mutual consent. F. A. Fairchild & Co. will continue the business in all its branches, and will receive and pay all accounts of the old firm. We bespeak for the new house a continuance of that success which has so long characterized the business of Wesbrook & Fairchild.

ROBERTS BROS., grocers, Winnipeg, have dissolved partnership. Each will probably continue alone.

THE recent reduction in freight rates on potatoes, announced by the C.P.R. only applies to potatoes shipped by the C.P.R. boats from Port Arthur, and thence by C.P.R. branch roads in Ontario. Where connection is made with the Grand Trunk or with other lines of steamers at Port Arthur, the reduced rate will not be given.

THE facts regarding the Red River Valley railway situation briefly are: Mr. Norquay has returned without the money. Nothing is known as to what further efforts will be made to raise funds, but the Ministers claim that they are yet hopeful of financing the scheme. In the meantime work has been stopped on the road, probably owing to the fact that the contractors' estimates have not been paid. The rails and iron continue to arrive in batches occasionally. The province has won first blood in the injunction proceedings, the Browning injunction suit having been dismissed. The case of the Dominion injunctions is now proceeding. In every instance the lands upon which the Dominion authorities base a claim are occupied by squatters, who claim to be lawful owners under the Acts relating to the Red River settlements. The provincial authorities hope in this way to overcome the Dominion.

F. A. FAIRCHILD & Co., successors to Wesbrook & Fairchild, wholesale agricultural implements, etc., Winnipeg, have leased premises in the Gerrie block, corner Princess and William streets, and directly across the street from the old stand. They will occupy the corner of the block, where they will have greatly increased accommodation in the five flats of the building. The premises will be fitted up in good shape by the first of next month. The new firm has already made arrangements to put in a very full line of winter and spring goods, the former including some handsome new styles of cutters, designed and manufactured specially for this trade. Special lines of light and heavy sleighs, bobs, etc., are also being manufactured, with a view to the particular requirements of the North-western trade.

### Replying to Stephen.

The Winnipeg Board of Trade has had a statement prepared and published, in reply to the famous circular sent forth by Sir George Stephen, in which he attempts to deal with the agitation in this Province against monopoly and disallowance. The statement is addressed to the shareholders of the C.P.R. Co. It says:

"This information is demanded by the recent circular or letter addressed to you by your president, Sir George Stephen, which circular or letter is so unjust and so untruthful in character that it cannot be allowed to pass without challenge. We think we will be able to convince you that that document is based upon misquotation of the contract with the company; and misrepresentation both of the constitutional rights of the province and of the extent and character of the present agitation."

The constitutional aspect of the case is first considered, and a strong case is made out in favor of Manitoba, in which it is shown that the province is not only acting within its legal right in building the Red River Valley road, but that the Dominion Government is pursuing an arbitrary and unwarranted course in seeking to obstruct the province. The monopoly clause in the C.P.R. charter is next considered, and Sir George Stephen is charged at the outset with misquoting this clause in order to deceive. The defence goes on:

"Not satisfied with misquoting the monopoly clause, Sir George Stephen interpolates words in the B.N.A. Act which are not there. These are, 'or intended to connect with other lines at such boundary.' If these words were in the act, there would be no necessity for disallowance of the charters granted by the Legislature of Manitoba, as they would be *ultra vires*."

It is then shown that as Manitoba was an organized province before the C.P.R. charter was passed, Parliament could not curtail the liberties of the province.

"Manitoba was then an existing province, clothed with all the powers of a province under the British North America Act to charter railway lines within its own borders. That this fact was present to the minds of the makers of the contract at the time of making, it is manifest from the care taken to provide for the case of any new province. Yet, in full view of this fact, no provision of any kind was inserted in the contract, nor was any attempt made to establish monopoly in Manitoba. In other words, Manitoba was deliberately left free. But we have not to rely on the words of the contract alone. Sir John Macdonald said during the debate on the question of ratifying the contract: 'In order to give them a chance we have provided that the Dominion Parliament—mind you the Dominion Parliament—we cannot check Ontario—we cannot check Manitoba—shall for the first ten years after the construction of the road into which they are putting so much money and so much land, have a fair chance of existence.' Hon. Thomas White, then a supporter of the Government, and now Minister of the Interior, used these words: 'There is nothing to prevent Manitoba now, if it thinks proper, granting a charter from Winnipeg to the boundary line. This provision does not take away from Manitoba a single

right that it possesses. There is nothing to prevent the province of Manitoba from chartering a railway from Winnipeg to the boundary to connect with any southern railway. The only guarantee which this company has under the contract is that the traffic shall not be tapped far west on the prairie section, thus diverting the traffic away from their line to a foreign line. But there is nothing to prevent a railway being built in Manitoba, within the province, that would carry the traffic to any railway that may take it from the American side. And, on the faith of these assurances, the contract was ratified and became law. It must, therefore, be plain to every unprejudiced mind that the C.P.R. could not have expected a monopoly in Manitoba."

It is next shown that in extending the boundaries of Manitoba westward, after the passage of the C.P.R. charter, Parliament subjected the added territory to the restriction of the monopoly clause. If this clause already applied to Manitoba, why the necessity for specifying that it should continue to apply to that portion of the territory added to the province, in which monopoly was in force before it was made a portion of Manitoba. The circular goes on:

"The Dominion Government in November, 1882, disallowed several railroad acts of this province. Protests were made to the Ottawa authorities, and in 1884, Sir Charles Tupper said: 'I am glad to be able to state to the House that such is the confidence of the Canadian Pacific railway in the power of the Canadian Pacific railway to protect itself that when the line is constructed north of Lake Superior the Government feel it will not be incumbent upon them to preserve the position they have hitherto felt bound to preserve, that of refusing to consent to the construction of lines within the province of Manitoba, connecting it with the American railways to the south.' It is quite clear that if the contract with the railway company called for a monopoly in Manitoba, the Government would not have set an early date for the abandonment of its policy of disallowance.

"As to the facts of the contract the Hon. Thomas White, addressing the Junior Conservatives of Winnipeg on the 8th of March last, said: 'Your address refers to the question of disallowance and the elections must have recently occurred and the discussions to which they have given rise have added additional interest to this question. As you are aware, the contract with the C.P.R. in no way interferes with the right of the Legislature of Manitoba to grant charters within the boundaries of the province as they existed at that time. This was very clearly pointed out during the debates in Parliament, when the contract with the syndicate and the charter to the company were granted.'

"On the third of May last, the Minister of Justice, addressing the president of this body and other members of an anti-disallowance deputation from the city of Winnipeg, said: 'There is no legal or constitutional reason to prevent the province chartering railways, that may connect with American lines from the south, meeting them at the boundary; it is a question simply of the Government's trade policy.'

"Could facts be found more damaging to Sir George's contention that his company was to have a monopoly in Manitoba? Every line of evidence is directly to a contrary effect; and your president admits the weakness of his case when he misquotes the monopoly clause, and completely ignores the facts so formidably arrayed against him:

"The fact that a railway is at the moment in construction from Port Arthur southward to a point on the United States boundary under the authority of a charter granted by the Ontario Legislature, ought to dispose of the contention put forward by Sir George that a province has no power to charter a railway to the international boundary. Possibly he means that no such power exists when the province is a small one and himself and his associates object. To grant Sir George what he now claims would indeed be a breach of faith—not with the C.P.R. company, it is true, but with the people and Parliament of Canada, and more particularly with the people of Manitoba.

"Nor was Winnipeg a mere village, as Sir George asserts, at the time the contract with your company was entered into. So far from it, Winnipeg had a population of 12,000 at that time, and an assessment of over \$9,000,000; and it was from this "mere village" that Sir George and his associates were able, at that time, to extract the following substantial grants, viz.: A cash bonus of \$200,000, the building of the Louise bridge by the city at an expense of \$250,000, exemption of all their property within the city from taxation for ever, and free right of way through the city with station grounds, costing about \$20,000.

"It is also untrue that the railway monopoly was received without dissent in Manitoba. It was denounced at the Legislature and at largely attended public meetings, and the clamor only ceased when positive assurances were given to parliament and through the ministerial press, that there should be no restriction placed upon Manitoba's rights in the matter of railroad construction within her borders."

The question of rates is next dealt with, but it is unnecessary to make quotations to show that the C.P.R. freight charges are outrageously exorbitant. That fact is too well established. It is also shown that the branch roads constructed in Manitoba, which Sir George takes so much satisfaction in dealing with, were built largely from aid afforded by the Government of Manitoba.

Sir George's abuse of the people who are moving against monopoly, and his attempt to belittle the agitation by representing that it is purely a Winnipeg affair, is replied to as follows:

"We have no intention of bandying epithets with these gentlemen, but, lest any misapprehensions should exist as to the character and extent of the movement, we would say that its promoters are: (1) The Local Government of Manitoba. (2) A unanimous legislature of 35 members, fresh from the constituencies. (3) A practically unanimous people in Manitoba. (4) The leading newspapers of Eastern Canada and a large proportion of the Canadian people.

"The fact that the Red River Valley railroad is being built by the Local Government of Manitoba as a public work, is ample evidence

that its action is not supported solely by Winnipeg, which returns but two members to the Legislature. The unanimity of provincial feeling is further demonstrated by resolutions supporting the action of the Government passed by nearly every municipality in the province."

The reply issued by the board of trade is a lengthy one, and the above only takes in the principal points made. Altogether it proves clearly the entire unreasonableness of the position taken by the Dominion Government and the C.P.R. corporation, and leaves them practically nothing upon which to base a further claim.

**Monthly Returns.**

The returns for the month of September, at Winnipeg, for customs, etc., are as follows:

**INLAND REVENUE.**

Tobacco and cigars.....	\$7,729 00
Spirits .....	3,278 20
Malt .....	850 46
Licenses.....	120 00
Other receipts.....	29 60
<b>Total .....</b>	<b>\$12,007 26</b>

**CUSTOMS.**

Statement showing value of goods exported, imported and entered for consumption, with duty collected, compared with September, 1886:

Description.	Value 1886.	Value 1887.
Goods exported....	\$126,449 00	\$388,381 00
Goods imported, dutiable .....	\$165,085 00	\$ 99,822 00
Goods imported, free	15,329 00	15,630 00
<b>Total imported.</b>	<b>\$180,414 00</b>	<b>\$115,452 00</b>
Goods entered for consumption, dutiable and free....	\$165,925 00	\$117,391 60
Duty collected.....	\$43,427 35	\$31,650 64

**SAVINGS BANK.**

Deposits and withdrawals for the month:

Deposits .....	\$27,770 00
Withdrawals .....	35,227 49

Withdrawals over deposits.... \$ 7,457 49

**Dairy Matters.**

*Minnedosa Tribune:* While in Winnipeg, A. Malcolm sold his season's make of cheese at 12½c per pound.

Geo. Caron, of St. Charles, Man., was the successful exhibitor of creamery butter at the recent exhibition at Toronto and Ottawa.

A meeting is to be held of farmers in the Clanwilliam district, north of Minnedosa, Man., next week, at which it is expected Professor Barr will be present, to make arrangements for starting a creamery in that neighborhood, as there are plenty of cows to furnish the required amount of milk.

The people of Clanwilliam, says the *Minnedosa Tribune*, are determined to have a creamery. They know they have the finest dairying section of Manitoba, and that in either butter or cheese they can produce an article second to none. It may be stated that they are seeking information regarding the best way to proceed as to building, machinery, etc., having already determined that they can secure at least three hundred cows within a reasonable distance of the factory, and are making arrangements to

ensure the commencement of operation in the spring.

One would think that a vast quantity of dairy produce has been exported from Manitoba this season, judging from the paragraphs to such an effect, continually appearing in the city daily and country weekly papers. The fact is however, that the quantity exported is not nearly so great as these items would lead us to believe. Many of these items regarding shipments of butter, cheese, etc., to British Columbia or the east, have been made to do duty several times, and most of them have gone the rounds of the papers more than once. For instance, a shipment of butter is made, and the matter duly reported. In a week or so the item is again reported through the press as if it had been a new shipment, by which time a few tubs have generally grown to a car lot. The writer has in view a "car lot" of butter and cheese which was three times "shipped" to British Columbia, from a provincial point, and which finally turned up in this market, in a less quantity than a car lot.

A surveyor is engaged in laying out grounds at Red Deer on which to locate police barracks.

John Langlais, proprietor of the Lone Pine stopping place, Edmonton trail, is putting up a new hotel building.

Two trappers arrived at Edmonton from Montana last week and have gone out to the Pembina by Lac la Nonne to winter.

Parks & Co. have bought out Simon Whitford at Blind Man, Edmonton district and have opened a first-class stopping place.

Prices to farmers at Brandon last week were: No. 1 hard wheat brought 55c on Monday and Tuesday, where " remained. Oats sold at 22c; barley 25 to 30c; Potatoes 25c per bushel.

THE *Montreal Gazette* is offered to subscribers from now until the close of 1888 at one year's subscription price, that is \$6 for the daily and \$1 for the weekly edition, making a free gift of the paper for three months. The *Gazette* is one of the best journals published in Canada, its various news department being carefully edited, and very complete. Its commercial columns are crowded with information indispensable to business men and produce dealers, while its live stock and dairy market reports are a special feature.

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**TEAS,**

**EAST and WEST INDIA PRODUCE**

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and "GOLDEN PLUG," "GEM"  
and "EMPIRE" brands of

**SMOKING TOBACCOS**

**HENDERSON & BULL,**

Agents for Winnipeg.

ESTABLISHED, 1830.

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# The Commercial

WINNIPEG, OCTOBER 10, 1887.

## OUR EXPORTS.

The present is certainly a "boom" year for the Northwest in the direction of exports. Shipments from the country will be greatly in excess of any former year in point of value, whilst the variety will also be greater, several new articles having now entered the list of exportable commodities. Early in the season THE COMMERCIAL intimated that potatoes would in all probability form a new article for export from Manitoba this season. This has already proved true, and within the last few weeks large quantities of potatoes have been moving eastward to points in the older province of Ontario. There has also been an enquiry for Manitoba potatoes from United States points. Potatoes are usually a heavy crop in this country, but this season the yield has fairly astonished the natives, whilst the size which the staple tubers have assumed is something marvellous. This is the first season potatoes have been exported from Manitoba, and the export has already assumed large proportions.

Another industry which has this year come to the front is that of stock-raising. It can also be claimed that this is the first year in which exports of cattle have been made from the Northwest. Certainly a few head of cattle were shipped out of the country last season, but this was done purely as an experiment, and for the purpose of testing the cost of handling and the practicability of making such exports. The shipment of cattle made last year was supposed to be under the direction of the railway company, for the purposes stated above, and therefore was not a direct business venture. Exports of cattle this year however, were of a different nature, and were brought about from the fact that the country now has a surplus of cattle, for which an outside market must be found. Exports this year have also been made in such quantities as to show something more than experimental shipments. Manitoba may now be said to be fairly teeming with cattle. Great progress has been made in mixed farming in the province within the last few years, especially since the idea that it was only necessary to grow wheat here has been abandoned. The western ranches of Alberta are also

now producing a surplus of cattle, the supply having this year fairly exceeded the local requirements. The first export shipments from the ranches have been made lately, and in a few years there will undoubtedly be a large stream of cattle pouring through Manitoba annually, from the far west, on the way to the eastern markets.

It is thought that stock raising will continue for some time to be the principal industry in the western portion of the territories, and matters relating to it are therefore of special interest to that part of the country. The chief disadvantage which the industry has to labor under is the distance from market, and the cost of getting the cattle to consuming centres. If the cattle could be slaughtered and shipped in the form of dressed meat, the cost of transportation would be greatly reduced, but this mode of handling is not always practical. The question of canning and curing meats at some western town, Winnipeg for instance, has also been considered, but the success of such an undertaking is to say the least doubtful. Besides, the quantity which could be disposed of by canning and curing would not be very great, as beef is essentially a meat for consumption in a fresh state. The greatest hope for the western ranching industry lies in the opening up of the Hudson's Bay route. This route would provide a short and direct way of reaching British markets, and it would also afford facilities provided by no other route, for handling fresh meat to the greatest advantage.

This may also be said to be the first year in which Manitoba has appeared as an exporter of dairy products. A few little dribbles of butter were sent out last year, partially as an experiment, but nothing of any consequence was done in this direction. During the present season, however, the exportation of butter has been carried on to quite a large extent, and shipments have been going both east and west—to British Columbia westward and Montreal eastward. The exportation of cheese has also commenced this year to some extent. In British Columbia Manitoba dairy products have almost succeeded in monopolizing the markets, within the short space of a few months, and the same thing is true of Manitoba flour. The present season has been favorable to the exportation of dairy products on account of the high prices ruling in

British and eastern Canadian markets, and this has no doubt accelerated shipments from this country eastward.

The result of the present season has demonstrated clearly that the Northwest must soon take a front place as a dairy country. The capturing by this province of the leading prizes for butter at the large exhibitions in eastern Canada, has been a genuine surprise to the people of the east, as well as to Manitobans themselves. Coming at so opportune a time, when the province is just entering the arena as an exporter of dairy products, the importance of the achievement cannot be well underrated. It will serve to indicate more forcibly than words that this country will in the near future become a heavy exporter of choice qualities of dairy commodities. Still, the producers and shippers of this country have a good deal to learn yet in the manufacture and marketing of butter, and it is to be hoped that the success so far achieved will stimulate to even better attainments for the future.

In grains, barley and oats will be among the articles exported from this season's crop. These grains were not exported last year, though two years ago both these cereals were exported to a limited extent. The sample of oats is choice and the crop very heavy, yields of over one hundred bushels to the acre having been reported in some instances, whilst the crop in eastern Canada is light and deficient in milling quality. Owing to these circumstances there will probably be a market in eastern Canada for the surplus product of our oatmeal mills. Amongst exports from the province will also be a limited quantity of flax seed.

Wheat of course will be the great exportable commodity, and of this cereal alone the value of the available surplus this year will undoubtedly exceed the aggregate value of all exports combined for any previous year in the history of the country. Exports of wheat will certainly be more than double what they were last year, and probably fully three times as great as they were for the crop of 1886. So much has been said in the way of estimating the wheat surplus, that it is hardly necessary to add anything further. The quantity available for export has been variously estimated at from 6,000,000 to 10,000,000 bushels. As the former amount has been based on the grain in the straw, and the larger estimate on the results of the threshing, the latter may be taken as nearer the mark. Exports of

flour will be considerably greater than last year, first on account of the abundance of wheat, and secondly, owing to the increase in the milling capacity of the country. At least half a dozen new mills will export flour this season to some extent, whilst the old mills will probably increase their output. Manitoba flour has become thoroughly established in the favor of the people of eastern Canada, and is meeting with a steadily increasing demand in that direction. With the short wheat crop in Ontario, the output from the mills of that province will be reduced to a considerable extent, and this will no doubt keep Manitoba millers pressed with orders.

In other commodities than those specified, the export is steadily increasing. Hides have been exported for some years, and with the increasing cattle industry, the quantity shipped out of the country is rapidly extending. Some wool has been exported from the western ranches of Alberta as well as from Manitoba, and in time the quantity will be considerable. Eggs have also been shipped to British Columbia to some extent this season, and in the near future poultry and poultry products will perhaps form an important item among the minor exportable commodities.

Altogether the value of exports from the Northwest this season will be very large. To say that it will be greatly in excess of former years conveys but a faint idea of the truth. Some who are in a position to judge, think that the total value of exports from Manitoba will not only be double what it was last year, but double the aggregate of the two previous years. With such a favorable showing the immediate future looks bright.

In considering this list of commodities available for export, there is certainly reason for congratulation. The country has certainly made great progress in spite of all the obstacles, artificial and otherwise, which have been in the way. When we think that all these articles now exported, save wheat, were imported half a decade ago, the record is most wonderful. Two, three and four years ago this very city of Winnipeg was supplied with these commodities, mainly from the older provinces. Each year, however, witnessed the last importations of some article, and added something else to the list of exportable articles. It is to be hoped that the future will have even greater attainments in store. There is still much to be overcome, and

when monopoly is abolished, the country will have a fair chance to show what it can do.

### A FRAUDULENT REDUCTION.

The C.P.R. Corporation has again proved its ability to fully maintain the proverbial reputation of monopolies. It is still the same soulless corporation that it has ever shown itself to be. It has been a favorite policy of this monopoly to occasionally announce, with a great flourish of trumpets, some alleged concession, such, for instance, as a reduction in freight rates; but on investigation it has generally been discovered that the "concession" was so hedged in with restrictions as to be practically useless. The Northwest has been treated to a number of such "concessions" in times past, which are still fresh in the minds of the people. It seems that the company has not forgotten its cunning, for the Northwest has lately been treated to another such "concession," which, though of little benefit to this country, will perhaps serve the purpose for which it was intended, namely, that of influencing outside opinion in favor of the company.

A short time ago it was heralded, with a loud blast, that the company had decided upon reducing the wheat rates between Manitoba and Lake Superior. The very exorbitant tariff was to be made a little less so—to the extent of 4 to 5 cents per 100 pounds. Magnanimous corporation! To give such a concession when it had it within its monopolistic power to continue the higher rates in force! The announcement was carried forth by the wires, and soon the world knew of the reduction, which, in the meantime, had grown from 5 cents per hundredweight to 10 cents per bushel. But, like many of the other "concessions" given by monopoly, this last one has proved practically worthless. When it came to shipping grain, it was at once discovered that a few cents had merely been taken off the freight rates at one end of the road and tacked on at the other. The 4 cents per 100 pounds taken off the rate between Winnipeg and Port Arthur, has been almost covered by an increase in the rates from Port Arthur eastward. In other words, 2 cents per bushel has been added to the rate from Lake Superior ports to Eastern points. The exact reduction from Winnipeg to Port Arthur is two and two-fifths cents per bushel; the addition to last year's

rate from Port Arthur to, say Toronto, is 2 cents per bushel; net reduction in grain rates from Winnipeg, two-fifths of a cent.

Now why has this change been made? First, to deceive outside public opinion. Second, to render a comparison of rates on the C.P.R. from Manitoba points to Lake Superior, with rates from Minnesota and Dakota points to Duluth, less damaging to the monopoly road. What does it amount to the Manitoba farmer upon which end of the road the rates are levied? It must come out of his pocket all the same. How much longer shall the Northwest be compelled to put up with this monopolistic outrage? Nothing but the breaking of the monopoly will bring about a change. Do the people of Canada require anything further to convince them of the insincerity of C.P.R. pretensions.

### A BAD STATE OF AFFAIRS.

There is every probability that in a very short time the complete inability of the C.P.R. to handle the exports of this country will be demonstrated. At the present time there are practically no facilities for getting grain out of the country, and with the wheat movement hardly yet commenced, a scramble for cars is going on in all directions. Dealers are complaining bitterly of the inconvenience and loss which they are daily subjected to, owing to the lack of anything like decent transport facilities. A brisk movement on the part of farmers in delivering wheat, would probably result in a complete blockade in less than a week, and owing to the limited storage accommodation buying would have to cease at many points. Even now the grain trade is practically at a stand-still. One dealer was heard to state a day or two ago, that he had orders from the east for over 200,000 bushels of wheat, but he dare not accept any of them, as there was no assurance whatever that the grain could be got out this fall by the lake route. It is said the company are only able to move about 50,000 bushels per week from Port Arthur, which simply amounts to no accommodation at all. The way things are now going, it looks as if it would take a couple of years to move out the present season's crops.

This is a sad state of affairs right at the commencement of the grain movement. One day's deliveries by farmers when the movement becomes general, will amount to a good deal more than the company can handle at Port Arthur in a week. Another independent road is now knocking at the boundary for admission into the province, yet the farmers and shippers of Manitoba must suffer all this annoyance and loss under the rule of monopoly, whilst the Dominion Government is straining every nerve to perpetuate such a state of affairs, in the interests of its master, the C.P.R. corporation.



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4 POINT STEEL Barb Wire Fencing

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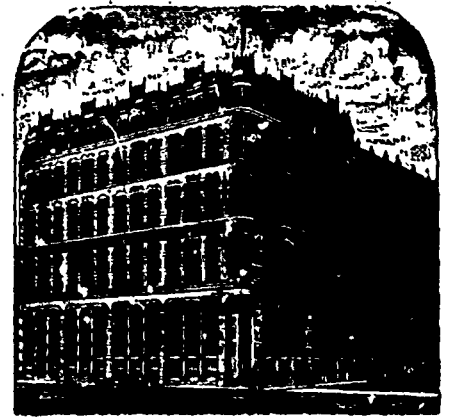
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ses recently occupied by MESSRS.  
THIBAudeau BROS & CO.

**27 PORTAGE AVENUE EAST,**

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

**WINNIPEG MONEY MARKET.**

It can scarcely be said that the advent of another month has so far brought any marked improvement in the monetary situation. Some dealers reported a slight improvement, but in this there was a difference of opinion, and others failed to perceive any change for the better yet. Collections were therefore generally slow. At the banks discount rates were unchanged at about old rates. Loan companies are still having a quiet time, but they look for greater activity later on.

**WINNIPEG WHOLESALE TRADE.**

In wholesale circles the feeling was similar to the previous week. Business was not active, but in most lines there was enough doing to keep things on the move. Altogether the state of trade may be described as fairly good for the season. The weather has been too fine to favor an active movement in textiles and kindred branches, and money has not commenced to move freely as a result of the harvest, farmers, being busy plowing, in which direction they are just now bending all their efforts, instead of delivering grain.

**BOOTS AND SHOES.**

Dealers in this branch have enjoyed a fairly active business for the past couple of weeks. A portion of this has been in sorting orders, and quite a number of retailers who did not place orders of any size earlier in the season, have lately been coming forward and ordering freely, a good fall trade now being assured.

**CLOTHING.**

The latest feature of this branch has been the arrival of eastern travellers with samples of spring goods. This seems to be carrying the "early bird, early worm" business to a great extreme, and practically amounts to staying up all night to get the worm. The object of starting out this early is of course to get the start of other houses, but it is not likely that a sufficient number of retailers will place their orders at this early date to make it an advantage to take these early trips. After the first of January would seem to be time enough to show spring samples. The earlier travellers start out, the oftener will they be obliged to go over the ground.

**CROCKERY AND GLASSWARE**

Business in this branch has been good of late. Dealers are busy sending out orders, and have work for some time ahead. Travellers are on the road and meeting with a good business. Lamp goods have commenced to move freely, and orders for fancies for later delivery are coming to hand.

**DRY GOODS.**

Travellers are on the road still with samples for sorting trade and a fair number of orders are coming in, but business cannot be said to be more than moderately active for the season. Payments are very slow, and it will require a change in the weather to start the people buying. The city trade is rather quiet, taking it all around.

**FURNITURE**

There has been some improvements in this branch, and business is described as fairly good, though not active. The distribution is divided

between the country and city trade in about the same proportion

**DRUGS AND CHEMICALS.**

Business continues steady, with prices unchanged as follows: Howard's quinine, 75 to 90c; German quinine, 65 to 75c; opium, \$6 to \$6.50; morphia, \$2.50 to \$3; 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, 25 to 30c; alum, \$3 to \$3.75; copperas, \$3 to \$3.25; sulphur, flour, \$4 to \$4.50; sulphur, roll, \$4 to \$5.25; American blue vitrol, 6 to 8c.

**FRUITS—GREEN, VEGETABLES, ETC.**

Fall apples were being cleared out last week, and no more of those sorts were expected except some snows. Winter apples were on the road, and will be plentiful this week. Concord grapes were getting scarce, but other varieties were plentiful. Quotations were as follows: Rodi oranges \$7 per box, 160 count; Messina lemons, \$7.00 to \$8.00 per box; apples, \$3.00 to \$3.50 per barrel; California peaches, \$3.00 per box; California pears, \$4.50 to \$5.00 per box; Ontario grapes, Concord, 7 to 8c per pound; Delaware and Rogers grapes, 10c per pound; and Niagara grapes, 12 to 14c; California muscat grapes, \$2.75 to \$3.00 per crate of 20 lbs.; California Tokay grapes, \$3.50 per crate of 20 pounds; southern onions, \$3.00 per 100 pounds; Egyptian onions, \$7.00 per case of 100 pounds; apple cider, \$7.00 per keg of 15 gallons; cabbages, 30c to 60c per dozen; cauliflowers, 60c to \$1.50 per dozen; celery, 35c per dozen bunches; sweet potatoes, \$9 per barrel; carrots, 40 to 45c bush; turnips, 25c bush; vegetable marrow squash, 50 to 75c per dozen; native onions, \$1.50 to \$1.75 per bush; beets, 40c per bush; green tomatoes, 75c. to \$1 bush; citrons, 3c pound.

**FRUITS—DRIED, AND NUTS.**

Foreign dried fruits have now commenced to arrive. Valencia raisins are reported stronger. Quotations are as follows: Figs, Turkey, in boxes, 10 to 11c, new Elme, figs, in layers, 15c per lb., or \$2 per dozen in 1 lb. boxes; golden dates 10c; Valencia raisins, \$2.25; London layers, \$3.50; evaporated apples, 16 to 17c; dried apples, 8 to 8½c; new Turkey prunes, 6½ to 7c. Nuts are quoted: Peanuts, roasted, 17 to 18c; peanuts, raw, 15c; walnuts 18c; almonds, 20c; filberts, 12½c; Texas pecans, 17c; cocoanut, \$12.50 per 100; maple syrup, \$15 per dozen cans of 1 gallon; maple sugar, 13c per pound, in cakes, new.

**GROCERIES.**

The eastern sugar combination is reported to have broken up. Sugars were weaker and ½c lower at some points. Latest advices report teas firm and higher, especially for low grades. Quotations are now as follows: Dark yellow sugar, 6½c; medium to bright, 6½ to 7½c; granulated, 8c to 8½c; lump sugar, 8½ to 9c. Coffees—Rios, 25 to 29c; 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; Congos, 1886-7, 20 to 60c; Indian

teas, 35 to 50c. Old range Moyunc gunpowder, 25 to 70c; panfried Japan, 23 to 45c; basket-fired, 25 to 40c; Pingancy young hyson, 25 to 35c; Moyunc 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, 50c per pound, P. of W., butts 47c, P. of W. caddies, 48c; Honeysuckle, 7s, 55c; Brier, 7s, 55c; Laurel Bright Navy, 3s, 57c; Index d thick Solace, 6s, 48c; Brunette Solace, 12s, 48c.

**CANNED GOODS.**

Prices are: Salmon, \$7.00; mackerel, \$6.00; lobsters, \$0.50 to \$7; sardines (French), ¼ tins, 14c; ½ tins, 24c; cove oysters, \$5.25; corn, ¼, 25c, peas \$4, tomatoes \$3.75, baked beans \$2.75 per dozen, corned beef \$3, lunch tongues, 2 lbs. \$6.50 to \$7.00; 1 lb. \$3.25. Fruit in 2lb. tins, per doz: pears, \$2.50 to \$2.75, strawberries, \$2.50 to \$2.75; plums, \$2.25 to \$2.50, peaches, \$3.75, raspberries, \$2.50 to \$2.75.

**HARDWARE AND METALS.**

Business is steady, with a fair movement. Quotations are as follows: Cut nails, 10d and larger, \$3.75 to \$4.00; I. C. tin plates, \$5.50 to \$5.75; I. C. tin plates, double, \$11 to \$11.50; Canada plates, \$3.75 to \$3.90; sheet iron, \$3.50 to \$5.00, according to grade; iron pipe, 35 to 40 per cent off list prices; ingot tin, 23 to 30c per lb., according to quality; bar iron, \$3.00 to \$3.50 per 100 lbs.; shot, 6 to 6½c per lb.; tarred felt, \$2.75 to \$2.95 per 100 lbs.; barbed wire, 6½ to 7c.

**HIDES.**

Are stronger and quotations ½c higher, as follows: Winnipeg inspection, No. 1, 6½c; No. 2, 5½c; bulls, 4½c; calf, fine-haired real veal, 7 to 13 pound skins, No. 1, 8c; No. 2, 6c; sheep pelts, 50 to 65c; tallow, 3½ to 4c.

**LEATHER AND FINDINGS.**

Prices are: Spanish sole, 28 to 31c; slaughter sole, 33 to 35c; French calf, first choice \$1.25 to \$1.50; Canadian calf, 90c to \$1.00; French kip, \$1 to \$1.10; B Z kip, 85 to 90c; Bourdon kip, 75c; slaughter kip, 55 to 65c; No. 1, wax upper, 45 to 50c; grain upper, 55c; harness leather, 31 to 34c for plump stock. American oak sole, 45 to 60c; buffe, 17 to 22c a foot; cordovan, 23 to 25c; pebble, 21 to 23c; colored linings, 12c.

**PAINTS, OILS AND COLORS.**

Linseed oils are lower; also Canadian coal oils. Prices are as follows: Turpentine, 80c in five-gallon cans, or 75c in barrels; harness oil \$1.25; neatsfoot oil, \$1.50; linseed oil, raw, 70c per gallon; boiled, 73c in barrels or 5c advance in five-gallon lots; seal oil, steam refined, \$1; castor, 12½c per lb.; lard, No. 1, \$1.25 per gal.; olive oil, pure, \$1.50; union salad, \$1.25; machine oils, black 25 to 40c; oleine, 40c; fine quantities, 50 to 75c. Coal oils, silver star, 25c; water white, 28c. American oils, Eocene, 34c; water white, 31c; sunlight, 27c. Calcined plaster, \$4.25 per barrel; Portland cement, \$5 to \$5.50, white lead, genuine, \$7.00; No. 1, \$6.50; No. 2, \$6.00; window glass, first break, \$2.25.

**WINES AND SPIRITS.**

Prices do not give any sign of change. Quotations are: Gooderham & Wort's five year old, \$2.40; seven year old, \$3; old rye, \$1.75; Jules Robin brandy, \$4.50; Bisquet Debouche & Co.,

\$4.50; Martell, vintage 1885, \$4.50, vintage 1880, \$7.50; Hennessy, \$4.50 to \$7.50 for vintage 1885 to 1880; DeKuyper gin, \$3.50; Port wine, \$2.50 and upwards; Sherry \$2.50 and upwards; Jamaica rum, \$4.00 to \$4.50; DeKuyper red gin, \$11.50 per case; DeKuyper green gin, \$6.50 per case; Tom Gin, \$9.00 to \$10.00; Martel and Hennessy's brandy, one star, \$14 per case of 12 bottles; v. o., \$18; v. s. o. p., \$22.

## WOOL.

Prices are: Cotswold and Leicester, washed and in merchantable condition, 12 to 15c; do. unquality. Pure Southdown and Shropshire, washed and in good condition, 15 to 18c; do. unwashed, 10 to 12c. Montana and Oregon fine wools, unwashed, 13 to 15c, when in good condition.

## THE MARKETS.

## WINNIPEG.

## GENERAL WHEAT REVIEW.

The improved feeling noticeable in leading wheat markets did not continue last week. Last week the markets opened dull, and the first day (Monday) showed a loss of over 1c in prices as compared with the previous Saturday, and a decline of nearly 2c from the highest closing figure of the previous week. In fact the markets seemed to be getting back into the rut of speculative stagnation which has so long predominated as the leading feature. The Chicago visible supply statement, as announced on Monday, showed an increase of 834,000 bushels, and caused a general surprise, as a small decrease was expected. However, the next day it was discovered that a mistake had been made in footing up the figures, and that the real increase was only 434,000 bushels. Still a much larger increase in the visible should not depress prices, as this is the time of year for the stocks to grow big, and if they do not now, when will they? It was a noticeable fact that stocks at all winter wheat markets showed a decline last week for the first time on this crop. The increase was therefore in grain afloat and in store at spring wheat markets, mainly at Minneapolis and Duluth. A scarcity of cars in the northwestern spring wheat states is said to account for the light increase in stocks. A Duluth despatch read: "Shippers howling for cars." The visible supply now stands at 30,597,330 bushels, against 51,220,379 bushels one year ago, or in round numbers 20,700,000 bushels less than one year ago. Receipts of wheat at the four principal spring wheat markets of Minneapolis, Milwaukee, Duluth and Chicago, since the beginning of the crop year on July 1st last to date amount to 14,360,000 bushels against 19,979,000 bushels up to this date last year. At the four principal winter wheat markets of Toledo, St. Louis, Detroit and Kansas City the total receipts since the commencement of the crop year, on August 1st last, to date, amount to 19,363,000 bushels against 23,339,000 bushels up to the same date last year. It will therefore be observed that receipts of new wheat for this crop year aggregate over 9,500,000 bushels less than last year to the same date. Last week a year ago the visible increased 1,620,300 bushels. Exports

from Atlantic ports announced on Monday were 250,800 barrels of flour and 1,087,100 bushels of wheat, against 216,508 barrels of flour and 993,493 bushels of wheat for the corresponding week last year.

## LOCAL WHEAT.

Deliveries at provincial points were larger last week, but still, except at two or three markets the movement was only commencing. Farmers will not neglect their plowing to haul grain at this season. Deliveries were mostly at points where Mennonites are settled, and as these people have smaller farms and more hands to work them, they can take time to haul grain as soon as threshed. There is every indication of a block up, as even now, with but a very light movement in proportion to what it will be later on, cars are becoming scarce. Dealers have plenty of orders from the east for grain, but they dare not touch them, as there is no certainty of getting grain out by the Lake route this fall. One dealer has been unable to get a small order off, which has been at Port Arthur for weeks. Elevator storage is limited, and it looks as if one week of brisk deliveries would block up railways, elevators, and all. Prices toward the close of the week were about 1c lower, No. 1 hard being quoted at 59c at Winnipeg, and at 51 to 54c at provincial points, No. 2 hard and No. 1 northern quoted 3c under No. 1 hard. No. 2 northern quoted 3c under No. 1 northern.

## FLOUR.

The mills are now about all running on new wheat, and the output this season from the province promises to be large. Local prices are unchanged as follows: Patents, \$2.15; strong bakers', \$1.89 to \$1.90; XXXX, \$1.35 to \$1.40; superfine, scarce at \$1.15 to \$1.25.

## MILLSTUFFS

Steady, at \$10 for bran and \$12 for shorts, per ton; Ground feed, \$25 to \$30 per ton.

## OATS.

On the market here loads were bought at from 24 to 25c. Car lots at outside points were offered at about 20c, but buyers do not care to take hold yet at this price. So far there has been nothing doing beyond present local requirements. Oats will have to rule at an export basis this season, and dealers are waiting for prices to become established before fixing prices here.

## OATMEAL.

Lower, and now quoted at \$2.40 for granulated, and \$2.25 for standard.

## BARLEY

No transactions reported, but dealers would quote about 28 to 30c l.o.c. at provincial points.

## POTATOES.

On the market here 25 to 27c was paid for locals, but 25c was about the price paid in quantities for export. The reduction in freight rates would not improve prices, as duties were reported easier at Toronto.

## EGGS.

Case lots held at the old price of about 15 to 16c, with receipts about equal to the demand, and often of poor quality.

## BUTTER.

Receipts of choice qualities are still light. To the city trade prices for good to choice have ranged about the same, at from 15 to 17c, with 18c sometimes obtained for a small lot of extra choice. Prices are above an export basis, and it is noted that at Montreal values were easier last week, owing to rains and improved pasturage.

## CHEESE.

There is nothing new to report. Sales at factories were reported at 12 and 12½c, but it was difficult to authenticate prices. Small lots to the retail trade quoted at 12½ to 13c.

## LARD.

Unchanged at \$2.25 to \$2.30 per 20-pound pail.

## PROVISIONS.

Packers are only able to obtain supplies to keep them working part of the time. Stocks are low, and Chicago stuff is being imported. A car lot of Chicago long clear was on the way. The home-cured product quoted: Long clear 11c; smoked breakfast bacon, 14c; rolls, 12½c; hams, 15c. Prices for the plain product, and canvassed subject to an advance of ½c. Eastern Canada provisions are quoted in this market at 15 to 15½c for hams; plain roll, 12½c; long clear, 11c. Chicago hams, 15½ to 16c, etc. Long clear 11 to 11½.

## DRESSED MEAT.

There is no change in beef, and supplies are abundant, at 4 to 5½c for sides; pork still scarce at 9 to 9½c; mutton 10c; veal 7c.

## LIVE STOCK.

Only a few batches of hogs have arrived, and they could not be bought much under 6c laid down here. Beef cattle are unchanged at 2 to 2½c, the latter price only for choice animals. Further shipments have been made eastward.

Clark & Sutherland, lumber dealers, Winnipeg and St. Boniface, have sold out their branch at the latter place to Fred Walker. They will hereafter confine their operations to Winnipeg.

Winnipeg Sun: According to calculation which is certainly within the mark—1,000 trains of 20 cars each (an average car-load being estimated at 700 bushels) will be required to transport our surplus crop. Suppose Portage la Prairie to be an average shipping point for the province and Montreal the destination, and that four trains are started from that point today, Oct. 1st, and the same number every day after, until the whole is shipped out, it will take until June 7th to do the job. Suppose five days be the average time required for trains to reach Montreal, on Oct. 1st there will be four trains en route; on Oct. 2nd, eight trains; on Oct. 3rd, 12 trains; on Oct. 4th, 16 trains; on Oct. 5th, 20. If the trains could be unladen at once, by the 10th of October there would be 40 trains, loaded and empty; between Montreal and the Portage, employed in handling the crop of Manitoba, and the same number every day until June next.

Without knowing just what Minnedosa has suffered at the hands of Winnipeg citizens, THE COMMERCIAL agrees with the sentiment contained in the following paragraph from the Minnedosa Tribune: "Why any man in Winnipeg should decry any outside town is something that passes our comprehension. The prosperity of the outlying centres of trade in the Province and even in the Territories will certainly tend also to the prosperity of Winnipeg; because from there they have to draw the greater portion of their supplies. And of course, as Winnipeg prospers so also will the several towns. Minnedosa having come in for rather more than its share of misrepresentation at the hands of Winnipeg citizens during the past season leads us to call attention to it. However, as Minnedosa is surrounded by a most beautiful and picturesque country, affording every facility for raising cattle, sheep and horses, unusually fertile soil, yielding extraordinarily bountiful crops of grain and roots, and having a good settlement of thriving farmers, it will maintain the position it now holds as one of the most important towns in the Province in spite of detractors."

**EASTERN MARKETS.**

**CHICAGO**

October wheat opened at 70½c on Monday, which was the highest point, prices going down to 69½c, and closing at the bottom. An increase in the visible, when a decrease was expected, caused a weak feeling. Corn and oats scarcely changed. Short ribs closed 15c lower than Saturday. Closing prices were.

	Oct.	Dec.
Wheat	69½	72½
Corn	42½	42½
Oats	26	—
Pork	—	—
Lard	6.45	6.40
Short Ribs	7.65	—

Pork—Year, \$12.00; January, \$12.35.

October wheat opened unchanged on Tuesday, and ranged from 69½ to 70½c during the day. Trading all around was slow, partly owing to the holiday to-morrow. It was discovered that a mistake had been made in reckoning the visible supply, and that the figures given yesterday were 400,000 bushels too much. This toned up the market some. The leading feature of the day was a break in short ribs, October selling down to \$7, or 65c under yesterdays close, a partial recovery occurred. Closing prices were:

	Oct.	Dec.
Wheat	70½	73½
Corn	42½	42½
Oats	26	—
Pork	—	—
Lard	6.47½	6.35
Short Ribs	7.15	—

Pork—Year, \$12.00; January, \$12.32½.

After the holiday yesterday the board opened quiet to-day (Thursday). It seemed to be an off day for prices, which opened about the same as on Tuesday, but sold down slowly and easily. Closing quotations were:

	Oct.	Dec.
Wheat	69½	72½
Corn	42½	42½
Oats	26	—
Pork	—	—
Lard	6.45	6.32
Short Ribs	7.15	—

Pork—Year, \$12.00; January, \$12.27½.

Trading continued quiet on Friday, and almost confined to scalping. Wheat advanced ½ to ¾c, but sold off and became unsettled. Other commodities were steady. Closing prices were:

	Oct.	Dec.
Wheat	70½	72½
Corn	42½	42½
Oats	26	—
Pork	—	—
Lard	6.47½	6.30
Short Ribs	6.45	—

Pork—Year, \$12.00; January, \$12.27½.

On Saturday the market was very dull, and up to noon scarcely a change had taken place in prices. Closing quotations were to hear from.

**MINNEAPOLIS.**

This market has been a weak one, and almost each day has brought a lower range of prices. It has been noticeable, however, that millers have bought largely, which would seem to indicate that they expect higher prices. The movement has been heavy, and it is thought

that but for a scarcity of cars this and Duluth market would soon be overflowing with wheat. The *Northwestern Miller* says of the flour market: "The export demand is very good and values are hardening, while domestic buyers, after exhausting all artifices to secure concessions, daily place liberal orders at mill prices. The general lightness of stocks augur a healthy and active market for some time to come, and while the use of steam reduces margins somewhat, those who have it are feeling very well satisfied over the outlook. The demand covers all grades very well."

	Cash.	Dec.	On track.
No. 1 hard	70½	72	71½-72
No. 1 northern	66½	68	67-68
No. 2	62	65	63-65

Flour quotations were: Patent sacks to local dealers, \$4.15 to \$4.25 patent, to ship sacks, car lots, \$4.05 to \$4.15 in barrels, \$4.25 to \$4.30; bakers', \$3.35 to \$3.60; superfine, \$1.85 to \$2.50; red dog, sacks, \$1.50 to \$1.60; red dog, barrels, \$1.75 to \$1.85.

**DULUTH WHEAT MARKET.**

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

	Cash	Dec.	May.
Monday	71½	73½	79½
Tuesday	71½	73½	79½
Wednesday	71½	73½	79½
Thursday	—	—	79½
Friday	71½	73	79½

On Saturday prices opened at 71½c for cash and October, and 74c for December. At noon January was quoted at 72½c and May at 79c Closing prices to learn.

**MONTREAL MARKETS.**

**GRAIN.**

Quotations were given for grain as follows: Manitoba No. 1 hard, 84 to 85c; Manitoba 2 hard, 82 to 83c; Manitoba 1 northern, 82 to 83c; Canada red winter wheat, 83c to 85c; white winter, 83c to 85c; Canada spring, 83 to 85c; peas, 73c per 66 lbs.; oats, 31 to 32c per 52 lbs.; rye, 50c; barley, 48 to 55c.

**FLOUR.**

There was a good demand for Manitoba flour, with sales of strong bakers' at \$4.50.

**BUTTER.**

The market was quiet and steady, with considerable difference of opinion as to the probable course of prices. Prices are as follows: Creamery, 21 to 23½c; townships, 17 to 21c; western, 15 to 17½c; low grades, 8 to 12c.

**CHEESE**

Finest July, 11½c to 11¾c; fine, 11 to 11½c; medium, 10 to 10¾c; finest August, 11½ to 12c.

**LIVE STOCK.**

Hogs were quoted from \$4.20 to \$4.80. Export cattle, 4 to 4½c, butchers, 2 to 3½c.

Towns along the Mexican border are in favor of an international dollar—good for its face in both countries. As it stands now, a man can cross over to Mexico, put down a Mexican dollar for a drink, and get a United States dollar for change. Then he can come back, put down a United States dollar for a drink, and get a Mexican dollar for change. And then he can repeat.—*New York Sun.*

**Manitoba Butter.**

The first shipments of butter from Manitoba in large quantities have been received, one firm in this city having purchased 600 packages of dairy from a Winnipeg firm, part of which has been sold in this market at 14 to 15c. Since the above purchase was made prices have advanced 1 to 2c per lb. in Manitoba for good stock. The quality of the class of butter received, like that of most new sections, is below the average, as it lacks the requisite flavor, although showing good body and color. This is evidence sufficient to show that Manitoba is bound to become an exporter of dairy produce, and as the make increases no doubt the quality will improve. We learn of a car load being offered in Winnipeg at 9c per lb., but of course the quality was poor. On the other hand, the quality of Manitoba creamery is said to be equal to anything turned out in Ontario or Quebec.—*Montreal Trade Bulletin.*

**Steamboating in the Far North.**

The steamer to be built at the Athabasca landing this winter by the Hudson Bay Co. is to be 144 feet keel, and 26 feet beam, a stern-wheeler with engines having a 12x42 inch stroke. The machinery is to be furnished by the Iowa Iron Works, the same establishment which furnished that of the *Grahame*. The engines are of the same power as those of the *Grahame*. The hull of the new boat will be on much the same model as the *Grahame* but will be 14 feet longer with two feet greater breadth of beam. The machinery and supplies will be brought in this fall. The lumber will be sawn at the Landing. A work shop 80 feet long has been commenced already. About ten men will be employed on her all winter. It is expected to have her completed next May. She will be fitted to carry freight only. Her route will be from the Landing down the Athabasca to the Grand Rapids, 150 miles, and up the Athabasca and Lesser Slave river to the head of Lesser Slave lake, 150 miles, or 300 miles in all. She may also attempt the Athabasca above the mouth of Lesser Slave river, but that part of the river is so swift that there is little possibility of her reaching any great distance above Slave river. The boat will be built on plans drawn by Capt. Smith who will superintend the work. This steamer will supply the missing link in the chain of steamboat communication reaching from Winnipeg to the Arctic Ocean, all owned and operated either directly or indirectly by the Hudson Bay Co. and will completely establish the northern trade by the Edmonton route.—*Edmonton Bulletin.*

The tree agent is working his way northward. The *Edmonton Bulletin* says: F. O. Williams, fruit tree agent of Minnesota arrived from Calgary on Monday evening.

"Any bear about this neighborhood?" he inquired as he got off the train and leaned an eight-hundred-dollar breech-loader carelessly in the hollow of his arm. "The woods is full of 'em," said a citizen; "one of 'em bit my brother's leg off yesterday. Are ye loaded for 'ar, mister?" "No, sir," replied the young man, hastily boarding the train; "I'm only loaded for rabbits."

**J. G. MACKENZIE & CO.,**  
**WHOLESALE DRY GOODS,**  
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Samples and Prices of Goods adapted to the Northwest Trade furnished on application.

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Jams, Jellies & Fruit Butters.

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365 MAIN STREET,

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### Northwest Trade and General News.

M. E. Boughton, of Arden, Man., is having a new store built.

Ben Weathers intends starting a feed and sale stable at Edmonton.

Prince Albert, Sask., has invested in a new truck and other fire apparatus.

J. L. Cook, of Newdale, has shipped four cars of potatoes to Ontario this fall.

Segrim & Wright have opened a stopping place at Battle river crossing, Edmonton trail.

S. Scarlette, Rosebud Creek, Bow river trail, Alberta, is preparing to put up a new hotel building.

F. H. Smith has purchased a lot at Prince Albert, Sask., from R. T. Goodfellow where he intends to erect a tin shop.

J. M. Creamer, a graduate of the Ontario Veterinary College, has located in Regina and will practice his profession there.

County Judge Prudhomme, W. A. Henderson and A. H. Corelli will be a committee on the financial affairs of the town of Morris.

An arrangement has been come to among the Winnipeg furniture dealers whereby they now close their stores at six o'clock, except Saturday.

Rapid City *Spectator*. The demand for men and teams to work on the Northwest Central has had the effect of raising wages around town.

There is some talk of erecting a public hall in Edmonton, Alberta, this fall or winter. A. Macdonald & Co. have offered a lot for the purpose.

Soules & York, butchers, Calgary, have purchased the premises which they occupy on Stephen Avenue from A. C. Sparrow for \$3,000 cash.

Frank Hall and S. Moran have secured a five year lease of the privilege of mining coal upon the Macleod estate in Edmonton from A. Macdonald & Co.

The Moose Jaw, Assa, town council has made a rate of taxes for the current year of eleven mills on the dollar, this being for all purposes, school and municipal.

The letter in reply to the circular of Sir George Stephen prepared by the Winnipeg board of trade has been approved of and endorsed by the Brandon board of trade.

Battleford *Herald*: Capt. J. H. Smith, the pioneer steamboat man of the north, has gone out to build another steamboat on the Athabasca for the Hudson's Bay Company.

Wm. Bell, of Winnipeg, made another shipment of cattle to the old country. The lot consisted of one hundred head of three and four year-old steers. They were an excellent lot.

Thos. G. Fleeton, the Winnipeg cigar manufacturer, offers to send seven boxes of his cigars to any merchant for \$10. This low offer is in order to introduce his home manufactured goods to the Northwestern trade. See his announcement in another column.

Farmers have been bringing in large quantities of potatoes to Manitou during the week, and have sold the tubers at 20 cents per bushel. R. Ironside purchased three car loads for shipment east, and more would have been bought had cars been available.

A correspondent writes: Gallagher & Sons shipped a car load of pigs and cattle last week from Gladstone, Man. The county is now pretty well cleared of pigs, for a month or two at least. We still have lots of fat cattle.

The first train of the Duluth and Manitoba road reached Pemi'na last week, and regular train service will commence within a few days. Trains now run from Grafton to St. Paul. Foley & Long, contractors, are pushing track-laying ahead as fast as possible. The line is already doing a fair freight business.

Manitou *Mercury*: The product of cheese at the Manitou factory on Saturday last was 550 pounds. The daily average output, however, is about 350 pounds. The quantity of cheese now in stock amounts to 25,000 pounds, and as the product is of prime quality, it is expected the top market price will be realized.

Archie Laidlaw, of Moosomin, who went to Banff a few weeks ago, has gone with Mr. Wm. Tims, brother of F. Fraser Tims, to Beaver Lake, some 500 miles northwest of Swift Current, where Tims has taken up a horse and cattle ranche and will open a store. Archie will possibly visit the Peace River country also.

Under the fishery regulations for Manitoba and the Northwest Territories, white-fish shall not be fished for, caught or killed between the fifth day of October and the tenth day of November. Speckled trout shall not be fished for, caught or killed, between the first day of October and the first day of January in each year. The close season for those fish is therefore now in force.

The freight rates on potatoes from Manitoba to Ontario has been considerably reduced. The rate from Winnipeg now is 33½ cents per 100 pounds, and the same rate is given from points west as far as Brandon; also on the Emerson, Selkirk, Stonewall and Southwestern branches, and on the Pembina branch as far west as Clearwater. Beyond Clearwater, and beyond Brandon on the main line, the rate gradually increases. The quotation above is to Toronto and points west of Toronto, in Ontario, on car lots, in sacks, shipped via the lake route.

Medicine Hat *Times*: Supt. Bailey, of the Northwest Coal & Navigation company, who was down from Lethbridge Saturday, is enthusiastic over the work now being accomplished by the company. Over 400 tons of coal are being turned out every day, and 500 will soon be reached. The cuts are all being widened, and early in the spring the road will be changed to a standard gauge, thereby enabling the company to increase their output, and deliver to the Canadian Pacific railway, without the transfer necessitated at present.

The N. W. Navigation Co. is building an excellent pile dock in front of its warehouse at Selkirk, Man., in order to facilitate the handling of their freight. The Government dredge is ready to start dredging in front of the dock, and the whole work will be nearly completed by the time navigation closes. The company has recently established an extensive fishing station at Grand Rapids, and during this winter will refit the Colville and Princess for that and the passenger trade. The Lake Winnipeg fisheries are assuming large proportions,

and therefore two firms with headquarters there, who employ three steamers constantly in catching and bringing fish to the market. The fish are frozen and exported principally to the United States.

Dr. Barnardo, of England, while at Birtle, Man., recently, purchased 7,000 acres, upon which he proposes to establish an industrial home for children. These children will be sent out from his homes in London, England, and will average between 14 and 18 years of age. Before leaving the homes they have to conduct themselves in such a manner as to be entitled to come out, besides passing a medical examination. The home will be opened to receive boys by the 1st of May next. It is intended to always have about 250 boys there. These boys are taught trades in England, and at the farm here they will be taught farming and other pursuits for which they will be found openings. The province will be supplied out of those who require such help from time to time. It is intended to permit such as are so desirous to take small portions on the estate and commence business on their own account. Over 2,600 boys have been sent to Ontario from Dr. Barnardo's homes.

The Hudson's Bay Railway Co. just now has more than an ordinary share of legal business on hand. Several suits have been commenced against the railway company, one by Hamilton Jukes, who obtained judgment and an execution upon notes of the company given for survey work performed. Another suit is brought by Geo. A. Drummond, of Montreal, the treasurer of the old Nelson Valley railway, for \$10,970, the amount fixed by act of parliament as remuneration for franchises, etc. The third suit, although not directly against the railway company, is one against Chadwick, of England, who acted as the company's agent last year when the 40 miles were built. This suit is brought by Dubbs & Co., the locomotive builders. Owing to the litigation commenced by Drummond and Jukes, and which threatened to seriously embarrass the company in its negotiations to extend the line to St. Laurent, something had to be done, and Mann & Holt, the contractors who built the road, have filed a bill in chancery asking for an injunction to restrain the defendants from trespassing in any way and from interfering with the plaintiff's possession of the railway and to have it declared that the plaintiffs are in possession of the road. From the bill it appears that Mann & Holt took the contract to build the 40 miles of the road at \$11,000 per mile. They further agreed to advance money to pay freight charges, insurance, etc., upon the rails and other material used in construction, which the company agreed to repay within six months, with interest at 7 per cent. The contractors were to hold possession of the road until payment was made. Payment has not been made, and it therefore appears that the road is really in possession of the contractors. The plaintiffs (the contractors) ask that the company be restrained from interfering with the road. The amount claimed to be due the contractors is \$134,000. They had received in cash about \$256,000, as the proceeds of the Government guarantee of \$6,400 per mile to the road. As security for the balance they hold the road, and in addition \$400,000 of first preference bonds of the company.

**Business East.****ONTARIO.**

John J. Fee, drover, Tiverton, has assigned.  
W. J. Wilson, grocer, Bradshaw, has sold out.  
L. J. Hay, tailor, Campbellford, has assigned.  
E. Bourdon, hats, etc., Toronto, has assigned.  
Arch. McDonald, baker, Orillia, has assigned.  
John Mallandine, hotelkeeper, Toronto, is dead.

E. Knowlton, general storekeeper, Acton, is away.

E. G. Stone, grocer, etc., Peterboro, has assigned.

F. T. Mullin, hotelkeeper, Parkdale, has sold out.

Reuben Faux, shoe dealer, Woodstock, has sold out.

Miss M. B. Fiset, millinery, Hamilton, has assigned.

Cleghorn & Co., fruits, etc., London, have dissolved.

Willis & Glasgow, fruit, etc., Toronto, have dissolved.

Lennox & Campbell, lumber, Parkdale, have dissolved.

Chas. S. Bunnell, manufacturer, Brantford, has assigned.

Mary Clysdale, fancy goods, etc., Comber, has assigned.

W. G. Brown, harness and hardware, Toronto, has assigned.

W. H. Barr, general storekeeper, Smiths Falls, has assigned.

W. A. Armour, pictures, etc., Ottawa, is asking an extension.

Paul & Hooper, general storekeepers, Newburgh, have assigned.

Ironsides & English, general storekeepers, Forest, have sold out.

Haskins & Dabic, groceries and liquors, Port Arthur, have dissolved.

Sootheran, Cathro & Mark, dry goods, etc., Lindsay, have assigned.

J. Lockhart & Co., manufacturers' agents, Toronto—style now Lockhart, Millichamp & Co.

Herbert Tolchard, grocer, Toronto, has admitted John Irwin, under style of Tolchard & Irwin.

Cool & McCechnie, general storekeepers, Mount Forest, have dissolved; Thos. Cool continues.

**QUEBEC.**

Malo & Thomas, lumber, Montreal, have dissolved.

Etienne Robitaille, grocer, Quebec, has assigned in trust.

H. Myers, knitting factory, Montreal, was damaged by fire.

Frank Stafford & Co., wholesale shoes, Montreal, have dissolved.

Jos. Richot, grocer, St. Henri, Hochelaga County, has assigned.

G. Barrington & Sons, trunk manufacturers, Montreal—factory partially burned.

**Personal.**

J. D. Carscaden, of Carscaden & Peck, left for the west last week.

Wm. Carley, of Winnipes, has been appointed resident Northwestern agent here for Gault Bros. & Co., wholesale dry goods, of Montreal.

**Grain and Milling News.**

The Ogilvie Milling Co. propose buying grain at Minnedosa, Man.

Head & Christie have made arrangements to buy grain at Rapid City.

John M. Lawrie has completed arrangements for the purchase of grain at Birtle, Solsgrith and Foxwarren this season.

*Minnedosa Tribune:* A Kingston firm of grain dealers was making arrangements to place a man in Minnedosa, but was dissuaded from doing so by Winnipeg men.

A Prince Albert, Sask., correspondent writes: The Hudson's Bay Co. are putting their grist mill in running order and are fitting it up with rollers. H. Mitchell is fitting up a grist mill at Duck Lake.

The new grain and commission firm of Roblin & Atkinson, lately formed at Winnipeg, has taken up quarters at 102 Princess street. Buyers have already been located at points throughout the province, for the firm.

An Emerson correspondent writes on Thursday: Wheat at Emerson dropped to-day 1c. per bushel; at the elevator in St. Vincent, Minn., it went up. At Emerson No. 1 hard stands at 55c; at St. Vincent 57c. Potatoes 25c. per bushel.

It is learned from the Prince Albert *Times* that the prospectus of the Prince Albert Milling Co. has been issued. The shares are placed at \$25, limited to 504, making the amount of stock \$12,600. About half of the stock has already been taken. The intention is to erect another flour mill in the settlement.

The attention of millers, and those contemplating building or improving mills, is called to the new advertisement of the Willford & Northway Manufacturing Company, of Minneapolis, which appears on the back cover of this journal. This well known company is principally noted for reliability and the general excellence of the work which it turns out. We see by the *Northwestern Miller* that the Willford & Northway Company have had a very busy season this year in building new and re-modeling old mills throughout Minnesota, Dakota, Wisconsin, Iowa, and other Northwestern States, nearly one hundred mills having been so handled.

**Lumber Cuttings.**

The Ogilvie elevator at Brandon has been increased in capacity, from 4,000 to 8,000 bushels per day can now be taken in at that place.

P. McLaren, who owns timber limits west of Macleod, Alberta, is building a saw mill at Macleod, under the direction of Mr. Lees.

The Edmonton *Bulletin* says: A late exploration of the Red Deer timber limits is said to have shown that they have been practically destroyed by fire during the present season.

*Birtle Observer:* S. Nordheimer, of the Federal Bank, A. Wickson, of the Merchants Bank and G. F. Stephenson, Crown Timber Agent, have been in Birtle this week, and have also visited the timber lands in the mountains, owned by the Bank. It is proposed to make arrangements for cutting saw logs during the winter. The logs will be floated down the river and cut into lumber here.

Vancouver, B.C., *News:* The combination in the lumber business has at last been formally broken, cuts having, however, been going on quietly for some time past. Prices have fallen slightly in standard lines. The demand, however, still continues very good and trade brisk.

The Collville arrived lately at Selkirk with three barges of lumber from the various mills on Fisher Bay, and left again immediately for Grindstone Point for a raft of logs. The Millie Howell arrived to-day from Fort Alexander, with two barges of lumber for Woods & Co. The Princess is expected daily, and will leave next week for Fisher Bay for lumber.

*Rat Portage News:* The Rainy Lake Company evidently intend to do a big season's cut for next summer, whether the mill has changed hands or not. Rumors says it has been bought by the Bank of Montreal, but instructions are still received from the liquidator. About one hundred men have been hired to go to Rainy Lake, where three camps will be formed for taking out logs this winter. It is the intention to cut between nine and ten million feet.

The case of Bolton vs. Morton came before Chief Justice Wallbridge, at Winnipeg, lately: Plaintiff and defendant entered into a partnership to conduct a milling and lumbering business at Lake Max in Turtle Mountain district. The plaintiff obtained an ex parte injunction to restrain the defendant from dealing with the assets. A motion to continue the same came on for hearing before His Lordship. The defendant's contention is that there was a settled account with the plaintiff and that the plaintiff had overdrawn his account. It was agreed by the council that the ordinary decree should be made referring the matter to the master to take the accounts, with liberty to the defendant to prove a settled account, the master to find the date of the dissolution; the injunction to be dissolved; the defendant to have the right to apply for a receiver at any time if so advised. In this case it appeared that defendant kept the accounts and the books, but has recently refused to give the plaintiff, or anyone on his behalf, access thereto, and has refused to pay the plaintiff his share, or give him any account thereof; he also refused him access to the mill, and has been selling large quantities of lumber made at the mill. The plaintiff claims to be entitled to a large sum as his share of the profits.

**Manitoba Flour.**

Owing to the short crop of spring wheat in Ontario, millers in that province will have to buy largely of Manitoba hard wheat; in fact they are already buying, one firm alone having sold 40,000 bushels within the past few days to various mills in Upper Canada. The demand for Manitoba flour is so great, that the thirteen or fourteen mills in the Northwest cannot begin to turn out sufficient to supply the demand, and as Ontario mills are grinding flour from Manitoba hard wheat more extensively, the output of this product during the coming season will be very heavy. A car load of Manitoba flour ground from new wheat has just been received in this city, which is pronounced by judges to be the finest lot of flour of its description that was ever placed on this market. Manitoba wheat flour is undoubtedly the coming favorite, both for home and export purposes, as it compares very favorably with the best spring wheat flour on this continent.—*Montreal Trade Bulletin.*

# WHAT ARE WE DRINKING ?

IT IS A FACT that there is an enormous quantity of something being sold at the present time under the name of **Coffee** which is an insult to the name and an imposition upon the public. In view of this fact it is the duty of every dealer to purchase his **Coffee** of a reliable house and to protect his own interests by giving his customers **pure** Goods. We have established a reputation for **Pure Coffee** which is equalled by no firm in the Dominion, and we intend to hold fast to a reputation so justly earned.

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### British Columbia.

Customs receipts at Vancouver for September  
were \$6,473.37.

Government lots at Illecillewaet have been  
put on the market.

The Kamloops *Sentinel* has been enlarged to  
an eight page paper.

The Leland House, Vancouver, has been sold  
to William Prout, of Victoria.

Robson & Lee have commenced business in  
the grocery branch at Kamloops.

W. J. Farrell & Co., plumbers, etc., Victoria.  
W. J. Farrell, of this firm, reported away.

Sherer & Kemp, contractors and builders,  
Victoria, have dissolved partnership; Kemp  
c. n. i. u. c. s.



Fraser & Leonard of Vancouver have been appointed agents for the celebrated Yarmouth Woolen Mills of Yarmouth, N.S.

Drake, Jackson & Helmcken, barristers and solicitors, of Victoria, have opened an office at Vancouver, in charge of Mr. Jones.

T. P. Conover has disposed of his interest in the Pioneer Lumber Co., Port Moody, and left for Spokane Falls, W.T., where he intends going into business.

The by-law granting \$25,000 bonus to the smelting works and the by-law for issuing debentures of \$20,000 for improvements in the public park passed by large majorities at Vancouver, on Tuesday.

The Kamloops *Sentinel* thinks the Government should establish an assay office at that place; as an encouragement to the mining industry. Ores have now to be sent to Ottawa or San Francisco, for assay.

**Vancouver News:** The tug, *Rich. rd Holyoke*, arrived with the barque, *Sarah S. Ridgeway*. The *Ridgeway* will load at Port Moody about 1,200 or 1,300 tons of anthracite coal from the Canadian Anthracite Coal Co's mine at Banff for San Francisco.

D. W. Gordon, M.P.P., has received a letter from T. Mowatt, Fisheries Inspector, stating that a car with 1,000 live lobsters will leave Campbelltown, New Brunswick, about the end of October for this Province. The intention is to place the lobsters in the coast waters, with the object of providing a new industry.

The *Vancouver News-Advertiser* in imitation of the *New York Herald* and other enterprising journals, has put on a special conveyance between Vancouver and New Westminster. This does not consist of a fast train, but a fast horse, driven by a reporter, who daily visits the city on the Fraser, to corral nuggets for his paper. The enterprise of the journal with the double-barreled name deserves its reward.

**Victoria Standard:** J. H. Gray, C.E., and party who went to the northern end of the Island for the Provincial Government, to make an exploratory survey for a railway, report that the country offers no obstacles to the construction of a railway as far as their explorations extended. They report the country from Fort Rupert southward is interspersed with valleys containing fine agricultural land well adapted for settlement.

**Victoria Times:** Gus Wright started for San Francisco on Monday morning, going overland. It is understood that his visit is in connection with the formation of a company to establish smelting works at Vancouver, which city offers a large bonus for that object. Negotiations have already taken place between the Illecillewaet Company and San Francisco capitalists, and a favorable result is confidently anticipated.

The SS. *Mexico*, arrived at Vancouver from San Francisco, with a large cargo for transshipment over the C.P.R. and for local consignees. The through freight was as follows: 80 bbls. salmon, Gloucester; 25 bbls. and 100 half bbls. ditto, Syracuse; 160 bbls. ditto, Chicago; 50 bbls. wine, Boston; 167 sacks bark, Detroit; 74 bundles split leather, Boston; 50 bbls. syrup, St. Paul; 863 boxes dried fruit, Philadelphia; 568 sacks ditto, Chicago; 575 sacks ditto, Cincinnati; 40 sacks ditto, Omaha.

The *New Westminster Columbian* in an article on the woollen mill which has just started in that city says: During the past week the mill has been manufacturing flannel, and over one thousand yards have been turned out. A small quantity was washed and finished yesterday, and will be sent up to the provincial exhibition at Chilliwack. Before the end of the week it is expected the first batch of goods from the mill will be ready for the market, and we hope to see many of our citizens appearing in a complete suit of British Columbia cloth.

The Provincial Exhibition held at Chilliwack was a decided success. A fine display was made in every department, while the visitors to the exhibition were numerous. The exhibits were larger than any previous years. The show of cereals and vegetables from the Interior was exceptionally good, while the fruits were not up to the average. The dairy and stock exhibits were only fair. The annual meeting of the Association held Thursday evening, decided to hold the fair next year at Victoria.

The revenue cutter *Rush* arrived at Victoria, on Tuesday from Sitka, bringing with her fifty Indians and twelve whitemen sailors and hunters aboard the seized sealers. She also brought news of the trial of the British schooner *W. P. Saywood*, and the American schooners. All were found guilty of illegal sealing, the claim being that all the Behring Sea was under the jurisdiction of the United States. The schooners, their cargo and property were all forfeited to the American Government. A couple of the schooners were valued and the owners deposited bonds to the amount and left for San Francisco. Council for the British and American schooners gave notice of appeal to the supreme court of the United States.

The SS. *Port Victor* arrived at Vancouver from Yokohama, on Sept. 30th. She brought 26 cabin passengers, including 8 children and 15 Chinese. Her cargo consisted of 1,250 tons of tea for the east via C.P.R., and 350 tons for San Francisco, besides 700 bales of silk and a large miscellaneous cargo. The manifest shows the following:—New York, 15,680 pkgs. tea, 144 rolls of matting, 370 pkgs. merchandise, 327 pkgs. raw silk, 13 pkgs. silk goods, 303 pkgs. silk, 127 pkgs. curios, 36 pkgs. porcelain, 8 pkgs. paper ware; Chicago, 4,474 pkgs. tea, 4 pkgs. merchandise and 33 of Japan ware; San Francisco, 900 pkgs. merchandise and 334 pkgs. spice; Hartford, 81 pkgs. raw silk, 11 pkgs. curios; Kansas City, 200 pkgs. tea; Boston, 48 rolls matting, 15 pkgs. curios; Baltimore, 19 rolls matting; Portland, Oregon, 280 pkgs. tea, 18 pkgs. medicine, 123 pkgs. merchandise, 31 pkgs. curios; Seattle, 1,100 bags rice, 10 bags of beans, 5 bags sugar, 328 pkgs. merchandise; Los Angeles, 12 cases personal effects; Montreal, 8,255 pkgs. tea, 17 pkgs. curios; Toronto, 2,937 pkgs. merchandise; London 35 pkgs. tea; Hamilton, 1,284 pkgs. tea; Victoria, 1,325 pkgs. tea, 637 pkgs. merchandise, 21 chests opium, 3 pkgs. silk goods; Winnipeg, 370 pkgs. tea, 100 bags rice, 15 pkgs. merchandise; Vancouver, 204 pkgs. tea; Halifax, 311 pkgs. tea; Ottawa 701 pkgs. tea; Kingston, 75 pkgs. tea; Quebec 42 pkgs. tea; Sarnia, 51 pkgs. tea; New Westminster; 2 pkgs. curios. The total weight of the cargo is 2,964,135 pounds, or 2,934 tons by measurement.

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