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Ready Mixed Paints made up in all the choicest tints.  
Every package is warranted to please, every shade match-  
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# The Commercial

Journal of Commerce, Industry, and Finance  
 specially devoted to the interests of Western  
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 west of Lake Superior, the Provinces  
 of Manitoba and British Col-  
 umbia and the Territories.

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

## WINNIPEG, SEPTEMBER 10, 1888.

J. WHELAN, hotel, Winnipeg, offers business for sale.

CHAS. PILLING, hotel keeper, Brandon, Man., is selling out.

W. C. KENNEDY, hotel, Manitou, Man., is removing to Brandon.

F. LETOURNEAU, grocer, St. Boniface, Man., is giving up business.

W. H. CARPENTER, saw mill, Fort William, Ont., offers to sell out.

D. McLEOD, general store, East Selkirk, Man., has assigned in trust.

SEARL & MITCHELL, photographers, Winni-  
 peg, have dissolved partnership.

GEO. DREWRY, liquors, Rat Portage, Ont., is opening a branch at Keewatin.

JACOB HOSE, hardware, Rat Portage, Ont., is opening a branch at Keewatin.

R. C. WIGMORE & Co., Prince Albert, Sask., are having a new store erected.

A. B. LLOYD, groceries and crockery, Port Arthur, Ont., is giving up business.

H. F. HOLMES, general store, Rat Portage, Ont., is opening a branch at Keewatin.

J. A. TIERNEY, general store, Fort Francis, Ont., has assigned to H. F. Holmes, of Rat Portage.

J. C. VIVIAN, gents' furnishings and clothing, Port Arthur, Ont., is opening a branch at Fort William.

S. FAIRBAIN, furniture, Minnedosa, Man., is giving up his branch furniture business at Rapid City.

DARNAIS, of Battleford, Sask., will hereafter carry on his meat market on his own account, Barker having withdrawn from the business.

A PETITION containing the signatures of forty Oak River farmers, praying that licenses be granted to the hotels in Rapid City, has been presented.

TENDERS will be asked for the construction of a new drill shed at Regina to replace the one destroyed by fire last winter. The building will cost \$30,000.

AN indication of the progress of farming operations in the Moose Jaw district, is found in the fact that 25 binders have been sold at Moose Jaw this season.

TURNER, McKEAND & Co., wholesale grocers, Winnipeg, had their safe opened by professional burglars lately, but the cracksmen were only rewarded by finding \$1.50 in cash.

THE rate of taxation for the year 1888 in the municipality of Saskatchewan, Man., is \$2.75 on the quarter section. This does not include the special school tax on school district lands.

It is regarded at Duluth that the resignation of Supt. Fisher, of the St. Paul & Duluth, is a certain indication that the Duluth and Winnipeg railroad will soon be pushed and that he resigns to take charge of it.

It is said that the C. P. R. will put in a siding half way between Oak Lake and Virden stations and that a town site has been secured by the company at that point, the name of which is put down as Routledge.

THE council of the Regina board of trade has appointed D. Mowat, D. W. Bole and M. McIntyre a special committee to collect specimens of grain and other vegetable products and forward the same to the Ontario exhibition.

THE Calgary Herald lately appeared printed in red ink, the object being to celebrate its fifth birth-day. The Herald is a good sample of western enterprise, and it never appeared to better advantage than it does under its present management.

The Register of Neepawa, Sept. 1st, says: It has been estimated that 300 binders are busy these days in this district cutting down "the golden." Some farmers will not make a start until next week. So far, the grain is absolutely untouched by frost in each of the adjoining municipalities. Even tender vines have not been injured.

THE following statement shows the value of goods exported, imported and entered for consumption at Winnipeg with duty collected thereon during the month of August, 1888, and compared with the same month of 1887:

Description.	Value 1887.	Value 1888.
Exported.....	\$111,448 00	\$98,710 00
Imported, dutiable..	164,389 00	184,575 00
Imported, free .....	39,683 00	30,529 00
Total imported..	\$204,072 00	\$215,104 00
Entered for consump- tion, dutiable.....	\$164,327 00	\$187,100 00
Entered for consump- tion, free.....	39,683 00	30,529 00
Total for consumption.	\$204,010 00	\$217,629 00
Duty collected.....	\$46,778 22	\$55,217 24

HENRY WALLACE has bought out the clothing store of Arthur Holmes, of Victoria, B.C.

A. W. MORRIS & Bro., of Montreal, have completed arrangements to establish at Port Hope, Ont., a twine factory employing 100 hands. They expect to be ready and in full operation by December 1st.

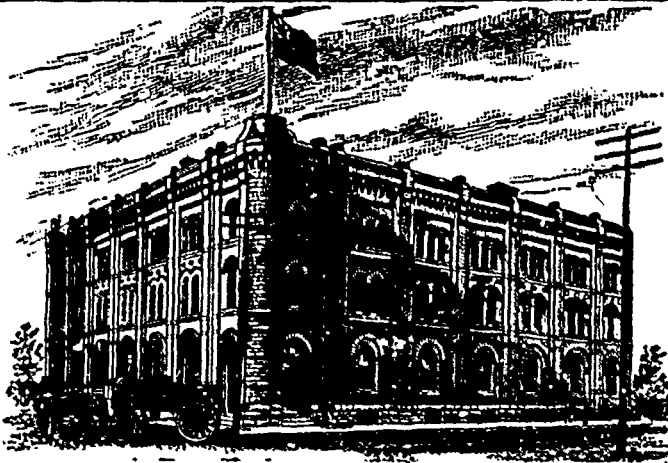
At the Bank of British North America meeting held at London recently, the report was adopted declaring an interim dividend of thirty-five shillings per share. The chairman thought the general trade prospects of Canada improving, though the Ontario harvest was unsatisfactory.

THE three Pacific steamship lines which have been competing for the China trade have formed a pool on flour rates. Hereafter the schedule rate will be \$7 per ton to China, and this figure will be a fixture. The agreement is the result of a conference between the two old lines, and the agents of the Canadian Pacific company. A short time ago the companies reduced the rate on flour to China to \$2.50 per ton.

WHOLESALE prices at Victoria, B.C., last week were as follows: Flour—Hungarian, \$6.00; strong bakers', \$5.50; Oregon flour, \$4.90 to \$5.25; wheat, per ton, \$32.50; oats, per ton, \$30 00; barley, per ton, \$37.50; middlings, per ton; \$25.00; bran, per ton, \$23.00; ground feed, per ton, \$32.50; oil cake, per ton, \$37.50; oatmeal, per 100 lbs., \$3.30; do do, native, \$3.50; Potatoes, per ton, \$16.00; hay, baled, per ton, \$20.00; straw, per bale, \$1.25 to \$1.50; apples, Gravenstein, per box 50 lbs., \$1.50; pears, choico Bartlett, per box, \$2.00; peaches, \$1.25; plums, Island, per lb., 2 to 3c; eggs, native, 40c, do imported, 25c; butter, native, 30c, do imported, 27c, do tub or firkin, dairy creamery, 22c; cheese, local, 28c, do Canadian, 12½ to 15c, do California, 17 to 18c; hams, local, 15c, do American, 17 to 18c; bacon, local, breakfast, 14 to 16c, do American, 16½c, do rolled, 14c; shoulders, 12½c; lard, 12½c; meats—beef, 8c; mutton, 8c; veal, dressed, 12½ to 15c; tallow, 2½c; hides, 4 to 7½c; skins, sheep, each, 25 to 35c; fish—salmon, 7c, halibut, 8c.

THE New York Commercial Advertiser publishes the following:—"It is asserted with great positiveness in railway and financial circles that at the coming annual election of officers of the Northern Pacific Railway Company, to be held on September 20, President Robert Harris will be retired and Thomas W. Oakes, now vice-president, will be elected to succeed him. Mr. Oakes is said to represent a combination of all interests in the company—the Villard interest of Philadelphia stockholders, represented by Chas. B. Wright, and the Oregon and Transcontinental. Since Mr. Villard returned to New York as the representative of the Berlin bank and advanced the much-needed loan required by the road his influence has been paramount in its management, and he is believed to favor Mr. Oakes. Brayton Ives, one of the leading members of the board of directors, said that he had heard the same story of the retirement of President Harris and the substitution of Mr. Oakes regularly for three years on the approach of the annual election. Mr. Ives thought the present rumor had as little foundation in fact as the others.

GOODS SOLD TO THE TRADE ONLY.



GOODS SOLD TO THE TRADE ONLY.

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**DIRECT IMPORTERS**  
**TEAS, SUGARS, WINES, LIQUORS and GENERAL GROCERIES**  
 CORNER PRINCESS AND BANNATYNE STREETS, WINNIPEG, MANITOBA.

The Northwest Central railway appears again to have come to an abrupt termination, and there is no probability that the road will be put in operation for at least another year. The Clemow syndicate were going to do great things this season, but their ambition appears to have ended with the grading of fifty miles of the road, and there the matter is likely to rest. No movement has yet been made to bring on the material for ironing and equipping the portion of the road now graded. The latest report is to the effect that the rails will not be purchased until next season. The Northwest Central scheme has had a chequered career from its very inception. It is to be hoped, however, that the work of the Clemow syndicate will not end up in the same way as did the efforts of the Souris and Rocky Mountain Co., in the first attempt to build this railway.

WHOLESALE dealers are frequently made to suffer very severely, indirectly, on account of loss from fires. The retailer who has the misfortune to suffer from fire, not infrequently throws his loss back upon the wholesalers. He is carrying large lines of credit at the time of the destruction, or partial destruction of his stock, and immediately a compromise is demanded. This is one of the evils which the wholesale trade has to contend with. The practical result of this state of affairs is, that the wholesale dealer is obliged to carry the risk of losses from fires, of his customers. The retailer who purchases largely on credit, and who fails to protect himself from loss from fire, by insurance, is subjecting his creditors to a risk which the latter have no right to bear. In fact, where the merchant has not the wherewith to meet his obligations, should his stock be destroyed by fire, the principle of compelling his creditors to take the risk of loss from fire amounts practically to dishonesty. The merchant whose business affairs are in such a shape that any loss from fire would fall only upon himself, is at full liberty to use his own judgment in considering the advisability of protecting himself by insurance. On the other hand, the merchant who is responsible to his creditors, will recognize that a strict sense of

justice and honesty would demand that he should protect himself and his creditors to the best of his ability, from loss by fire. At the last meeting of the Dominion Wholesale Grocers' Guild, this question of insurance was discussed at length, when the following resolution was unanimously agreed to:—"We, the undersigned, do hereby agree with each other that we will not, after November 1st, 1888, consent to or accept any compromise from our customers where it is found that the failure has been caused through insufficient insurance, and with this object in view we hereby agree that the minimum amount of insurance under this agreement on the stock, chattels, and buildings must be at least sixty per cent. of their value."

A good deal of talk has been indulged in of late as to the probability of the importing wheat countries of Europe becoming independent of America for supplies. One day it is Russia which is the great source of danger to the American wheat grower, and the next day India is put forth as the great competitor and future wheat producer for Europe. These alarmist reports have been circulated so freely and emphasized so frequently, that the timid wheat growers in this country have commenced to consider their occupation almost gone. Great Britain is the great wheat importing country of the world, and a study of the he imports will tend to allay the fears of the nervous ones. The following table shows the imports of wheat into Great Britain, from America, India and Russia, given in hundred-weights for fifteen years:

Years.	America.	India.	Russia.
1872.....	9,634,349	161,915	17,900,877
1873.....	21,775,110	741,350	9,698,297
1874.....	27,209,052	1,074,390	6,799,976
1875.....	20,372,151	1,331,374	10,157,847
1876.....	22,228,403	3,296,675	10,911,788
1877.....	23,694,005	6,106,079	11,003,917
1-78.....	33,683,160	1,420,831	9,150,151
1879.....	44,619,619	830,531	8,117,485
1880.....	44,783,100	3,230,144	12,962,769
1881.....	45,099,956	7,333,751	4,099,973
1882.....	44,883,181	8,163,716	6,079,941
1883.....	40,210,835	11,248,083	13,448,833
1884.....	35,501,652	7,980,831	5,520,450
1885.....	39,937,731	12,175,260	12,062,331
1886.....	38,930,145	11,027,143	3,745,926
Total.....	493,030,449	76,890,078	132,316,914

The table shows that Russia has not made a record which is cause for alarm. Imports from

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 218 Third Avenue South,  
 MINNEAPOLIS, - MINN.

**A Manitoba Testimonial.**

PORTAGE LA PRAIRIE, Dec. 8th, 1887.

JAMES PYE, Esq., Minneapolis, Minn., U.S.A.:  
 DEAR SIR,—In handing you our check for \$1,301.24, in full for balance of your contract for building and enlarging our mill, we without solicitation wish to state, that you have done your work in a manner highly satisfactory to this company. The capacity which you warranted at 275 barrels, we find considerably under the mark, as we are at present making over 300 barrels, and the quality of the flour is all that we could wish for. Some of our largest purchasers frankly tell us, it is equal to any flour made in either Minnesota or this province. The yield also we find very satisfactory. We must also bear testimony to your pleasing and gentlemanly manner, and your willingness at all times to meet our wishes. This has made our business relations pleasant and we can honestly say, that we recommend you to any person, requiring anything in the mill building or mill furnishing line. Wishing you the success that straight dealing merits, we are  
 Yours very truly,

THE PORTAGE MILLING CO.  
 Jas. MacLenaghan, Managing Director.

that country have not increased, and have been very irregular, thus indicating that Russia is not a country which can be relied upon for furnishing a steady supply of wheat one year with another. Imports from India have certainly increased, but the figures of recent years indicate that India has about reached her limit as a wheat-exporting country. America is the only country which has apparently furnished a regular supply of wheat to the Britishers, year after year. During the fifteen years included in the table Australia sent a total of 37,685,834 bushels of wheat to Britain, and during the same time, imports from all other countries than the three named, amounted to a total of 229,479,860. The percentage of imports of wheat into the United Kingdom for the fifteen years, is distributed as follows: From the United States, 51.1 per cent., from India, 7.9 per cent., from Russia, 13.6 per cent., from Australia, 3.9 per cent., from all other countries 23.5 per cent. Thus America furnished more wheat than all other countries combined. If flour were taken into consideration, the percentage would be very much larger in favor of America. Prospects are that Great Britain will require to draw heavily on this continent for her supply of breadstuffs during the present crop year, and with the available surplus here somewhat below the average, the outlook is favorable for considerably better prices than ruled during the past year.

**Alberta Stock Notes.**

Quite a number of cattle have died in the Pincher Creek district during the past summer, including several head lately. The cause has not yet been ascertained.

There is likely to be trouble over the sale of the Powder River Co's stock to Sir Lester Kaye. A Mr. Murphy, connected with the Powder River Co., claims that he has a lien on the stock, and refuses to give up possession.

The Macleod Gazette is after McEachran, Govt. cattle inspector, with a sharp stick. The Gazette charges the inspector with the offence of making his official position subservient to the interests of the Walrond ranche, in which he is

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528 Main Street, - WINNIPEG.

interested. To do away with the possibility of favoritism, it would be well to have an inspector who is not interested in any of the ranching companies.

Speaking of the sale of the Powder River Co's cattle to the Sir Lester Kaye Co., the *Macleod Gazette* says: Another big cattle company gone. Such companies will be few and far between in this country in the course of a few years.

Edmonton *Bulletin*:—Mr. Jones arrived from Beaver lake on Saturday last, where he has determined to establish a horse and cattle ranch. He has a band of horses now on the ground driven from British Columbia by way of the Crow's nest pass. He will bring in a band of cattle next season.

**Lumber Cuttings.**

A new saw mill is in course of construction for Dunsmuir & Sons, at the Union Coal Mines, Comox district, B. C.

There is a hitch in the arrangements regarding the proposed establishment of the mammoth mill at Westminster, B. C., by Ross & McLaren, of Ontario. The trouble is over the timber lands which the projectors are endeavoring to secure from the Provincial Government.

Mr. Tait is engaged with a number of men in improving the Bird Tail river between Birtle and Riding Mountains, Manitoba. The object is to make the stream more suitable for the passing of saw logs from the mountains. It is expected that 5,000,000 feet will be taken out this winter.

J. A. Christie's logs from the Bird Tail river are first-class, some of them measuring over two feet through. It is the intention to cut them into dimension lumber. About half of them will be cut this season in the old mill at Brandon, Man., and the balance will be cut in the new mill which he will build next spring.

Vancouver, B. C., *Herald*:—The Moodyville mills are kept busy night and day at present loading the vessels at the wharves, of which there are five: the Jan Baas, the Edward O'Brien, the W. J. Rotch, the Balaklava and the Pactolus. The three former are now almost loaded and will proceed to sea shortly. The barque *India* and the ship *Earl Granville* are both anchored in the stream waiting for berths at the wharves.



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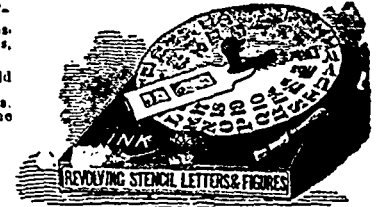
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WINNIPEG REPRESENTATIVE:

**JOHN B. MATHER, McDermott Street.**

A. Broder & Co., of Morrisburg, Ont., have purchased a large tract of timber land on Albern canal, British Columbia, and will proceed at once to erect a small sawmill preparatory to the construction of a larger one, having a capacity of 100,000 feet per day. The representative of A. Broder & Co. has gone east, and after making necessary arrangements will return with the machinery for the small mill and proceed at once to work. This will make the first mill on the west coast of Vancouver Island.

**Grain and Milling.**

The contract for a big flour mill has been let at Duluth.

D. H. McMillan & Bro., of Winnipeg, have purchased a well auger, and will commence boring for water at their Qu'Appelle mill.

The Portage Milling Co. has decided to erect two elevators at once, one at Burnside and one probably at Griswold. The company has lately donated \$100 to the Winnipeg General Hospital.

Toronto *Empire*:—The first samples of new Manitoba wheat and barley were shown on the board of Trade the other day by A. Cavan-

agh. The wheat was grown three miles from Winnipeg and is a fine plump sample. The barley is a much better sample than the average of last season's, the grains being bright and clean, with only a few stained ones among them.

Some extravagant reports are being sent out as to the probable wheat crop of Manitoba for 1888. Estimates varying from 16,000,000 to 25,000,000 bushels are being reported to and published in the outside press. It is not probable that the entire crop will exceed the minimum estimate, if indeed it reaches that amount, and we do not look for an export very greatly in excess of last year. The "boom" estimates which are being sent out are very misleading, and are not in the best interests of the country.

The receipts of wheat in Minneapolis for the crop year just closed were 47,500,000 bushels, a gain of over 8,000,000 bushels over the previous year. Minneapolis wants the wheat, and is bound to get it. The prediction that Duluth would soon outstrip Minneapolis as a wheat market, does not seem in a fair way of realization. Receipts of wheat at Duluth for the crop year were about 17,800,000 bushels, or a decrease of about 2,000,000 bushels.

# The Commercial

WINNIPEG, SEPTEMBER 10, 1888.

## THE CHEESE SITUATION.

The cheese industry has developed rapidly in Manitoba during the past two years, and it is now apparent that there will be a surplus of cheese for export from the province this season. A very few years have elapsed since the establishment of the first cheese factory in Manitoba, and now factories are scattered here and there all over the province. Several have also been successfully established in the territory of Assiniboia, and the first factory has been established in Alberta territory this season. In the latter territory, especially, there is an excellent field for the manufacture of dairy products.

Heretofore cheese manufacturers have not been able to more than supply the local markets in Manitoba and the country, to the west of the province and they have consequently obtained good prices for their product. The only competition which our cheese makers met with was from eastern factories, and this was not of a keen nature. The natural market for the eastern factories is Great Britain, and the movement was steadily in that direction. Occasionally a car of Ontario cheese came into Manitoba, when the supply of home made cheese was not equal to the demand, but as a rule, so long as the Manitoba cheese could be procured, our dealers preferred to favor it in their purchases, even though at times compelled to pay a higher price for the article than they could have laid down the eastern product for. But even had the competition from the eastern makers been keen, the home makers had the advantage of the freight charges in their favor, and this would give them a higher figure for their cheese at the factories, than would rule at the factories in Ontario.

Now the aspect is changing. With a probable surplus of cheese in the country, the prospect for comparatively high prices is not so good. Even though a higher figure may be obtained for the portion of the output required for use in the west, than is ruling at eastern factories, it is evident that the surplus will have to be disposed of at lower figures than those current in eastern markets. Any surplus over home requirements must of necessity move eastward to find a market, and the extra cost of freight from here will come

out of the value of the cheese delivered at say Montreal. Thus instead of prices ruling higher here than in the east they will be lower for the surplus product over home requirements to at least the extent of the extra cost of shipping to the export markets. It is further probable, that with a surplus of cheese in the country, a feeling of general weakness would prevail which might have the effect of reducing prices for local use to an export basis, as well as for the surplus which would be exported. This export basis of prices, it has already been shown, must of necessity be lower than prices paid at eastern factories, to the amount of the difference in freight rates. The only way to keep up the prices for that portion of the output of the factories required for local use, would be to form a combination among makers, to keep up prices to local dealers and export the surplus out of the country, to be sold on an export basis.

At any rate it is evident that the capabilities of the west for manufacturing cheese, are about to be tested. So long as the supply was short of the local requirements, and high prices were readily obtained, good profits were certain. But when our manufacturers enter into competition with eastern makers then will come the real test. Competition is now keen in the cheese trade in British markets, and if our makers are to enter the field, they will have to do business on closer margins than has been the rule heretofore. This country has certainly great advantages for dairying, in its rich natural grasses and favorable climate. The drawback is the high freight rates to the seaboard, but these will be reduced as time passes, by the opening of new and competing routes. So far prices have kept up well here, in comparison with export markets, but sales have only been for local use. Bids have been made by eastern buyers, but they are below prices which have hitherto prevailed, and no sales have been made for shipment eastward. The exportable surplus of cheese will not be large this season, but it will be sufficient to draw attention to the subject.

It is worthy of note, that whilst cheese manufacturing has developed rapidly in this country, but little attention has been given to the manufacture of creamery butter. The old hap-hazard style of promiscuous butter making is still adhered to, with continued unsatisfactory results. There is a good local market for all the creamery butter manufactured here, and a very much larger quantity would find a ready sale right at home, at remunerative prices, in spite of the large supplies of medium and poor shop butter (the best of which is only a medium quality) which finds its way into our markets.

In Eastern Canada cheese manufacturing has become a great industry in recent years, and Canada may be said to stand at the head of the cheese manufacturing countries of the world. This enviable

position has been attained by careful attention to the production of a high and uniform quality of cheese. Attention has also been given to meet the requirements of importing markets. But while this great expansion in the cheese trade of Canada has been accomplished, a heavy decline in our butter trade has been experienced. The exports of butter and cheese from Canada for eight years are shown in the following:

	Butter, lbs.	Cheese, lbs.
1880.....	18,535,362	40,369,678
1881.....	17,649,491	49,255,523
1882.....	15,161,839	50,807,049
1883.....	8,106,447	53,041,387
1884.....	8,075,537	69,755,423
1885.....	7,330,788	70,655,367
1886.....	4,618,741	78,112,927
1887.....	5,485,509	78,770,855

Whilst care has been given to the production of a fine and uniform quality of cheese, these two important features have been neglected in butter making. The same attention given to cheese as to butter would certainly produce a like result. We should like to see the same care given in the West to both butter and cheese making, that is given to cheese making only in Eastern Canada. Our cheese makers, who are mostly from Eastern Canada, will bring with them that knowledge and skill which they have acquired in the older provinces, so that so far as cheese is concerned, there need be little fear as to the quality of our product. In butter the outlook is not so hopeful. The local government of the province of Ontario took great pains at the commencement to foster the cheese industry in the province, and to this cause may be attributed a fair share of the phenomenal success of the industry there. Perhaps the Manitoba Government could do something to foster the butter as well as the cheese industry here. The vast importance of the question would warrant an effort in this direction. What is wanted is a better and more uniform quality, of butter, to make the industry a success, and this can only be accomplished by the substitution of the creamery for the present promiscuous mode of making and marketing butter.

## HUDSON'S BAY RAILWAY.

The special session of the Manitoba Legislature has adjourned, as was expected, without taking any action concerning the Hudson's Bay railway proposals. The matter did not come up for discussion in the House, and the feeling in the new Legislature upon the question has not therefore been publicly asserted. It is understood that the question was discussed in private caucus of the supporters of the administration, and that the general feeling was adverse to the carrying out of the act now on the statute books, and passed by the last Legislature, offering certain aid to the scheme. It is said that instead of guaranteeing interest at the rate of 4½ per cent, on \$4,500,000 for 25 years, as offered in the Hudson's Bay Railway Aid Act, it was decided at

this caucus meeting that a guarantee upon \$2,500,000 was as great assistance as the province should give the scheme.

The fact that the Legislature has adjourned without considering the Hudson's Bay railway scheme, is not in itself a matter of vital importance. The season is now so far advanced, that very little could be done in the direction of actual construction this year. Before another season comes around, the Legislature will again be called together, and will have an opportunity of pronouncing upon the question. It is certain that some action will have to be taken upon the question at the regular session of the Legislature next winter, and what that action will be, depends very largely upon the course public opinion may follow in the meantime.

Public opinion is often a fickle influence, as is shown in the feeling now prevailing in this province, concerning the important question under consideration. Not very long ago the Hudson's Bay railway was looked upon as the only salvation of this country. Everybody was clamoring for the immediate construction of the road. Some even went so far as to declare that the province should build the road as a public work. Now the scene has changed. When responsible gentlemen come forward and state that they have succeeded in making necessary financial arrangements for the building of the road, they are received in a decidedly cool manner, and there is even talk of repudiating a moral obligation of the province, by refusing to carry out an act offering aid to the scheme.

True, circumstances have changed somewhat since the late general clamor for the opening of the Hudson's Bay route. Then railway monopoly was riveted upon the country, and the people writhing under its iron heel, looked longingly towards Hudson's Bay as the only way to obtain relief. Now that monopoly is gone, the pressing necessity for the immediate opening of the Hudson's Bay route is not so apparent. In other respects, however, the situation has not changed in the direction of lessening the necessity for the opening of the route. Indeed, quite the contrary is the case, as will presently be shown. Whereas Manitoba only had three or four million bushels of wheat for export, when the people were clamoring for the Hudson's Bay railway, now we have several times that quantity. With the very large acreage of new land broken this summer, a good crop next year will give us not far from 20,000,000 bushels of wheat for export. Hudson's Bay is looked upon as the natural outlet for the hard wheat region. The Bay is supposed to offer a short, direct and cheap outlet, and by this route our hard wheat would be free from danger of admixture with the soft wheats of the East and South. It would reach British ports in its primitive purity, and our farmers would reap the full benefit in obtaining prices for their grain in keeping with its excellent quality. If we were in

such pressing necessity for the Hudson's Bay railway when we had 3,000,000 bushels of wheat for export, how badly will we need it when we have 20,000,000 bushels? The latter figures will almost certainly be reached before the road could be completed and opened, if construction were to go on at once.

Again, a little while ago we were importing dairy produce from Eastern Canada. Now we have both butter and cheese for export, and is not the Hudson's Bay route, with its cool climate, the one great desideratum in the interest of the development of the dairy industry of this country? The possibilities of this prairie region as a dairy country are great. All we require is convenient markets. If our dairy produce is to be carried across the continent by rail, and subjected to broiling weather, we will never make much of a mark as manufacturers of choice butter and cheese.

Another interest which depends largely upon the opening of the Hudson's Bay route is the stock-raising industry. A large section of our country is pre-eminently adapted to stock, and only as a stock country will it excel. The stock interest has now reached a point where a profitable outside market is necessary for a further expansion of the industry. The long railway haul across the continent is a serious drawback to the development of the stock industry. After subjection to this long haul by rail, cattle are not in good condition to stand the sea voyage. On this account there is loss from the decline in the condition of the cattle, in addition to the expense of shipping so far by rail. Shipping stock will therefore be a risky undertaking until the Hudson's Bay route is opened. The opening of this route is just what is required in the interest of the stock industry. Instead of a railway haul of 2,000 miles and over, the opening of the Hudson's Bay route would mean a railway haul of but 300 or 400 miles. Cattle could be driven across the prairies to within about 300 miles of the Bay, with excellent pasture and water all the way. There would be no long railway hauls through a hot country, so injurious to cattle. The Hudson's Bay would also afford an admirable route for the economical shipment of dressed meats, which it is thought will in time succeed the present mode of shipping cattle alive.

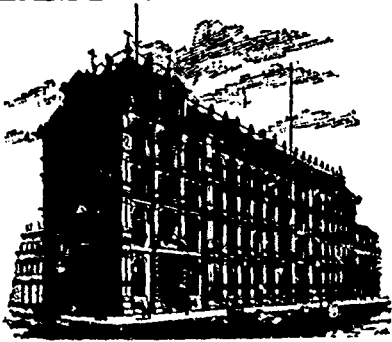
Looking at the question this way, there would seem to be little reason for the coolness with which the Hudson's Bay railway project has lately been received. Instead of the railway being less desirable now, the necessity for its construction is growing with the development of the country.

One leading argument used against the carrying out of the Hudson's Bay railway aid act is, that the road would benefit the Territories even more than the province, and that on this account the province should not assume a heavy burden in the interests of the scheme. It is urged that owing to the advantage which would accrue to the Territories from the opening

of the Northern route, the Dominion Government should offer such assistance as would secure the construction of the road. This is no doubt quite true, but it does not alter the case so far as Manitoba is concerned. The same argument had force when the aid act was passed. The question is, have the people of Manitoba lost faith in the Hudson's Bay road? If not, they will demand, as in the past, that every possible assistance be given the scheme. With ample competition secured to the south, further aid to promiscuous railways should cease. The pressing necessity for a southern outlet has been satisfied, and now the pressing necessity is for the opening of the northern outlet. Any additional railway aid granted by the province should be to secure the construction of a road to the Hudson's Bay, and with this object in view, the financial position of the province should be conserved. If the people of Manitoba have not lost faith in the Hudson's Bay railway, and the great benefits which the opening of the route would confer upon the province, they will demand that any further railway aid granted shall be extended to the Hudson's Bay railway scheme. The present coolness toward the scheme is no doubt due to the fact that general attention was for the time diverted toward the Northern Pacific agreement. Now that the latter matter is settled, the Hudson's Bay scheme will receive that consideration which its importance demands.

As to the carrying out of the act in its entirety, guaranteeing assistance to the Hudson's Bay railway, it must be remembered that the province has assumed a moral obligation in connection therewith. The act was no doubt accepted by the promoters of the railway in good faith, and under its provisions they claim to have succeeded in making necessary financial arrangements for the building of the road. To decline now to carry out the scheme would be to perhaps destroy the financial arrangements claimed to have been made, and it would further mean the repudiation of an obligation. The act certainly calls for the assumption by the province of a very heavy financial obligation and one which appears more onerous in view of the obligations assumed in connection with the Northern Pacific agreement. If, however, the people have undiminished faith in the advantages to be derived from the opening of the route, they will be ready to carry out the act, and with a proper guarantee, such for instance as a claim upon the first earnings of the road, it might be possible for the province to safely assume the obligation. In the meantime, the determination to secure the opening of the northern route should not be allowed to lag. The question should also be pressed steadily upon the attention of the Government at Ottawa, with the object of obtaining such assistance from the Dominion as would relieve Manitoba of the necessity of too severely straining her resources, in order to secure the construction of the Hudson's Bay road.





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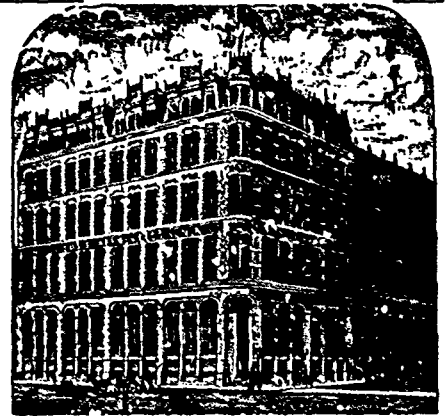
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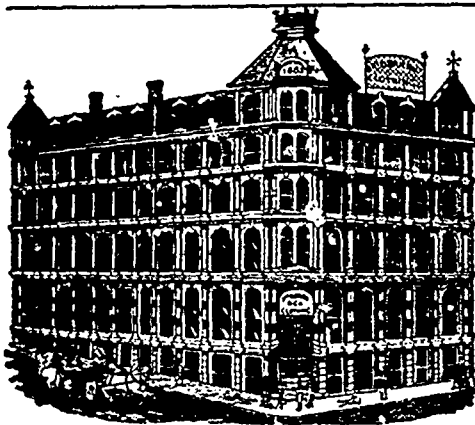
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**WINNIPEG MONEY MARKET.**

Since our last report monetary affairs in the city have been slowly gaining in activity, and the demands for funds at the banks is increasing in volume in proportion. The crop movement commences this week and most grain houses have made their arrangements for the opening of the season. It was thought that the funds required for grain handling would be reduced greatly, owing to damage to crops, but harvesting shows, that the damage will reduce the aggregate of grain much less than was calculated upon two weeks ago, and the steady advances in prices added will make the financial wants as heavy as was estimated at any time during the summer. In general commercial discounts there has also been a slight increase, so that banks are out of the sleepy state in which they were during July and August. The discount rates are still from 7 to 8 per cent., the former figure being only for gilt edge paper. In mortgage loans, business for the fall has not commenced to move, but inquiries are being made. The hopes of a good demand for farm loans during the winter are high as ever. The interest rate on such loans is nominal at 8 per cent.

**WINNIPEG WHOLESALE TRADE.**

With harvesting operations going on actively all over the country, the situation in wholesale trade last week was of course quiet. In some lines dealers were making up and shipping out orders for fall stocks, but in the shape of new business, trade was not active. In view of the very late harvest, a rather conservative feeling has prevailed in commercial circles for some time back. Early in the season it was evident that with ordinary weather the harvest this year would be unusually late. This had the effect of creating a somewhat cautious feeling notwithstanding the prospect of a heavy yield of cereal crops. Consequently several houses have not pushed for business as eagerly as they might have done, and country merchants have also in some instances limited their orders to moderate proportions. This is not at all an undesirable feature, but rather the contrary. It is always an easy matter for merchants who find their first orders too small, to stock up on short notice, but it is not always convenient to meet paper for goods which cannot be sold in reasonable time. Though it is not always desirable to be short on stocks, yet it is still less desirable to be heavily overstocked. If, therefore, a conservative feeling has prevailed to any extent in ordering fall and winter stocks, it will be an advantage rather than a drawback to the trade of the country.

**DRY GOODS.**

There is very little doing in either dry goods or clothing at present, aside from the shipment of orders previously taken. Some dealers were busy making up fall orders and shipping them out to customers. As a rule country merchants have shown cautiousness in placing their orders.

**CANNED GOODS.**

The statistical position of salmon is reported from San Francisco to be strong, though there is not much activity at the moment. Some recent transactions there for export have completely exhausted the Sacramento River pack

and made considerable inroads upon that of the Columbia River. The Alaska pack is said to be less assuring than it was in the earlier portion of the season, while the British Columbia yield, as stated by us a day or so ago, promises to be quite equal to that of last year—or say 200,000 cases, including Fraser River. Current quotations, f.o.b., car loads, in San Francisco are: For Alaska, \$1.40 to \$1.60; for Columbia River, \$1.65 to \$1.70, and for outside rivers, \$1.35 to \$1.40. Prices here are: Tomatoes, \$3.25; peas, \$3.50 to \$3.75; beans, \$2.75 to \$3.00; corn, \$3.25 to \$3.40; peaches, (Canadian) 3 lbs., \$8.25; apples, \$3.25 to \$3.50; pears, \$3.25 to \$3.50; plums, \$4.50 to \$5.00; strawberries \$5.25; raspberries, \$4.75 to \$5.25; peaches (California) \$8.75; pears, \$8.75; Plums, \$7.50; apricots, \$7.75.

**FRUITS—DRIED, AND NUTS.**

Invoices of new crop Valencia raisins have commenced to arrive at eastern markets. The latest advices are to the effect that the crop has been damaged by rain, and prices are expected to be stronger on this account. Quotations here are unchanged as follows: California evaporated peaches, 20 to 35c; do. plums, 20c; do. raspberries, 33c; do. pitted cherries, 25c; do. blackberries, 16c; do. apricots, 23c. Other prices are: Dates, golden, 8c per lb, in 50 lb boxes; Valencia raisins, \$3.30 to \$2.50 per box; Morand's Valencias, \$2.40 to \$2.50 per box; Malages, London layers, \$3.50; Elame figs, in different sized boxes, 15c per lb; Walnuts, 18c per lb; peanuts, raw, 15c; roasted, 17c; almonds, 20c; pecans, 17c; Filberts, 15c; Brazils, 17c per lb; coconuts, \$1.20 per dozen.

**GROCERIES.**

Sugars hold firm all around. In the United States prices were ½c higher for some high grades. Holders of raw were strong, on unfavorable crop reports. Teas maintain a steady tone. Speculative trading is again active in Rio coffee, with an irregular tone amounting at times to weakness. Brazil coffees are moving forward freely from first hands. Prices here are steady, as follows: Sugars, yellows, 7½ to 7¾c as to color, granulated, firm at 9c; lumps, to 9¾c. Coffees—Rios, from 21 to 24c; Java, 25 to 30c; Old Government 33 to 34c; Mochas, 32 to 35c. Teas, Japan 23 to 46c; Congous, 22 to 60c; Indian teas, 35 to 60c; young hyson, 26 to 50c. Syrups, corn, \$2.40 to \$2.60; sugar cane, \$2.50 to \$2.75; T. and B. tobacco, 56c per pound; P. of W., butts 47c; P. of W. caddies, 48c; Honeysuckle, 7s, 55c; Brier, 7s, 53c; Laurel Bright Navy, 3s, 56c; Index'd. thick Solace, 6s, 48c; Brunette Solace, 12s, 48c. Special brands of cigars are quoted: Reliance, \$50; Gen. Arthur, \$50; Mikado, \$40; Terrier, \$30 per 1000.

**FRUITS—GREEN, VEGETABLES, ETC.**

Stocks of California fruits were light last week for the time being, and several varieties were almost out of the market. Ontario grapes, plums, crabs and pears have commenced to come forward, but as yet only in small lots. The season for watermelons is about over, blueberries and native currants are also about done for this season, though some small lots were to be had last week. Oranges were scarce. Receipts of Ontario fruits, other than apples

are not expected to be large this season. Quotations are as follows: Messina lemons, \$7.50 to \$8; apples, per barrel, as to quality, \$4.50 to \$5.50; bananas, \$3 to \$4 per bunch; tomatoes, bushel baskets, \$3.50; California fruit:—Pears, \$4.50 to \$5.00; California grapes, crates, \$3.50; Concord grapes, 10c per lb; crabapples, \$6.00 per barrel or \$5.50 per 100 pounds. Maple syrup, ½ gal. tins, \$7.75 dozen, quart tins, \$4.50 dozen; Maple sugar, 13c pound, small cakes; cider, rectified, per bbl 32 gallons, \$13.00; in ½ barrels, \$6.50.

**PAPER AND STATIONERY.**

Business in this branch has been fairly active for the season, the aggregate trade for the past two months showing an improvement over last year, though somewhat quiet at present.

**HARDWARE AND METALS.**

Business keeps on the quiet side. The general tendency of prices is now firmer, as the closing of the season of navigation draws nearer. At present prices are unchanged as follows: Cut nails, 10d and larger \$3.60; I. C. tin plates, \$5.50 to \$6; I. C. tin plates, double, \$11. to \$12.00; Canada plates, \$3.75 to \$4; sheet iron, \$3.75 to \$5.50, according to grade; iron pipe, 40 to 45 per cent off list prices; ingot tin, 30 to 35c per lb., according to quality; bar iron, \$3.00 to \$3.50 per 100 lbs.; shot, 6½ to 7; per lb.; tarred felt, \$2.60 to \$2.75 per 100 lbs. barbed wire, 6½ to 7c

**HIDES.**

Prices have advanced ½c per pound, and are now quoted: No. 1, 4½c; No. 2, 3½c bulls, 2½c; calf, fine cured real veal, 6 to 11 pound skins, No. 1, 5c; No. 2, 4c; sheep pelts, 30c. Tallow, rendered, 4c per lb; rough, 2c per pound.

**LUMBER.**

The following are the quotations f.o.b. at Lake of the Woods mills: Dimension—2x4 to 12x12, 12 to 16 ft long, \$15; do 10, 18, and 20 ft long, \$16. Fifty cents per M advance on each foot over the above length up to 24 feet long. One dollar per M advance on each foot over 24 feet long. \$1 per M advance on each inch over 12 inches surface. Surfacing, 50c per M; Surfacing and sizing, \$1.00 per M. Boards—1st, common, rough, \$16.50, dressed, \$17.50; 2nd common rough \$15, dressed, \$16; Culls, rough, \$11; dressed, \$12; 1st common, stock, 12 in, rough, \$19, dressed, \$20; do, 8x10 in, rough, \$18, dressed, \$19; 2nd common, 12 in, rough, \$17, dressed, \$18; do, 8x10 inch, rough, \$16, dressed, \$17. Ten feet long and under, \$1 less per M. Shiplap—10 inch, \$17.50; 8 inch, \$17. 8 and 10 inch flooring and siding at \$1 per M advance. Siding, ceiling and flooring—1st, 6 inch, \$29; 2nd, do, \$25; 3rd, do, \$21; 4th, do, \$18 1st, 5 inch, \$29; 2nd, do, \$25; 3rd do, \$20; 4th do, \$17; 1st, 4 inch, \$29; 2nd do, \$25; 3rd do, \$19; 4th do, \$16. \$1 per M advance for dressing on both sides. \$1 per M less for lengths 10 feet and under. Level Siding—No. 1, 1st siding ½ in x 6 in, \$20; No. 2, do, \$17. Stock—B, \$35; C, \$30; D, \$25. Clear, 1 inch—1st and 2nd, \$32; 3rd, \$28. 1½, 1½, and 2 inch—1st and 2nd, \$40; 3rd, \$35; select, \$30; shop, \$25. Mouldings

Window Stops, per 100 feet lineal, 75 cts; Parting Strips, do, 60 cts;  $\frac{1}{2}$  round and cove, per 100 feet lineal, 60 cts. Casing—4 inch, O. G., per 100 feet lineal, \$1.50; 5 in, do, \$1.75; 6 in, do, \$2; 8 inch, O. G., base, \$3; 10 in, do, \$3.75. Lath, \$1.75. Shingles—1st quality, \$3; 2nd do, \$2.50; 3rd do, \$1.50; 4th do, \$1. Dealers are requested to order by number. No delivered prices.

## THE MARKETS.

### WINNIPEG.

#### WHEAT.

Harvesting operations continued last week under favorable weather conditions. A little threshing has been done in some sections of the country, and an odd load of new wheat was here and there brought into market, but really nothing to signify. It will be some time yet before the wheat markets will be really opened, and the prices paid for the half dozen or so loads so far delivered are no criterion to go upon. Prices may change very materially before the wheat markets in this province are fairly opened. At present, however, prospects are favorable to high prices. Railway freight rates for this season have not yet been announced, and as changes in the rates are expected, the close price of wheat will depend upon the decision as to rates, as well as to the ever varying condition in outside markets. Samples of new wheat so far received by dealers are mostly of very good quality, grading extra Manitoba hard, and No. 1 hard. This, however, does not mean that the bulk of the wheat will come up to this standard. Though there will be a large quantity of sound wheat, of high grades, yet it is now known that there will be a considerable per centage of damaged wheat in some sections.

#### FLOUR.

Prices hold steady as follows: Patents, \$2.50; strong bakers, \$2.30; XXXX, \$1.75; superfine, \$1.55.

#### MILLSTUFFS

Unchanged, as follows: Bran \$12; shorts, \$15; ground feed, oats and barley \$24 per ton.

#### OATS.

Nothing doing in this cereal, and quotations about nominal. The real value is somewhat uncertain, though quotations are given ranging from 35 to 37c.

#### OATMEAL.

The feeling is somewhat easier, and with an accumulation of stocks, quotations have been dropped from 15 to 20c. Prices to the trade in broken lots are: Standard, \$2.50; granulated, \$2.65; rolled oats, \$3.00.

#### EGGS.

Hold steadily at 16c in case lots.

#### BUTTER.

There is very little movement of any nature in butter. Receipts are very light, there apparently being an inclination on the part of country dealers to hold for higher prices. The wisdom of this course, however, is questionable. Prices are above an export basis, and consequently there is no movement to eastern points. About the only sales being made are to the city trade, and with a considerable quantity of butter marketed in the city by farmers there is not much difficulty in filling city orders even with the very light receipts. There are also fairly large stocks held in the city, notwithstanding the comparatively large quantity shipped eastward a short time ago. There is at

present no movement to Pacific coast points, butter of a quality more suitable to that trade being brought in from the States to the south. From 15 to 16c is quoted as about the value of best average qualities, in quantities, though single picked packages sometimes bring 17c from the city trade.

#### CHEESE.

The feeling continues easy. About 9c is still the usual factory price, and some factories have offered to deliver here at 9c. Small jobbing lots sell at 10 $\frac{1}{2}$ c.

#### LARD.

Quoted at about \$2.45 in 20 lb pails.

#### CURED MEATS.

Prices hold firm at the following quotations: Long clear bacon 12 $\frac{1}{2}$  to 13; smoked, 13 $\frac{1}{2}$  to 14; breakfast bacon, 15 $\frac{1}{2}$ c; rolls, 15c; hams, 16 $\frac{1}{2}$ c; Armour's star hams, 18c; do. breakfast bacon, 16c. Some home cured hams, uncanvassed, are offered at 15 $\frac{1}{2}$ c, and breakfast bacon at 15c.

#### LIVE STOCK.

Cattle hold steady at 3c for good butcher's stock. Hogs seem a shade firmer again. Sales of three a car lots reported at 6c, delivered here.

#### DRESSED MEATS.

Best beef, sides, is quoted at 6c, and 5 $\frac{1}{2}$ c for poorer qualities. Hogs are worth from 8 to 8 $\frac{1}{2}$ c; mutton 10c; lamb 12c; veal 7 to 8c.

#### VEGETABLES.

Potatoes are plentiful, and in quantities worth about 25c per bushel; cabbage, 40 to 60c per dozen; cauliflower, 40c to 60c per doz. as to quality; peas in pod, 75c. to \$1 per bushel; green beans, 75c. per bushel; celery, 40c per dozen; onions, radishes, carrots, turnips, beets, etc., 15 to 20c per dozen bunches; vegetable marrow \$1 per dozen.

### MONTREAL STOCK MARKET.

The following quotations on Sept. 7 as compared with prices on Aug. 31 will indicate the course of the stock market:

	Aug. 31.		Sept. 7.	
	Offered.	Bid.	Offered.	Bid.
Montreal.....	212 $\frac{1}{2}$	222	224	223 $\frac{1}{2}$
Ontario.....	125	121 $\frac{1}{2}$	124	124
Toronto.....	211	211	211	208 $\frac{1}{2}$
Merchants.....	183 $\frac{1}{2}$	183	187 $\frac{1}{2}$	185
Dominion.....	116 $\frac{1}{2}$	116	118 $\frac{1}{2}$	118
Commerce.....	116 $\frac{1}{2}$	116	118 $\frac{1}{2}$	118
Imperial.....	160	150	157 $\frac{1}{2}$	152 $\frac{1}{2}$
Molson's.....	92	92	92	91
Union.....	62 $\frac{1}{2}$	62	61 $\frac{1}{2}$	61
N. W. Land Co.....	50 $\frac{1}{2}$	50	57	56 $\frac{1}{2}$
C. P. R.....	50 $\frac{1}{2}$	50	57	56 $\frac{1}{2}$

### The Railway Situation.

The railway situation is still attracting attention, and several new rumors are being discussed. There is first the difficulty over the agreement made by the late provincial government to lease the Red River Valley road, when completed, to the Manitoba Central company. The original contract of the R.R.V.R. has been completed, and the road is now ironed to the Winnipeg city limit. Northern Pacific officials arrived in the city on Friday, and will at once proceed to arrange terminal facilities and bring the road into the heart of the city. A temporary bridge will be built across the Assiniboine river, and temporary depot buildings will be erected, as it is too late in the season to undertake the erection of permanent quarters this fall. The depot is expected to be located on or about Water street, on the Hudson's Bay flats, and it is expected the railway will be continued along the river front to connect with the C.P.R., near Ogilvie's mill. Work on the Portage extension is progressing favorably.

It is said the St. Paul, Minneapolis & Mani-

toba Railway company have not given up their desire to enter the province, and that since the rejection of their proposals made to the Local Government, they have been negotiating with the C.P.R. Co. for the purchase of the Emerson branch. This would give the St. Paul road a direct through line into the city. It is also rumored that the St. Paul road are negotiating with the Government for the extension of two branches, now terminating in Dakota, to Brandon and Virden respectively, on the main line of the C.P.R.

The Hudson's Bay railway projectors are also still negotiating with the provincial Government for the extension of the road from its present terminus. It is said the projectors offer to complete and operate 100 miles of the road, including the 40 miles now ironed, if a guarantee of \$6,400 per mile is given by the province. It is further rumored that the company has the promise of further assistance from the Dominion Government, at the next meeting of Parliament.

In connection with the C. P. R., it is rumored that this company has purchased the Manitoba Northwestern. A recent trip of C. P. R. officials over the Northwestern may have been the cause of the rumor, which is given for what it is worth. The purchase of the Northwestern by the C. P. R. would certainly be a splendid move on the part of the company in check-mating the Northern Pacific, and would leave the latter road for at least another year with very little grain trade to handle. The rumor is also revived that the C. P. R. will extend a line from Duluth to Winnipeg, and carry through freight from Manitoba via Duluth and Sault Ste Marie, instead of by the north shore route.

### Personal.

JAS. REDMOND, of the Ames-Holden Boot and Shoe Co., Winnipeg, was in Victoria, B.C., last week.

S. R. PARSONS, of Parsons, Bell & Co., wholesale stationers, etc., Winnipeg, returned last week from a trip to the Pacific coast.

George Hague, general manager of the Merchants Bank, has lately made a trip through the West, and is pleased with the outlook.

MR. GRANT, of Grant & Horne, wholesale produce and commission merchants, Winnipeg, returned from a trip to the Pacific coast last week.

Thomas Doherty of the firm of Thomas Doherty & Co., tea importers, Montreal, lately returned home from an extended business tour in Manitoba and the Territories, well pleased with his trip and enthusiastic in his praise of the country.

THE Queen's Hotel, Deloraine, Man., has been rented by Saults.

BONSON, City hotel, Westminster, B. C., has sold out to Raith, late of Cunningham & Raith.

C. PILLING, proprietor of the Royal hotel, Brandon, has leased the hotel to Kennedy, of Pilot Mound.

HUMBER & BOYD, hardware merchants, Minnedosa, have sold out their Rapid City branch to James White.

JOHN ROUSEFELL has purchased the real

estate business carried on by D. F. Douglas & Co., at Vancouver B. C.

Several stock trains with cattle from the Alberta ranges, passed through Winnipeg, last week. The cattle are destined for the British markets.

E. REHILL, of Emerson, harness maker, has opened a branch of his business at Dominion City, Man., with James Sutherland in charge.

The projected Scott and McMillan elevator at Deloraine, Man., will be put up at Morden instead, owing to the damage to grain in the former district.

Chas. L. CHARRIEST, for a long time with Penrose & Rocan will shortly embark in business on his own account. He will open a meat stall in the Winnipeg city market about the middle of this month.

The last Canadian Gazette contains a notice of application to Parliament for an act incorporating the Alberta Railway and Coal company, to build a railway from Lethbridge south to the boundary, to connect with any railway in Montana.

The annual meeting of the shareholders of the Lake of the Woods milling company (mill at Kewatin) was held at Montreal last week, when the capital stock was increased to \$500,000. It is expected the mill will commence grinding on the 15th or 20th of this month. The old board of directors was re-elected, with Alexander Mitchell president and John Mather vice-president. The company are asking for tenders for six or seven elevators of 25,000 bushels capacity and two of 40,000 bushels

capacity, all to be built on the line of the C.P.R. west of Winnipeg, also one of 325,000 bushels at the mill at Kewatin.

The first full car lot of British Columbia fruit ever brought into this market, arrived in Winnipeg last week. The fruit came from the famous Chilliwack district of the Pacific province, situated on the Fraser river, and reached by river steamers from Westminster. The fruit was shipped by E. B. Madill, of Vancouver, and was consigned here, for sale. The car came through in good time, only four days being consumed between Vancouver and Winnipeg. Notwithstanding the time, the fruit was found to be badly damaged when the car arrived here, owing, it is said, to the faulty working of the refrigerator apparatus of the car, which allowed the water to run through upon the fruit. On this account a large portion of the consignment had to be disposed of at a sacrifice. The consignment consisted of plums, peaches pears, and a few boxes of apples. Of the first named fruit there were half a dozen different varieties, including several very fair samples. Had the fruit reached here in good order, the transaction would no doubt have proved profitable.

**Ignorance is Bliss.**

She walked into a leading shoe store on Main street and said to the polite clerk :-

"You may show me a pair of walking boots, No. 4. I used to wear 3's, but I go in for solid comfort now."

The clerk tried the boots, but they would not go on.

"Strange," she murmured, "it must be rheumatism. Try 5's D width. I know I can swim in them, but my feet are so tender."

While the clerk was getting them on she said:-

"I used to have a beautiful foot, not small, but such a good shape. I never had a small foot; but I wore 2 1/2 sizes for years, until I walked so much and grew heavier."

"Your foot is a peculiar shape, the instep is so high—that is why you require a large size," said the clerk, who had no fear of Ananias before his eyes.

"I've heard," she said, "that the Venus de Medecy wears No. 5 and she is a model of true proportion."

"Exactly," said the clerk growing red in the face as he pulled and tugged to get them on. He had never heard of 'de Medecy," but he was up to a trick or two himself. "After all," he said, "these are too large. You'll find the 4's just right."

He was only gone a moment, but in that time he had erased 5 E from a pair of shoes and substituted 4 D.

"There, I thought it was strange," she said when they were on and paid for; "why, those are just as easy as my old ones. I believe I could just as well have had 3's after all." And the young-man-without-a-conscience went back to his duties with the air of one well satisfied with himself.

SMITH - I was sorry to hear, Brown, that you had failed in business.

Brown—Yes, I struggled hard, but I lost everything save my honor, thank God, and the property I was wise enough to settle on my wife, when I found that I was getting into trouble.

# MILLERS, ATTENTION!!

ESTABLISHED 1825.



## The J. A. Converse Manufacturing Co

A. W. MORRIS & BRO., Proprietors, MONTREAL.

Our new bag works are now in full operation and are undoubtedly the finest equipped on the American continent.

The sewing, printing and uniformity of size are particularly noticeable, and we are confident you will find the goods superior to anything offered in the Canadian market.

We would kindly ask you to favor us with at least a portion of your valued orders. A trial will convince you that our statements are not exaggerated.

# Jute and Cotton BAGS GRAIN SACKS, FINISHED OR ROUND THREAD.

Manitoba and Northwest Agents

## MERRICK, ANDERSON & Co., Winnipeg

**EASTERN MARKETS.**

**CHICAGO**

On Monday, Sept. 3, wheat opened active at 93½c for September, the range for the day for that option being from 93 to 95½c. Prices are now from 6 to 7c above an export basis, on strong home news, especially from the northern wheat district. The reports from Minnesota and Dakota were the worst yet received, showing great damage from frost. The visible supply statement submitted to-day, showed an increase of 2,099,000 bushels, or a total of 29,269,361 bushels on Sept. 1st, against 30,680,589 bushels one year ago. Exports for last week from Atlantic ports were 2,502,000 bushels wheat and flour, against 3,260,000 bushels for the same week last year. The export movement has now stopped, as prices are now 6 to 7c above an export basis. Closing prices were:

	Sept.	Oct.	Dec.	May.
Wheat.....	95	94½	95½	99½
Corn.....	44½	44½	37½	37½
Oats.....	24	24½	—	23½
Pork.....	14.40	14.45	—	—
Lard.....	0.80	0.80	—	—
Short Ribs.....	8.57½	8.57½	—	—

Wheat was quieter and more unsettled in price on Tuesday. September wheat opened at 94½c, and ranged from 93½ to 95½c. Closing prices were:

	Sept.	Oct.	Dec.	May.
Wheat.....	94½	93½	94½	99½
Corn.....	44½	44½	39½	39½
Oats.....	24	24½	—	23½
Pork.....	14.37½	14.37½	—	—
Lard.....	0.84	0.85	—	—
Short Ribs.....	8.57½	8.57½	—	—

Wheat was fairly steady in price on Thursday, with trading somewhat cautious. Closing prices were:

	Sept.	Oct.	Dec.	May.
Wheat.....	93½	93½	94½	99½
Corn.....	45½	45	39½	39½
Oats.....	24½	24½	—	23½
Pork.....	14.10	14.10	—	—
Lard.....	0.82½	0.80	—	—
Short Ribs.....	8.45	8.45	—	—

Wheat was excited and nervous on Friday. It was stated that the Minnesota warehouse commission would change the grades of wheat, so as to allow a percentage of frosted wheat in the regular grades. Full particulars of the changes, however, were not received, but the matter caused a great deal of discussion. September wheat opened at 93½c, and ranged from 92½ to 94½c. Closing prices were:

	Sept.	Oct.	Dec.	May.
Wheat.....	93½	92½	94½	99½
Corn.....	46	45½	39½	39½
Oats.....	24½	24½	25	23½
Pork.....	14.00	14.00	—	—
Lard.....	0.82½	0.82½	—	—
Short Ribs.....	8.35	8.35	—	—

Closing prices on Saturday were:

	Sept.	Oct.	Dec.	May.
Wheat.....	92½	92	93½	98
Corn.....	44½	44½	39½	39½
Oats.....	24½	—	—	23½
Pork.....	14.07½	14.07½	—	—
Lard.....	0.85	0.85	—	—

**DULUTH WHEAT MARKET.**

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

	Cash.	Sept.	Oct.	Dec.
Monday.....	95	97½	97½	—
Tuesday.....	95	98	98	—
Wednesday.....	95	97½	97½	—
Thursday.....	95	97½	97½	—
Friday.....	95	97½	97½	—

...Closing prices on Saturday were:—Oct., 95½c; December, 95½c.

**MINNEAPOLIS.**

Closing quotations on Thursday for wheat were as follows:—

	Cash.	Oct.	On track
No. 1 hard.....	96½	96½	96-6½
No. 1 northern.....	94	94	92½-3
2 .....	91	91	89-90

Closing quotations for flour were: patents, sacks to local dealers, \$5.00; Patents to ship, sacks, car lots, \$4.75 to \$4.85; in barrels, \$4.90 to \$5.00; bakers, here, \$3.80 to \$4.00; superfine, \$2.00 to \$3.00; red dog, sack, \$1.60 to \$1.65; red dog, barrel, \$1.80 to \$1.85.

The State commissioners have promulgated a rule admitting wheat damaged to 10 per cent by frost to grade as No. 1 hard. This decision has caused a sensation among dealers, who vigorously protested that it will hurt sales of Minneapolis wheat.

The Northwestern Miller of Friday says: The crop has been greatly damaged and the appearance of grain in the market from the new crop is showing it. Millions of bushels in the north have been lost in yield, and the quality of other millions has been reduced to that extent that they will not be used here for flour, and what is to become of them is a curious question to solve, as nothing like it, in volume, has ever before been known. The weight of testimony is in favor of a crop of about 85,000,000 bushels against 95,000,000 bushels last year. The quantity of old wheat held over is below last year also, while there is good reason to expect a larger demand. The amount of wheat that will grade No. 1 hard under the State standard is very much less than last year, because much of it is frosted and more is shrunken.

**CANADIAN SECURITIES IN ENGLAND.**

The Canadian Gazette of Aug. 23, gives the following quotations of leading Canadian securities in the London market:

	Price.	Rise.	Fall.
Canada 3½ per cents.....	105	—	½
Ditto 3 per cents.....	93½	—	½
Ditto 4 per cents, 1885.....	—	—	—
British Columbia 4½ per cents.....	112	—	—
Manitoba 5 per cents.....	110	—	—
Quebec 4 per cents.....	102	—	½
Winnipeg 5 per cents.....	110	—	—
Canadian Pacific shares (N. Y. register) 59½	—	—	½
Ditto shares (London register).....	58½	—	½
Ditto mortgage bonds.....	108½	—	—
Grand Trunk ordinary stock.....	10½	—	—
Ditto first preference.....	59½	—	—
Bank of B. C. fully-paid shares.....	53½	—	—
Ditto £15 paid.....	—	—	—
Bank of B. N. A.....	75	—	—
Manitoba Mortgage.....	—	—	—
Trust and Loan of Canada, 45 paid... 5	—	—	—
Canada North-West Land.....	3½	—	—
Hudson's Bay.....	10½	—	—
Manitoba Northwestern bonds.....	101	—	—
Manitoba Southwestern bonds.....	105	—	—

M. J. CONBOY will open up a jewellery store at Brandon.

STROME & WHITELAW, general merchants, Brandon, are adding a dress and mantle-making department to their business.

Prices at Brandon last week were: Oats quoted at 28 to 30c, with the home demand equal to the supply. Cattle live weight, quoted at 2½ to 3c. Hogs, \$5 per hundred. Butter has been rather scarce and finer for good at from 16 to 17c.

J. S. NORRIS. JAS. CARRUTHERS.

**NORRIS & Carruthers,**  
**FLOUR AND GRAIN**  
**COMMISSION MERCHANTS.**

45 WELLINGTON ST. EAST, CORN EXCHANGE,  
TORONTO. MONTREAL.

Liberal advances made on consignments of Flour, Wheat, Barley and Oats.

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**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.

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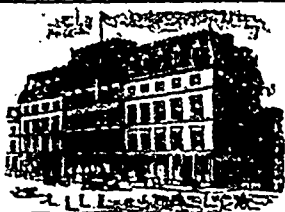
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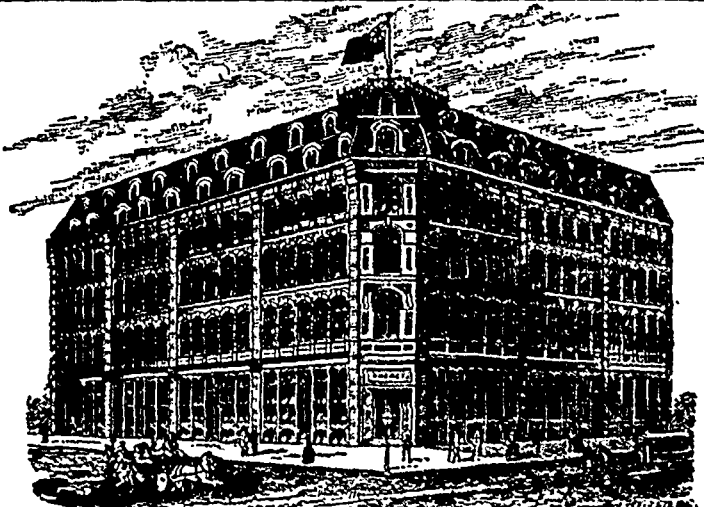
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Our Samples for the Autumn Season 1888,  
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**PRODUCE AND COMMISSION**  
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MANITOBA PRODUCE a Specialty.  
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Correspondence solicited.

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**SASH, DOORS, BLINDS**  
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Having made arrangements with the C.P.R., I am prepared to furnish the trade with the above mentioned articles manufactured from the very best seasoned dry cedar and white pine. All work guaranteed. Correspondence solicited. P.O. Box 39, Victoria, B.C.

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SOAP WORKS,  
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**Boneless Blood Red Salt Salmon,**  
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**SALMON TIPS.**  
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**Smoked Oolachans.**  
FOR SALE BY  
**HENRY SAUNDERS,**

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P.O. Drawer H.

**The Territorial Farm.**

The following description of the Government experimental farm at Indian Head, Assiniboia Territory, has been published: The experimental farm at Indian Head, N. W. T. comprises one entire section and an angle between the section and the Canadian Pacific railway containing 48 acres, in all 688 acres, and is situated east and adjoins the town site half a mile from the station. The C. P. R. passes along the south boundary, from which a fine view of the whole farm can be seen. Through the section two coulees or creeks run in a northeasterly direction to the Qu'Appelle river. One is the outlet for a lake six miles south; the other proceeds from flowing springs seven miles southwest. These coulees, besides being of great value to the farm in supplying water and affording suitable slopes for all kinds of experimental work, will also beautify the site chosen in a way that cannot be easily surpassed by any prairie section in the Northwest. The soil is a black loamy clay on the northern portion of the section, changing to sandy clay loam with a few gravel ridges on the southern part. The subsoil is a very porous clay, which easily absorbs all moisture and retains it during the most severe drought, underlying the surface soil from twelve inches to three feet. Hardly any amount of rain or dry weather can seriously affect the crops. The whole of the section, excepting coulees, was broke in 1882-83 by the Bell Farming company; and has by them been under cultivation ever since. When the Government obtained possession last winter, no part of it was plowed, and consequently no preparation for experimental work could be made until spring opened. During the winter, plans of buildings were made out, and when submitted to the proper authorities, were approved by them as suitable for the country. Tenders were asked for their erection and at present the contractor is at work on the foundations. The buildings to be put up this year comprise superintendent's house, horticulturist's and foreman's dwellings, a basement barn 110x48 feet and a horse stable, sheep house, implement house and other necessary buildings will likely be added next year. It is needless to say that all these will be of the most substantial character. No fencing has been done so far but material is being purchased and as soon as workmen can be procured the work will go on. An account of operations from the opening of spring up to the present time can well be left to a future letter, when the grain sown, the different kinds of trees planted, etc., will be referred to and I trust be acceptable to your many readers.

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Breech-Loading Guns, Winchester Rifles and ELEY'S AMMUNITION.

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**Grain Shippers,**

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Gas Fixtures of Every Description,

Engineers, Plumbers,

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Gas Meters and Automatic Fire Extinguishers.

SAMUEL HOOPER, DEALER IN MONUMENTS, HEAD Stones, Mantle Pieces, Grates, &c. Special designs furnished on application. Cor. Bannatyne and Albert Sts. Winnipeg.

**How it is Done.**

Pork packing is an industry which has been carried on in Winnipeg for the past few years, though as yet not on a very extensive scale. A very large quantity of cured hog products is consumed in the country, only a small portion of which is cured at home. The reason for this is that the supply of hogs is not nearly large enough to meet the demand for local purposes. At times the cured product is imported from Eastern Canada, but the great bulk of the stuff comes from the great Chicago packing houses, and some from other United States points such as Cedar Rapids, etc.

Pork packing was first undertaken in Winnipeg in 1884, by the late firm of Griffin & Douglas. Previous to this time butchers and others did some packing for the retail trade, but this was the first attempt to pack in a wholesale way. Later on Carveth & Co. established a packing house, and the latter are still operating here. Three other establishments were also started since that time which are now out of existence. The supply of hogs gradually increased up to the year 1886. During the latter year quite a large number of hogs were marketed, and several thousand hogs were shipped alive to Eastern Canada. The facilities for packing here were not very large in 1886, and the prices for hogs ruled very low, being about 3 cents live weight, or just half what they are worth now. Grain crops were short in 1886, and on account of the low prices, farmers became disgusted with the hog-raising business. A good many sold out their breeding hogs, and went out of the animals entirely. This is where they made a great mistake. Since 1886 hogs have brought a high price, and the demand has always been in excess of the supply. At present prices farmers would find hog raising a very profitable business, and if the supply were large enough, sufficient packing would be done to supply the home markets. Thus a great deal of money sent out of the country and paid in duties and freight rates, would go into the pockets of our farmers, and a thriving industry, giving employment to considerable capital and labor, would be established at home.

Since 1886 the supply of hogs, as stated, has been light, and the packing industry, which at that time was commencing to assume some proportion, has necessarily been curtailed. Now there are three packing establishments in the city, namely J. Y. Griffin & Co., Carveth & Co., and the Manitoba Packing and Provision Co. The last named company commenced business in 1887, and prepared to work on a large scale, but the shortage in the supply of hogs has prevented the company from operating as largely as was the intention at the commencement.

Up to the time of the establishment of the Manitoba Packing and Provision company, it had been the custom of the packers to purchase hogs dressed only. The new company, however, decided to have a complete establishment, after the style of the large packing houses in the United States. Large premises were accordingly secured near the C. P. Ry. track, about half a mile east of Main street, and put in shape to commence operations for killing and curing hogs in the latest style of the art. The writer who happened to be passing in the vicinity of this establishment one day last week

was attracted to the spot by the loud squealing of hogs. Paper men rarely go out without note book and pencil, and as the scribe had these in his possession, he decided to write up a brief sketch of the establishment, availing himself of the presence of Mr. Ferguson, manager of the company, to obtain such information as is given.

The location of the building has been already given. The hogs which come in from all parts of the province by rail, are taken in the cars right to the premises. Here the car door is opened and the animals are allowed to walk from the car into a small enclosure. In this yard is located a large platform scale, enclosed, upon which the hogs are driven, and the weight of the entire lot recorded in one lump. The hogs then pass on over the scales to another yard, where they are kept for two or three days, the object being to allow them to cool and recover from the journey by rail. During their confinement in the yard, the animals are fed lightly, that they may be in good shape to meet their rapidly approaching doom.

When ready for killing, a number of the animals are driven into a small pen, whence they pass through a trap door, one at a time, into another apartment. Here an iron arrangement is attached to one hind leg of the doomed animal, and it is rapidly drawn up by means of a pulley and wheel, until its head is about four feet from the floor. The animal is then slid along an iron beam for a few feet, where it is stuck and allowed to bleed a brief time. When life is extinct, the animal is pushed along the beam a little further, when it drops off upon a side and slips into a large vat filled with water, heated by steam. The hog floats in the water, where it is allowed to remain about three minutes, during which time it is turned over several times. It is then thrown out upon a long table, by means of a contrivance resembling a large fork, which is attached to the vat. Once on the table the animal is seized by two men called scrapers, one standing on each side of the table, and the hair is scraped off in a remarkably brief time. An instrument resembling a hoe, minus the wooden handle, is used for this purpose. The hog is then pushed along the table a few feet, where two more men stand, called shavers, whose duty is to shave the animal with sharp knives, removing any hair, etc., left by the scrapers. The shaving finished, the gambrel stick is fastened in the sinews of the hind legs, and the animal is again strung up by a pulley. The hog then passes along an iron bar, to a man who removes the entrails. These are placed upon the table, and the lard and fatty matter stripped off for refining. The hog continues its journey along the iron beam to the chill room. Here it is sliced in two, down the back, and allowed to remain hung up for about two days, to allow the meat to thoroughly cool. All this is done in an incredibly short time, and but a few minutes elapse from the time the animal is first seized until it is hung up in two sections in the chill room. It is a popular belief that the animals are slid into the hot water before dead, but this is not the case. The flesh will not cure properly unless the animal is given some time to bleed before being dumped into the water, and by the time



this process is thoroughly accomplished, life is extinct. When killing, the animals are kept coming through, one after another, so that a number of hogs are in hand at the same time. Each man or set of men have their particular work to perform, and the animal is kept on the move from one to another until it reaches the chill room.

The chill room is an apartment about 75 feet long by 20 wide, and will hold about two cars of hogs at a time. In the ceiling of this room are long rows of mortices, the same width of the gambrel stick, and the hogs are slid off the iron bar by which they enter the room, into these mortices, where they remain to cool. In about two days they are taken down and cut up into hams, bacon, roils, etc. Above the chill room is stored a quantity of ice, which has the effect of keeping the temperature pretty cool in the warmest weather. Adjoining the chill room is another apartment, the same size and shape, which is known as the curing room. This room is also kept at a low temperature by means of ice stored above. After the hogs are cut up, the pieces are brought into this apartment, where they are placed in pickle, or salted, according to the mode of curing desired. Smoked meats are first cured in pickle and then taken to another apartment, where the smoking is done. Adjoining the curing room is still another apartment of about the same size and shape, where the hams, bacon, etc., are canvassed and labelled. In the rear of the building is a large ice house, from which the blocks of ice are lifted by a pulley and wheel and swung into the apartment above the chill and curing rooms. There are also storage rooms and offices in the building. From 100 to 150 hogs can be put through in a day, and it is customary to devote a day or two to killing at a time, then a time to cutting up and curing, etc. The cuttings are manufactured into Bologna and fresh pork sausages, and the feet are pickled. The lard is rendered by steam in a large jacket kettle. This is a large double iron pot, with a space between for the steam, which is supplied by a boiler close at hand. The lard is run from the kettle to a vat, and then into pails and weighed. Wooden pails of 20 pounds are the regulation size, though some 3 and 5 pound tins are put up. The pails are imported in car lots. Quite a number of cattle are also killed and dressed at the establishment, and usually sold in the form of dressed beef. A drain connecting with the river, runs under the floor of the dressing room. This room is thoroughly scrubbed out every night, and by a free use of water, the whole establishment is kept clean and fresh, no disagreeable odor being at all noticeable.

The supply of hogs is not nearly sufficient to keep the establishment running at full force. This is a matter for regret, as there is a market here for all the product that could be turned out by the combined packing houses of the city. Now that the pork-packing industry has been thoroughly established here, a good market for hogs is ensured, and prices are not likely to go as low as they did in 1886, for many a year. Our farmers should raise enough hogs to supply the entire country from Lake Superior to the Pacific coast, and it is to be hoped that the large amount of money now going out of the

country for cured hog products, will soon be going into the pockets of our rural population.

### British Columbia.

Building operations are brisk at Nanaimo.

J. C. McInnes has opened a shoe shop at Donald.

Ferguson & Co., stationery, Victoria, have sold out.

Wm. Johnston will open a boot and shoe store at Westminster.

T. Harper, general store and cattle, Cache Creek, has assigned in trust.

Saunders, fruit and stationery, Vancouver, is opening a general grocery store.

The Westminster woolen mills have commenced the manufacture of blankets.

Miss Peebles has opened a new stationery and fancy goods store at Westminster.

Carter Bros., brewers, Victoria, dissolved partnership on the 15th ult., R. Carter retiring.

Thos. Bell is erecting a building at Nanaimo, in which he intends to open a fish and game market.

Dunn & Leamy, general store, Illecillewaet, have dissolved partnership. Leamy continues the business.

Thaddeus Harper, a well known stockman of British Columbia, has assigned for the benefit of his creditors.

Halibut fishing is now engaging some attention. A schooner from Victoria has started for the halibut grounds, off Cape Flattery.

Soft coal at Victoria, 100 miles by water from the mines, is selling at \$10 per ton. There is evidently a bonanza in coal mining in B. C.

Work on the right-of-way contract for the Westminster Southern railway is being rapidly pushed forward and some two hundred men are at work.

M. S. Davys has retired from the firm of Heyland, Davys & Planta, real estate agents, etc., Nanaimo. The business will be carried on by Heyland & Planta.

Bell, C. E., will make an exploratory survey of the proposed railway and ferry to connect Victoria city with Westminster and the American system of railways, via Saanich.

Joseph Codling has been admitted as a partner in the firm of James Findlay & Co., machinery agents, Vancouver. The firm hereafter will be known as Findlay & Codling.

Rufus Sylvester, a large trader in the Cassair district, northern portion of the province, for fourteen years, has disposed of his three trading posts in that region, at McDame Creek, Junction of the Liard and Dease rivers, and Muddy River post, along with pack train and line of freight boats used in connection with the business, to the Hudson's Bay Company.

Hon. Mackenzie Bowell, Minister of Customs, was interviewed by the Victoria Board of Trade during his recent visit, on several questions affecting Victoria's interests, including Chinese immigration, smuggling by Indians, non-calling of Chinasteamers, Alaska boundary, San Francisco mail service, necessity of an insolvency law, protection to navigation, etc. The minister

made excellent answers to all questions. The board was pleased with his straightforward replies. At the invitation of Hon. Mr. Duns-muir, Bowell, Smith, Johnson (editor of the Ottawa Citizen) and others will take a trip in a special car over the Island railway to-morrow. Bowell and party leave for the east on Thursday morning.

W. A. Robertson, who returned after three months prospecting for coal on Queen Charlotte Island, has shown a fine specimen of bituminous coal resembling anthracite in color and texture, which he discovered on the Yakoun River, Graham Island, between Massett and Skidegate. The sample was found about three-quarters of a mile from the first discovery made three years ago, and on the same vein. Other discoveries of coal were made on this island, indicating that the coal area of Queen Charlotte Island extends over a very large section, leading Mr. Robertson to believe that eventually the Queen Charlotte group will prove to be the richest carboniferous formation on the Pacific coast. In the course of his exploration numerous small tracts of agricultural lands were discovered, which are capable of producing everything that can be grown on Vancouver Island. —Victoria Times.

### A New Raisin Country.

Brief reference was made in this column yesterday to a small invoice of raisins received from the Argentine Republic—the first ever seen here from that new source. In appearance they closely resemble the attractive Denia variety of Spanish raisins, and they have been pronounced by experienced dealers, moreover, to be equal in quality. As this fruit from an unexpected quarter is produced about as far south of the equator as the Spanish varieties are produced north of it, it follows that it must mature much earlier, or, as we are told, about March. In the event of the development of this new South American industry upon an extended scale, as we are assured it is capable of being extended with the introduction of the requisite supply of the right kind of labor, our market could be supplied with new raisins early in the summer, a period when most of the Spanish varieties usually begin to lose some of the attractiveness which they present in the earlier stages of the crop year. There would seem to be every indication of an abundant supply of raisins during the new season upon which we are now entering, and at popular prices; the Spanish crop being a large one, while that of California is represented to be the largest ever produced in that state and a good quality. But a moderate scale of values will be very apt to stimulate consumption, especially as the labor forces of the country are in a fairly prosperous condition, so there is little probability of an over supply, be the production ever so large. There is at present marked absence of disposition to speculate in new crop of foreign dried fruits, such as is often witnessed at this period, and this conservatism is held to be a healthful indication in this branch of trade.—New York Bulletin.

CUSTOMER (to Mr. Isaacstein)—"The coat is about three sizes too big."

MR. ISAACSTEIN (impressively)—"Mine friend, that coat make you so proud you will grow into it."

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**FINE HAVANNA CIGARS**  
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 Pork Packers and Wholesale Provision Merchants.  
 Hams, Bacon, Lard, Butter, Eggs, Cheese, Canned  
 Meats and HEAVY PROVISIONS at close prices to the  
 TRADE. Special attention given to handling of all kinds  
 of FARM PRODUCE. Co-shipments and orders solicited.  
 Write for prices.  
 64 & 66 McDERMOTT ST., WINNIPEG.

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 MILLS AT KEEWATIN. OFFICE: OPPOSITE C.P.R.  
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 Wholesale Dealers in  
**HIDES!**  
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 88 Princess St., WINNIPEG  
 83 and 65 Front Street East, TORONTO.  
 PROPRIETOR.

**Frank Lightcap, - Traveler.**  
 We will be in the market this season  
 as usual for all classes of Wool, and  
 are prepared to pay the highest mar-  
 ket prices.

**E. A. SMALL & CO.,**  
 MANUFACTURERS OF  
**CLOTHING**  
 WHOLESALE  
 208 and 210  
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 SAMPLE ROOMS:  
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**Wholesale Boots and Shoes**  
 Cor. Craig & St. Francis Xavier Sts.,  
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 Samples with McLean Bros.,  
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 BRANDS: Hardwater, Dominion, Linen, Ivorine  
 and Electric, also a full line of Toilet Soaps.  
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 Novelties. The inspection of buyers cordially invited.  
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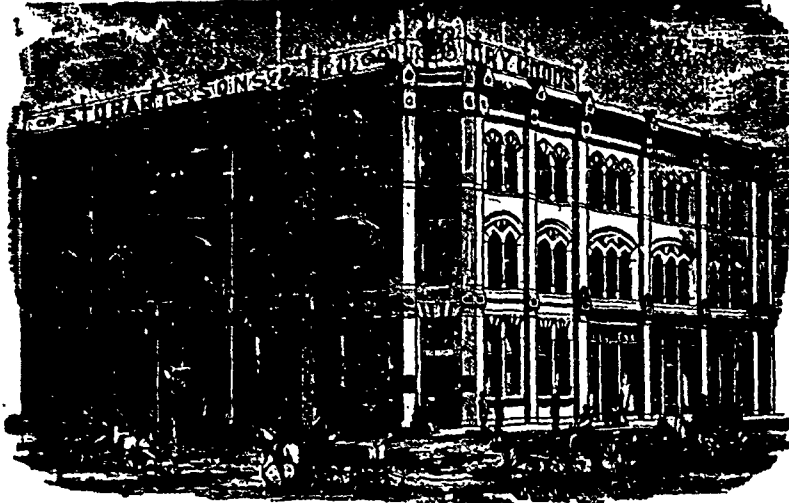
  
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 And are Agents for the  
**Woven Wire Fencing Co.**  
 We are in a position to fill all orders promptly.  
 Ours is the only wire manufactured in the Dominion of  
 Canada on which is found the GENUINE LOCK BARB.  
 A personal inspection will convince you of this fact. Quali-  
 ty of wire the best ENGLISH BESSEMER STEEL.  
 Every pound guaranteed.  
**Manitoba Wire Company**

**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

**LIVINGSTON, JOHNSTON & CO.,**  
 WHOLESALE  
**Manufacturers of Clothing**  
 44 BAY STREET,  
 TORONTO.

**Smith & Keighley,**  
**TEAS,**  
**EAST and WEST INDIA PRODUCE**  
 -AND-  
**GENERAL GROCERIES.**  
**9 Front St. East,**  
**TORONTO**

Importers British & Foreign Dry Goods



A Full Range of Canadian Staples  
Always in Stock

**STOBART, SONS & CO.**  
PORTAGE AVENUE, WINNIPEG.

**British Columbia Commerce.**

The ninth annual report of the British Columbia Board of Trade has just been published. It gives the following statistics of the trade of the province.

**SHIPPING.**

Under the head of "shipping" the number of arrivals and departures and tonnage of sail and steam vessels are given. There arrived from sea, not including vessels trading with the Dominion, 567 vessels with a total tonnage of 512,863. There departed seaward 533 vessels, tonnage 498,180. Five screw steamers and one sailing vessel were built during the year, a total tonnage of 133.46. Three steamers and five sailing vessels registered, having a total tonnage of 796.38. The various foreign ports from which vessels entered were given, with cargo or ballast. There were 427 vessels with a total freight of 33,558 tons. One hundred and forty vessels arrived in ballast. Vessels departing to sea with cargo numbered 218, with 9,926 tons freight; vessels departing in ballast were 335 in number. There were 653 arrivals and 658 departures of screw, paddle, and stern-wheel steamers engaged in the coasting trade of the province. Of sailing vessels in the coasting trade, 102 arrived and 99 departed.

**CUSTOMS.**

The following are the exports for Victoria, Nanaimo, Westminster and Vancouver for the fiscal years ending 30th June, 1898:

**VICTORIA.**

Produce of the Mines—Gold in dust and bars .....	\$ 560,756 00
" " Coal .....	2,866 00
" " Granite .....	95 00
<b>Total of the Mines .....</b>	<b>563,717 00</b>
Product of the Fisheries .....	1,159,504 00
" " Forest .....	5,197 00
Animals and their Produce .....	296,297 00
Manufactures .....	31,956 00
Miscellaneous .....	658 00
<b>Total .....</b>	<b>\$2,057,329 00</b>
Goods not the produce of British Columbia .....	65,610 00
<b>Total exports from Victoria ..</b>	<b>2,122,939 00</b>

**NEW WESTMINSTER.**

Produce of the Forest .....	\$ 88,981 00
" " Mines (platinum) ..	2,609 00
" " Fisheries .....	3,762 00
Sundries .....	898 00
<b>Total exports from Westminster ..</b>	<b>96,250 00</b>

**NANAIMO.**

Produce of the Mines (coal) .....	\$1,163,399 00
Produce of the Forest .....	71,991 00
<b>Total exports from Nanaimo .....</b>	<b>\$1,240,393 00</b>

**VANCOUVER.**

Produce of the Mines .....	\$ 154,996 00
" " Fisheries .....	391 00
" " Forests .....	361,199 00
Animals and the produce .....	13,492 00
Agricultural products .....	1,110 00
Manufactures .....	17,351 00
<b>Total from Vancouver .....</b>	<b>\$ 553,539 00</b>

**COAL SHIPMENTS FROM NANAIMO.**

Country where sent.	Tons.	Value.
United States .....	324,869	\$1,137,040 00
Sandwich Islands .....	2,240	7,839 00
Mexico .....	3,020	10,570 00
China .....	3,709	12,950 00
<b>Total .....</b>	<b>333,829</b>	<b>\$1,163,399 00</b>

The exports from the different ports were distributed as follows:

Countries.	Value.	Articles Exp'd
Great Britain .....	\$ 812,677	Salmon, lumber, fur, etc.
United States .....	2,328,764	Gold dust, coal, hides, etc.
Germany .....	1,000	Curios.
China .....	38,879	Lumber and coal
Chili .....	33,828	Lumber.
Peru .....	38,078	Lumber.
Mexico .....	875	Coal.
Sandwich Is'lds. .....	33,113	Salmon, planks, and boards.
Australia .....	160,676	Salmon and lumber, etc.
Japan .....	28,078	Lumber, coal, etc.
<b>Total .....</b>	<b>\$ 3,475,968</b>	

From the statistics furnished, it will be seen that the products of the mines, mostly coal, form the principal articles of export. The fisheries, principally canned salmon, follow closely, and the products of the forests come third on the list.

Total exports for the year from the three ports named were:

Victoria .....	\$ 2,022,395 00
Westminster .....	103,485 00
Nanaimo .....	188,678 00

**GRANT AND HORN,**  
PRODUCE and COMMISSION  
**MERCHANTS.**

19 Alexander St. West,  
WINNIPEG, MAN.

FLOUR EXPORTERS,  
AND DEALERS IN  
BUTTER AND EGGS, CHEESE  
Potatoes in Car Lots.  
BALED HAY,  
SACKS.  
FOR GRAIN AND FLOUR.  
COARSE - LIVERPOOL SALT - DAIRY

S. R. PARSONS. HENRY BELL. W. E. HAZLEY

**PARSONS, BELL & CO.,**

**Wholesale Paper Dealers**

**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.

**School Supplies!**

**WARWICK & SONS,**

Publishers, Wholesale Booksellers and  
Stationers, Printers, Bookbinders, Etc.

**TORONTO, Ont.**

Large and Varied Stock of School Requisites,  
College, High and Public School  
Text Books.

WRITE FOR EDUCATIONAL CATALOGUE.

**BROWN BROS.,**

Wholesale and Manufacturing

**STATIONERS,**

64 to 68 KING STREET EAST,

**TORONTO.**

**SPECIALTIES.**

Account Books Paper—all kinds  
Office Supplies Stationery  
Wallets, Pocket Books  
Ladies Hand Satchels.  
Pocket and Office Dairies  
Leather Goods Binders Materials  
Printers Supplies

**Business East.**

**ONTARIO.**

P. Beswick, tailor, Galt, has sold out.  
 A. Oetzal, tailor, Waterloo, has assigned.  
 J. Steeper, baker, Toronto, has sold out.  
 Frank Taylor, grocer, Toronto, has sold out.  
 Jeremiah Nickerson, grocer, Sarnia, is dead.  
 John J. Dowell, jeweler, Barrie, has assigned.  
 J. Byer, hotelkeeper, Cataract, has sold out.  
 Essex Distillery Co., Sandwich, was burned out.  
 W. M. Adams, hardware, Toronto, has sold out.  
 Hagerman Bros., bakers, Listowel, have sold out.  
 Anthony Taylor, grocer, Stratford, has sold out.  
 J. J. Baguley, tinsmith, Peterboro, has assigned.  
 J. Rutland, hotelkeeper, Stratford, has assigned.  
 W. H. Calder, watches, Stirling, has assigned.  
 H. Simpson, blacksmith, Tilsonburg, has assigned.  
 Johnson & Laidley, bakers, Thorold, have sold out.  
 D. Sinclair, general storekeeper, Iona, has sold out.  
 W. H. Field & Co., drugs, Toronto, have sold out.  
 Ernest S. Mabee, hardware, Markdale, has assigned.  
 Wm. Carpenter, machinist, Tilsonburg, has assigned.  
 G. W. Irving, boots and shoes, Toronto, has assigned.

Goulden & Trovey, jewelers, Toronto, have dissolved.  
 Thompson & Hill, grocers, Warton, have dissolved.  
 John Knight, general storekeeper, Douglas, has assigned.  
 Chas. Chamberlin, hotelkeeper, Windsor, has assigned.  
 Moore & Son, dealers in marble, Napanee, have assigned.  
 Dopp & McGaryoy, hotelkeepers, Berlin, have dissolved.  
 R. T. Seymour, general storekeeper, Cataract, has assigned.  
 Pearce & Co., general storekeepers, Alvinston, have closed up.  
 W. R. Cavana, general storekeeper, Victoria Road, has sold out.  
 Nap. Labrosse, general storekeeper, Moose Creek, has assigned.  
 Wm. Judge, general storekeeper, Orangeville, was burned out.  
 Swift Bros., gents' furnishings, Petrolia, are going out of business.  
 Mrs. R. W. Midley, confectionery, Orangeville, was burned out.  
 A. D. Urlin, general storekeeper, Wallacetown, was burned out.  
 Wilson & Crawford, general storekeepers, Lanark, have assigned.  
 White, Joselin & Co., wholesale fancy goods, Toronto, have assigned.  
 H. J. Watts, general storekeeper, Middlemiss, has moved to Iona.  
 Robertson & Boulton, real estate dealers, Toronto, have dissolved.  
 McArthur, Gouinlock & Co., wholesale dealers in caps and furs, Toronto, have assigned.

**QUEBEC.**

P. Y. Racicot, grocer, Montreal, has assigned.  
 Arthur C. Leger, tailor, Montreal, has assigned.  
 Andrew Mulholland, plumber, Quebec, has assigned.  
 Surprenant & Bro., biscuits, Montreal, have dissolved.  
 Paquet & Lemieux, plumbers, Québec, have dissolved.  
 Foucher, Pill & Co., fancy goods, Montreal, have dissolved.  
 Jos. Roy, general storekeeper, Kingsey Station, has assigned.  
 M. A. Louthood, stationer, Three Rivers, has closed out business.

**NOVA SCOTIA.**

Essex & Co., wholesale grocers, Halifax, have assigned.  
 Samuel Croighton & Co., lumber, Liscomb, have assigned.  
 D. J. Williams, general storekeeper, Crow Harbor, has assigned.

**NEW BRUNSWICK.**

Thomas B. Dean, grocer, St. John, has assigned.  
 The following were more or less destroyed by fire at St. John: A. Christie Woodworking Co.; Cottle & Cowell, grocers; R. B. Gilmour & Co., lamps; E. M. Hoyt, confectioner; Mrs. Fane, millinery; Mrs. J. McConnell, boots and shoes; W. R. Rees, butcher.

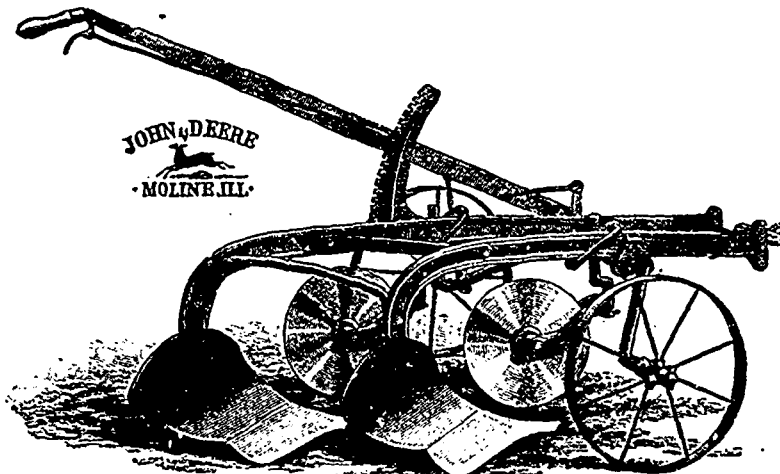
McKay & McIntyre have sold the Maple Leaf hotel at Illecillewaet to Wm. Richardson. They will go to Vancouver and engage in the express business.

**F. A. FAIRCHILD & CO.**

—WHOLESALE DEALERS IN—

**AGRICULTURAL IMPLEMENTS,  
 CARRIAGES, SLEIGHS, &c**

PLOWS,  
 SULKY PLOWS,  
 GANG PLOWS,  
 HARROWS,  
 SEEDERS,  
 FEED CUTTERS,  
 CRUSHERS,  
 WAGONS;



BUGGIES,  
 BUCKBOARDS,  
 PHAETONS,  
 SURREYS,  
 ROAD CARTS,  
 RUNABOUT WAGONS,  
 CUTTERS,  
 SLEIGHS,

CLOSE PRICES TO DEALERS. SEND FOR ILLUSTRATED CATALOGUE AND PRICE LIST.

**WINNIPEG.**

**Manitoba Experimental Farm.**

The Brandon Times publishes the following sketch of the Dominion Government experimental farm at Brandon Man. Through the kindness of Mr. Bedford a Times reporter was driven over the Experimental farm, which is situated about a mile northwest of the city and extends from the Assiniboine river across the valley and over the hill to section 34, the farm extends from 18th street west to section 28. There are 640 acres in all, 560 of which is within the city limits. The farm is well laid out as it includes nearly every variety of soil, including heavy clay, loam, sandy and gravelly loam. The soil varies in depth from six inches to six feet, this variation of soil is one of the most important features in connection with the farm, as it will enable them to test the different kinds of grain, grasses, roots, etc.

Mr. Brownlee, Dominion Land Surveyor, is at present surveying the land and will run a road across the farm in the valley which the government intend opening up for the convenience of settlers living west. This road will run through an avenue of ash leaf maple trees. There will be another road wind across the farm at the brow of the hill, this will be a private one and will lead you first to the residence of the superintendent, which will be situated nearly one-third of a mile back from the road; next will come the horticulturists house, and further on will be the dwelling of the farm laborers, last but not least will be the bank barn which will be 111 by 50ft and capable of holding forty head of stock. It will be built on the plan of the Ontario bank barns. In going over this road you cross three beautiful little streams which are fed by springs, the streams wend their way down the hillside and empty into a beautiful lake which is located in the valley and is close on a half mile long, looking very much like the letter S. It has a row of beautiful trees running along one side and if the government could be induced to fix it up it would make an excellent place for a driving park. Along this road is to be found various kinds of wild fruit growing, mixed in with the small timber which grows rather plentifully here and which will furnish shelter for the tender grains and plants.

Owing to the lateness of the season when Mr. Bedford arrived here he was unable to do much more than make preparations for next year which he has done in the following manner: He has 50 acres summerfallowed, some temporary buildings erected and 50 tons of hay in stack on the flats of the Assiniboine, there being sufficient hay meadow here to answer all requirements of the farm.

There are at present seven men and nine horses on the place and if a sufficiently low tender is received the building will be gone on with this fall.

There will be several thousand trees planted this fall consisting of apple, pear, plum, cherry and forest trees, also a number of raspberry, currant and strawberry plants.

**MYRTLE NAVY.**—The success which the "Myrtle Navy" tobacco has with the public is because it is composed of the very finest Virginia leaf grown, and is manufactured with the most scrupulous care at every stage of the process.



**Northern Pacific Railway.**

Pemoua, Grand Forks, Helena, Butte and all Prominent Montana points.

**POPULAR TRANS-CONTINENTAL**

**DINING CAR ROUTE**  
To Spokane Falls, Portland, Seattle, Victoria, B.C., All Puget Sound Points and Alaska.

**Express Trains Daily**

To which are attached:  
Pullman Palace Sleepers and Free Colonist Sleeping Cars.

The only rail line to the Yellowstone National Park For full information, address,

CHAS S. FEE,  
Gen. Passenger and Ticket Agent,  
ST. PAUL, MINN

**Manitoba and Northwestern Ry.**

**CHANGE OF TIME.**

Taking Effect Monday, April 17th, 1887

Pass Tuesday Thursday and Saturday	Miles from Portage	STATIONS.	Pass Monday Wednesday and Fridays
LEAVE 13 00		Portage la Prairie ...	ARRIVE 14 50
11 25	85	... Gladstone ...	13 25D
14 45	61	... Neepawa ...	13 05A
15 45	79	... Minnedosa ...	11 58
16 35		... Rapid City ...	11 15D
D18 45		... Rapid City ...	11 05A
17 50	04	... Rapid City ...	9 45
18 30	115	... Shoal Lake ...	9 20
110 30	138	... Birtle ...	18 20
21 40	155	... Binscarth ...	6 20
23 00	160	... Russell ...	5 00
23 15	160	... Langenburg ...	4 45
ARRIVE			LEAVE

Meals.  
No. 1, Mondays and Thursdays. No. 1, Wednesdays and Saturdays. No. 2, Tuesdays and Fridays. No. 3, Tuesdays and Fridays.

Trains for Binscarth leave Birtle Tuesdays and Thursdays only at 20.30. For Russel leave Birtle Tuesdays only at 20.30; returning leave Russell Wednesdays only. For Langenburg leave Birtle Thursdays only at 20.30; returning leave Langenburg Fridays only. For Rapid City leave Minnedosa Tuesdays, Thursdays and Saturdays at 17.00; returning leave Rapid City Mondays, Wednesdays and Fridays.

Above trains connect at Portage la Prairie with trains of the Canadian Pacific Railway to and from Winnipeg. For information as to Freight or Passenger Rates apply to A Macdonald, Assistant Freight and Passenger Agent Portage la Prairie, or to

W B. BAKER, General Superintendent

**THE BOYS IN BLUE,**

With their families, relatives and friends, en route to the National Encampment at Columbus, Ohio, Sept. 10th to 14th, should select

**THE NORTHWESTERN LINE,**

Chicago, St. Paul, Minneapolis & Omaha Ry

No so-called "official" trains will be run on "The Northwestern Line," but ample accommodations—first-class in every particular—will be provided on regular trains, handsomely equipped, and running with the regularity of clock work, on which you will secure well cooked and well served meals in dining cars, at reasonable hours and at a reasonable price.

Pullman and Wagner vestibuled trains are run on this line between Minneapolis, St Paul and Chicago; and all classes of tickets are good on these famous vestibuled trains without extra charge.

Tickets to Columbus and return will be on sale, a few days previous to Sept. 10th, over "The Northwestern Line" and connections, at about one cent per mile for the round trip from St. Paul; and after arrival at Columbus, should you desire to visit any other point in Ohio, or east to Pittsburgh, Wheeling, or any point south of the Ohio River, it is expected that reduced rates can be secured at Columbus on presentation of return portion of your excursion ticket over "The Northwestern Line" to the joint ticket agent at Columbus. An extension of time for the return trip via this line can also be obtained at Columbus if desired.

For tickets, sleeping car accommodations and correct information call on regular agents at 159 East Third street, St. Paul; 15 Collet House Block, Minneapolis; 112 West Superior street, Duluth, or address the undersigned. Tickets to Columbus and return, or to any other points via this line, can be obtained at principal offices of the Northern Pacific or St. Paul, Minneapolis & Omaha railways, the agents of these companies being authorized to act for "The Northwestern Line."

T. W. TEASDALE, Gen. Passenger Agent, ST. PAUL, MINN.

**THE CHICAGO, MILWAUKEE, AND ST. PAUL RAILWAY COMPANY.**

Owens and operates 5,650 miles of thoroughly equipped road in Illinois, Wisconsin, Iowa, Missouri, Minnesota and Dakota.

It is the Best Direct Route between all principal points in the Northwest, Southwest and Far West.

For maps, time tables, rates of passage and freight, etc. apply to the nearest station agent of the CHICAGO, MILWAUKEE & ST. PAUL RAILWAY, or to any Railroad Agent anywhere in the World.

ROSWELL MILLER, General Manager. A. V. H. CARPENTER, Gen'l Pass. and Tkt. Agt. J. F. TUCKER, GEO. H. HEAFFORD, Asst Gen'l Manager. Ass't Gen'l Pass. and Tkt. Agt. MILWAUKEE, WISCONSIN.

For information in reference to Lands and Towns owned by the CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, write to H. G. HAUGAN, Land Commissioner, Milwaukee, Wisconsin.

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

Chicago, Burlington, Kansas City	St. Paul.	Lve	Minneapolis
and Des Moines Ex.....	a8 45 a.m.	a 9.25 a.m.	
St. Louis Fast Ex.....	b 6.25 p.m.	b 7.05 p.m.	
Chicago Fast Ex.....	d 6.25 p.m.	d 7.05 p.m.	
Des Moines Passenger.....	a 7.25 p.m.	a 7.05 p.m.	
Excelsior and Watertown.....	a 8.00 a.m.	a 8.45 a.m.	
Arlington and Excelsior.....	a 4.15 p.m.	a 4.50 p.m.	
Mankato Express Accom.....	a 3.15 p.m.	a 4.00 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 or 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