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Reserve Fund ..... £265,000 "

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Accounts of Merchants, Traders, Manufacturers, Corporations and Individuals received on favorable terms.  
Interest allowed on deposits.

Drafts issued on all the principal points in Canada, also on New York, Chicago and St. Paul and London, Eng. Letters of credit issued for use in Great Britain and elsewhere.

This Branch has special facilities for making Collections in Manitoba and North West Territories. Lowest rates are charged, and prompt remittances are sent.

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**The Western Canada Loan & Savings Co.**

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RESERVE FUND, - \$850,000.00.

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Moneys advanced upon Farm and City Properties, MORTGAGES, MUNICIPAL DEBENTURES & SCHOOL DEBENTURES purchased. Scrip held for use of Clients. Clients title deeds are not sent out of the Province but are lodged in the Company's vaults at Winnipeg, where they may be examined at all times. Agents at all principal points throughout the Province.

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CAPITAL PAID UP - - - \$1,200,000  
RESERVE FUND - - - 225,000

DIRECTORS:

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E. E. WEBB, Cashier. J. G. DILLIST, Inspector.

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Capital Paid Up, \$6,000,000. Rest, \$2,725,000.

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Particular attention given to collections from and throughout the Dominion and the United States. Ample facilities; low rates; quick returns. Buy and sell Canadian and foreign exchange. Interest allowed at most favorable rates on Savings Bank Accounts and Deposit Receipts. Accounts of Merchants, Manufacturers, Corporations and Individuals received on favorable terms. A General Banking Business Transacted.

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Now in Store, consisting of Extra Choic-  
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**Congous, Assams and Ceylons.**

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**WINDOW GLASS**

Single and Double Strength.

Polished Plate.

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Spring Shipments now in. Stock fully assorted.  
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# The Commercial

A Journal of Commerce, Industry and Finance, specially devoted to the interests of Western Canada, including that portion of Ontario west of Lake Superior, the provinces of Manitoba and British Columbia and the Territories.

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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 desks of the great majority of business men in the vast district designated above, and including northwest 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, AUGUST 29, 1892.

## Eastern Business Changes.

### ONTARIO.

John Roberts, drugs, Ottawa, is dead.  
S. Roberts, oils, Ingersoll, has sold out.  
S. A. Dyko, grocer, Toronto, has sold out.  
L. B. Lazier, tailor, Belleville, has sold out.  
Morse Soap Company, Toronto; damaged by fire.  
J. W. Water, grocer, Campbellford, has sold out.  
William Dale, foundry, Chatham, has sold out.  
John Black, grain and produce Fergus, is dead.  
Robert Parker, general store, Hillsdale, is dead.  
W. H. Elford, dry goods, Arnprior, has assigned.  
Mrs. A. R. McDonald, milliner, Arnprior, is dead.  
Brown & Co., dry goods, Brantford, have sold out.  
S. A. Spangenburg, jewelry, Belleville, has assigned.  
Dominion Stained Glass Co., Toronto, have assigned.  
Exeter Milling Co., Exeter, burned out—a total loss.  
C. Richards, general store, Irish Creek, was burned out.  
Kavanagh Bros., general store, Cardinal, was burned out.  
B. Baker, grocer, etc., Belleville, has given up business.  
J. D. Richardson, gents' furnishings, Toronto, has assigned.  
Angus Carmichael, general store, Rat Portage, has sold out.

F. J. Warner, mens' furnishings, New Market, has assigned.  
D. E. Fraser, Arnprior Fruit Co., Arnprior; closed by landlord.  
Avann, Kellam & Co., dry goods, etc., London, have dissolved.  
J. W. Leacy, gents' furnishings, Cardinal, was damaged by fire.  
Potor Barr, general store, Beachburg, has sold out to Beach Bros.  
W. T. Ball, tailor, etc., Watford; closed under chattel mortgage.  
A. E. Reid (Mrs. N.), dry goods, Belleville; meeting of creditors called.  
Nool & McEwala, clothing, Ottawa; Charles McEwala, of this firm, is dead.  
William Deacon & Co., manufacturers hats and caps, Toronto; liquidating.  
Husband, Poustie & Co., dry goods and groceries, Aylmer, have dissolved.  
R. D. Baker, mens' furnishings, etc., Kingston, is succeeded by Baker & Co.  
A. H. Canning, general store, Unionville, has sold out and moved to Toronto.  
Wm. Farmer, shoes, Arnprior, has admitted Edwin Farmer as a partner; style of firm now Farmer Bros.

### QUEBEC.

Geo. Vermette, fruits, Montreal, is dead.  
Alfred Paquin, physician, Portneuf, is dead.  
Thos. Dywer, insurance agent, Hemmingford, is dead.  
Jos. Dastous, general store, St. Flavie, has assigned.  
Courchesne & Co., groceries, Nicolet, have assigned.  
L. N. Lapointe, liquors, Lake Megantic, was burned out.  
D. Parizeau, lumber, Montreal; lumber yard damaged by fire.  
Campbell & Gingmars, dry goods, Louisoville, have suspended.  
Ed. Quivron, shoes, Montreal; stock partly damaged by fire.  
David Bellevue, trader, St. Gabriel de Brandon, has assigned.  
Mrs. J. I. Kennedy, groceries, etc., Knowlton; damaged by fire.  
I. J. Morin, general store, Chambord Station, has compromised.  
H. Prevost & Co., dry goods, Montreal; demand of assignment made.  
Geo. Marin, general store, St. Francois Xavier de Brompton, has assigned.  
Samuel Rousseau, grocer, Montreal; curator advertises assets for sale by auction.  
Leandre Jouette, groceries, etc., Montreal; curator advertises stock for sale by tender.

### NOVA SCOTIA.

Kelly Bros., lumber, River Hebert; burned out.  
Mrs. M. A. Powell, millinery, Yarmouth, has assigned.  
R. L. Moses, trader, Beaver River Corner, has assigned.  
S. W. Munnis, drugs, Halifax, is away; attachment for \$256.  
Mrs. Libbie G. Rees, groceries, &c, Cow Bay, is offering to compromise at 50 per cent.  
A. E. Calkin & Co., boots, shoes, clothing, etc., Kentville; co-partnership registered and H. B. Calkin.  
The property &c, of the Yarmouth Gas Light Co., Ltd., is advertised to be sold by sheriff on Aug. 3rd.

## Railroad Statistics of 1891.

The value which a statistical compilation acquires by presentation during a series of years is illustrated by the forthcoming annual number of the Messrs. Poor's invaluable Manual

of the Railroads of the United States. This issue for 1892 is the twenty-fifth of the series, which, undertaken in 1867, steadily grows in completeness as well as in its utility to the investing public and to railroad interests. At the same time the work was undertaken by the present publishers the length of all the railroads in the country was 39,250 miles. The figures showing the mileage on January 1, 1892, represent a total of no less than 170,001 miles, an increase of 131,351 miles, or 435 per cent. Since 1867 the railroad lines of New England (where the development has been without speculative features) have increased from 3,938 miles to 6,860. In the same period the number of miles of railroads included in the western states has grown from 15,700 to 100,599 miles, and on the Pacific, where in 1867 there were but 430 miles of lines, there are no less than 12,600 miles. Suggestive as these figures are of the progress of the country's railroad system in the last quarter of a century, the record of the gain in traffic preserved by the medium now under consideration is even more striking. Twenty-five years ago the aggregate tonnage of the 36,800 miles of railroad then existing in the United States did not exceed about 47,800,000 tons. In 1891 the record shows a total freight movement on all the roads of the country to the amount of nearly 701,400,000 tons. The same considerations apply to the comparative record of capital and earnings, the exhibition of these facts constituting, in fact, the most forcible illustration of the part that railroad development has played in the progress of the country.

The summary of the statistical totals embodied in the volume under consideration has been furnished in advance, and, as usual, supplies material for many interesting and valuable comparisons. It is noted in the prefatory remarks that each year helps to bring about a better system and greater uniformity in the corporate reports of railroad companies which form the basis of the publication. This result is attributed to the services of the United States Interstate Commerce Commission and of the boards of railroad commissioners now appointed in nearly every state of the Union. The tendency certainly is to adopt the 30th of June for the close of the fiscal year of such corporations. Uniformity in this respect is eminently desirable, but, as is remarked by the editor, a number of important companies still adhere to the old irregular dates for closing their fiscal years. The limitation which this imposes upon statistical inquiry in the field in question is obvious, and has been frequently referred to in these columns. It should, however, be mentioned that in the preparation of the manual the statements of the several railroads are in all cases submitted to the proper officers of the companies for correction, thus giving to the statistics which it furnishes a semi-official character.

The total railroad mileages in the United States at the close of 1891 was 170,601 miles, of which 4,471 miles were constructed during the year. Returns of capital and indebtedness were furnished by companies representing a mileage of 167,909 miles, an increase of 4,459 miles, or 2.7 per cent., over 1890. The total share capital and indebtedness of all kinds of the roads making returns was \$10,339,334,223, an increase of \$267,193,323, or 2.6 per cent. The cost per mile measured by the aggregate share capital and debt, equals \$59,820 per mile, against \$59,577, in 1890. The returns of operations for the fiscal years included in this volume represent the workings of 164,324 miles of road, the aggregate gross earnings being \$1,138,024,459, or 9.1 per cent. upon the total investment, and the net earnings, \$356,209,880, represent 3.1 per cent. on the same, against 4.9 per cent. in 1880 and 3.4 per cent. in 1890. Interest payments in 1891 were equal to 4 1/2 per cent. on the aggregate bonded debts, and the dividend payments in all would represent 1.85 per cent. on all the total paid up capital stocks, against 1.50 per cent. in 1890 and 1.81 per cent. in 1890.



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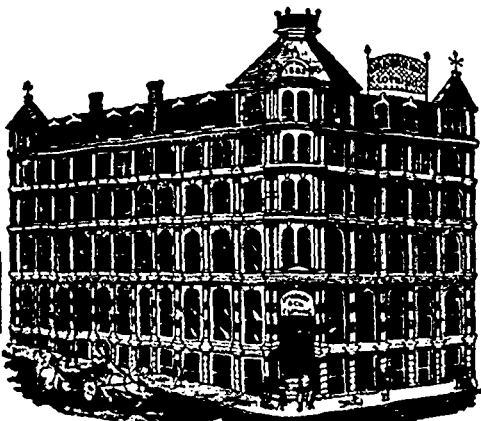
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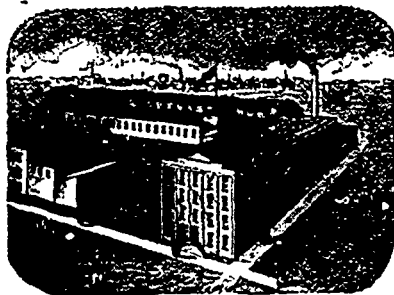
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(In 18 lb. Butts)

**TECUMSEH,' fancy**

(In 10 lb. Butts)



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**'SILVER ASH,' cut**

(In 5 lb. boxes)

**'Gold Nuggets,' plug**

(In 18 lb. caddies)

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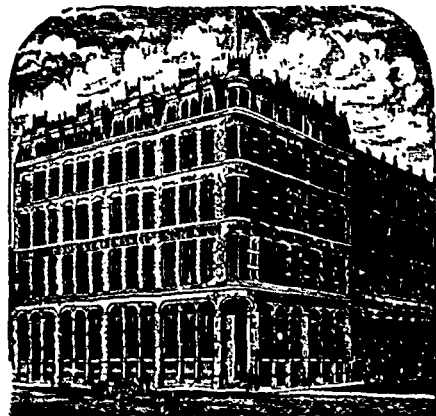
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Complete set of **C. J. Redmond,** Donaldson's Block,  
Samples with **W. J. Redmond,** WINNIPEG.

# HARDWARE,

Fine Cutlery,

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Write for Quotations.

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**D. C. MCGREGOR,** - McIntyre Block WINNIPEG

**Dominion Millers.**

The annual meeting of the Dominion Millers' Association was held Aug. 3 and 4 at Toronto, with president Edward Poplow, of Peterboro, in the chair and about 150 delegates present.

The secretary's report referred to the business of the year, and stated that 212 members were now in good standing, this being an increase of 26 over the number in 1891. The chief result of the work of the association for the year, he said, had been the act of incorporation, improvements in the flour inspection act, a better understanding of the grain inspection plan and the sending, by a syndicate of the association, of D. Plowes to Great Britain to represent the millers in the commercial congress. The secretary estimated that the surplus for export from the wheat crop of Canada would be larger than that of last year, though the yield would probably not be as great. The mills of the following parties had been burned during the year, but all but two were rebuilding: John Plowes, Salmonville; McKay & Guest, Ronfrew; Geo. Easterbrooke, Tweed; Hay Bros., Cataract. Reference was made to the death of president Thos. Goldie, of Guelph, on Feb. 3 last.

The treasurer's report and that of the executive committee were then read. The latter referred to the speech of Mr. Plowes before the congress of the chamber of commerce held in London, in which he advocated a 5 per cent. preferential duty in favor of the colonies, contending that this would not raise the price of breadstuffs to the English consumer to an appreciable extent, also speaking at length in behalf of a bill of lading which would protect shippers.

The committee on freight rates reported a heavy differential against flour as compared with wheat, and desired that flour should be placed on the same basis as wheat, plus the stop over charge of 2c per 100 lbs, whether by lake or rail. This would allow millers to compete with Montreal millers for the export trade. The report also recommended that millers should be placed on the same basis as exporters of grain, as far as freight rates are concerned, and should receive the same public notice of changes in rates as grain men do.

The report of the central wheat buyer of the association showed that, during the 16 months his office had been opened, 163 millers had patronized it and that it had led to a steady increase in the association's membership. Details of the purchases made were given. The earnings since December, 1891, were \$6,102, and the expenditures \$1,013, while the liabilities were but \$1,261.

At the evening session, the retiring president, Edward Poplow, addressed the meeting, referring to the good work done by the association during its past career. Regarding its future he spoke of the necessity for securing more equitable rates on flour, in order that more wheat might be ground before exportation. The tracing bureau, marine and fire insurance, municipal taxation, the milling system, etc., would, he believed, furnish plenty of work for the future. He thought an experimental mill, to be built by the government, would be a useful institution.

The election of officers resulted as follows: President, M. McLaughlin, Toronto (unanimously); first vice-president, A. H. Baird, Paris; second vice-president, E. S. Elmondson, Oshawa; treasurer, Wm. Galbraith, Toronto; executive committee—J. L. Spink, Toronto; Jas. Goldie, Guelph; J. D. Saunby, London; J. D. Flavell, Lindsay; J. Warcup, Oakville; W. Snider, Waterloo; and H. A. Mulhern, Peterboro; arbitration committee—W. H. Meldrum, Peterboro; D. Goldie, Ayr; T. O. Kemp, Seaforth; R. Noble, Norval; Jas. Stark, Paisley; J. C. Vanstone, Pownanville.

J. S. Lyrke, Oshawa, spoke with reference to the showing which the Dominion millers would be expected to make at the world's fair. He said that, owing to resentment at the course of the United States respecting canal rates, some millers were inclined to boycott the fair. He

considered that this policy would be injurious to Canadian millers, as American millers would receive the benefit, and advised that a good showing be made. This view of the case was received with approval and applause.

An interesting paper on "How to Arrive at the Milling Qualities of Wheat, and How to Encourage the Production of the Best Varieties and Preserve Their Best Qualities," was read by Mr. Kemp.

At the morning session, on August 4, about 75 were in attendance.

Mr. Kemp offered a resolution to the effect that the association memorialize the government, drawing its attention to the advantages to farmers and millers that would result from some system of testing wheats in sample lots as to their milling and productive qualities, which tests the government might be able to carry out in connection with the agricultural colleges and experimental farms. In the long discussion which followed, the opinion seemed to prevail that it would be wise to request the government to build a mill in connection with one of the experimental farms, for testing the different varieties of wheat, ascertaining the most productive variety and educating young men in the art of milling.

Considerable feeling being shown against exhibiting at the world's fair, H. Barrett offered the following resolution, which, after discussion, was adopted:—

Resolved, That it will be advisable for the Dominion Millers' Association to make an exhibit at the world's fair at Chicago of Canadian grains and their products, and that the executive committee be and is hereby requested to take the matter in charge.

Mr. Meldrum, Peterboro, for the benefit of farmers who propose to establish mills, moved a resolution showing that the average cost of producing a barrel of flour exclusive of the package, is 35 cents; and that the cost of production is much greater now than formerly. Adopted.

Remarks were made by members against the practice of cutting wheat too green, and it was proposed that bulletins should be issued to the farmers showing the evil results. Reports of delegates from the various sections showed that the wheat of the country, as a whole, was exceptionally good and of a better milling quality than that of last year, the crop of Quebec especially being extremely large.

Resolutions were passed thanking Joseph Stevenson, member for West Peterboro, for his efforts in securing the act of incorporation, and providing that, in case the executive committee failed to secure freight rates on flour on same basis as wheat, a general meeting of the association should be called to consider question and to take such action as might be thought necessary.

The convention adjourned at noon subject to the president's call.

**Manitoba Fisheries.**

The annual blue book relating to fisheries during 1891 has been published, in which Inspector McQueen gives some interesting information regarding the year's work in Manitoba. Following are some summarized paragraphs from the report relating to Manitoba:—

"It gives me pleasure to report that fish of all kinds, including whitefish, were abundant this year. In the southern part of Lake Winnipeg, where fears of depletion were entertained, large quantities of whitefish were caught, both by Indians and Icelanders. The commercial traders, too, were exceedingly fortunate this year in catching, in less time and under restricted regulations, as large a quantity as in any previous year.

"It is satisfactory to find, notwithstanding the fears entertained as to depletion, that fish were exceedingly plentiful during the past year in the waters of Manitoba. Near the mouth of the Red River, a party of St. Peters Indians caught in two weeks last autumn 40,000 pounds of whitefish, a catch said to have been unprecedented in that section for at least thirty years.

The total catch for the year, including that for home consumption, amounted to 6,612,391 lbs., valued at \$248,184. It must be born in mind that this amount does not include, as formerly, the catch in the Northwest Territories.

"The fishing trade in Manitoba is growing steadily in importance and if not hampered too much by unnecessary restrictions, promises to develop into one of the leading industries of the province. Our water area is large and abounds with fish of various kinds, and with a strict enforcement of the close season and the assistance of the proposed hatchery, the apprehended danger of depletion will be entirely removed. Lake Winnipegosis has only been partially tested as yet, but promises to be one of the most prolific sources of supply for Whitefish. It is safe to predict that there will be ample fish, to not only supply the home market, but have a large margin for commercial purposes with the adjoining States to the south, where our fish are in great demand. The trade is now affording employment to a large number of people in winter, who otherwise would probably be idle, and Indians as well as settlers in the vicinity of our great lakes find fish enough for food, and some to spare, to trade in exchange for other provisions. There are five steam tugs and some twenty-six regular fishing boats used in fishing in Lake Winnipeg in connection with commercial fishing. This does not include 478 small boats and canoes used in all our waters by Indians and settlers fishing for home use. The fishing industry too has led to the establishment of a transport service for carrying fish to market that necessitates the use of steamers and the employment of a good number of men. Taking it altogether it is safe to say that fishing will in a few years be second only to farming in Manitoba and the Territories."

RECAPITULATION.

|                  | Lbs.      | Value.       |
|------------------|-----------|--------------|
| Whitefish .....  | 3,501,235 | \$193,507 02 |
| Pickeral .....   | 597,755   | 14,943 87    |
| Pike .....       | 706,529   | 11,130 63    |
| Sturgeon .....   | 49,020    | 2,451 00     |
| Tullibee .....   | 131,210   | 3,024 80     |
| Mixed fish ..... | 1,516,012 | 15,166 12    |
| Totals .....     | 6,612,391 | \$248,184 29 |

F. C. Gilchrist, inspector for the Territories, summarizes the catch in his jurisdiction as follows:—

|                 | Lbs.      | Value.      |
|-----------------|-----------|-------------|
| Whitefish ..... | 1,631,000 | \$79,855 00 |
| Tullibee .....  | 65,000    | 1,950 00    |
| Pike .....      | 215,000   | 4,300 00    |
| Pickeral .....  | 23,000    | 600 00      |
| Suckers .....   | 23,000    | 733 00      |
| Total .....     | 1,938,000 | \$86,738 00 |

The total catch for Manitoba and the Territories combined was 8,542,391 pounds and the value thereof \$332,969.29. The catch during the previous year (1890) was 5,967,271 pounds, valued at \$232,104.

**Immigration Statistics for 1891-92.**

There was a large increase in the volume of immigration into the United States during the fiscal year ending on June 30 last. The greatest increase was from Russia, Germany, Hungary, Sweden, and Norway. There was a decrease in the immigration from Italy. The following table shows the nationalities of the immigrants in the fiscal years 1891 and 1892, except from British possessions and Mexico.

|                                     | 1891    | 1892.   |
|-------------------------------------|---------|---------|
| Bohemia .....                       | 11,758  | 8,400   |
| Hungary .....                       | 28,360  | 37,301  |
| Other Austria (except Poland) ..... | 30,915  | 34,368  |
| Denmark .....                       | 10,637  | 10,473  |
| France .....                        | 6,703   | 6,510   |
| Germany .....                       | 113,531 | 130,022 |
| Italy .....                         | 75,143  | 67,944  |
| Netherlands .....                   | 5,206   | 7,250   |
| Poland .....                        | 27,491  | 33,160  |
| Russia (except Poland) .....        | 47,401  | 84,259  |
| Sweden and Norway .....             | 49,392  | 57,153  |
| Switzerland .....                   | 6,811   | 7,402   |
| England and Wales .....             | 53,787  | 50,182  |
| Scotland .....                      | 12,554  | 11,505  |
| Ireland .....                       | 55,034  | 55,381  |
| All other countries .....           | 20,107  | 24,291  |
| Totals .....                        | 555,490 | 610,320 |

# The Commercial

WINNIPEG, AUGUST 29, 1892.

## THE CANAL TOLLS.

The announcement on Monday that president Harrison had issued a proclamation putting a tax on Canadian commerce passing through the Sault canal, caused some surprise in a double sense. First, the announcement was not expected so soon after the decision of the Dominion government to abolish the discriminating tolls at the end of the season. But the most surprising feature of the president's proclamation is the rate of the toll mentioned therein. We were threatened with a tax of \$2 per ton on freights, and \$5 per passenger, but the bluster has simmered down to a tax of twenty cents per ton on freight. The proclamation is as follows:

"Whereas, the Government of the Dominion of Canada imposes a toll amounting to about 20 cents per ton on all freight passing through the Welland canal in transit to a portion of the United States and also a further toll on all vessels of the United States, and on all passengers in transit to a port of the United States, all of which tolls are without rebate; and

Whereas, the Government of the Dominion of Canada in accordance with an order-in-council of April 4th, 1892, refunds 18 cents per ton of the twenty cent toll at the Welland canal on wheat, Indian corn, peas, barley, rye, oats, flax seed and buckwheat upon condition that they are originally shipped for and carried to Montreal or some port east of Montreal for export, and that, if transhipped at an intermediate point, such transshipment is made within the Dominion of Canada, but allows no such, or any other rebate on said products, when shipped to a port of the United States, or when carried to Montreal for export if transhipped within the United States; and

Whereas, the Government of the Dominion of Canada by said system of rebate and otherwise, discriminates against the citizens of the United States in the use of said Welland canal, in violation of the provisions of Article 27 of the Treaty of Washington, concluded May 8, 1871; and

Whereas, said Welland canal is connected with the navigation of the great lakes and I am satisfied that the passage through it of cargoes in transit to ports of the United States is made difficult and burdensome by said discriminating system of rebate and otherwise, and is reciprocally unjust and unreasonable,

Now, therefore, I Benjamin Harrison, president of the United States of America, by virtue of the power to that end conferred upon me by said act of Congress, approved July 26th, 1892, do hereby direct that from and after Sept 1st, 1892, until further notice, a toll of twenty cents per ton be levied, collected and paid on all freight of whatever kind or description passing through the St. Mary's Falls canal in transit to any port of the Dominion of Canada, whether carried in vessels of the United States or of other nations; and to that extent I do hereby suspend from and after said date the right of free passage through said St. Mary's Falls canal of any and all cargoes, or portions of cargoes, in transit to Canadian ports."

The effect of the imposition of this moderate tax will not be a serious blow upon our lake commerce. It will of course place our lake shipping at some disadvantage, but only at such disadvantage as can be met by a slight reduction in freight rates. For instance, the new

canal tax will be equal to a little over  $\frac{1}{2}$  cent per bushel upon wheat, which is not a very great amount. Lake freight rates vary several cents per bushel, and  $\frac{1}{2}$  cent is therefore only equal to a fluctuation in freight rates.

So far as the exportation of the wheat crop of Western Canada is concerned, it will not amount even to an increase of  $\frac{1}{2}$  cent per bushel tax on this wheat. A great deal of the Manitoba wheat crop shipped out by water goes to Buffalo, and it will therefore pass through the canal free. Anthracite coal for Manitoba, which is landed in large quantities at Fort William, will of course cost 20 cents per ton more, but this can be overcome by unloading coal for Manitoba at Duluth.

Altogether, we have not a great deal to complain of in the imposition of this tax. It will be observed that the president only applies the same principle that has been adopted by our government, in regard to the Welland canal. It is not Canadian shipping that is discriminated against, but Canadian ports. Traffic say from Fort William to Buffalo, will not be subject to the tax, whether carried by Canadian or United States shipping, while traffic going to a port in Eastern Canada, whether carried by Canadian or United States shipping, will be subject to the tax. On dry goods and freight of that kind, the tax of 20 cents per ton will cover be felt.

What should Canada do under these circumstances? is the general question. Simply pay the toll and go on in our relations with the United States as though nothing had happened, is the reasonable answer. This mild enforcement of the retaliatory act passed by Congress, will not prove at all a very serious matter. We can pay it and not feel much the poorer thereby. In due time our own canal at the "Soo" will be completed, and thus the difficulty will be overcome. After next year we will have no use for the United States canal at the "Soo." Talk of retaliation is nonsensical. Let the United States have a monopoly of harsh measures of that class.

The question of the use of our canals by United States shipping is a matter for future consideration. At present it is altogether a one-sided arrangement. We give the United States the use of over seventy miles of canal in return for the use of one mile. The treaty of Washington, under which this arrangement regarding the canals was made, is only a skeleton of its former self. The provisions most favorable to Canada in the treaty have been abrogated at the instance of the United States. The whole question of the canals should now be re-adjusted on a new basis, with some show of regard for equality in the privileges granted by each country. We want little from the United States in the matter of canals, while they want a great deal from us. Simple reciprocity in the use of the canals is not fair to us, because our canals are immensely more valuable to the United States than their canals are to us. The United States should therefore be prepared to grant this country privileges in some other direction, to compensate for the inequality in the matter of canals. This is the way the question should be viewed, in any future negotiations regarding the canals.

## THE MANITOBA FISHERIES.

Some time ago we heard a great deal about the depletion of fish in Manitoba waters, particularly in Lake Winnipeg. It was urged that restrictive measures were necessary to check the catching of fish for export, or the lake would be completely depleted in a very brief time. An alleged expert, named Wilmot, was sent from Ottawa to investigate the case, and his report was strongly in favor of certain changes in the regulations to restrict fishing. New regulations were introduced, some provisions of which were strongly opposed by THE COMMERCIAL. Recently the blue book giving the results of fishing during the season of 1891 has been published, and we see by it that the catch has been much larger than ever before. Again, information is coming in from Lake Winnipeg, to the effect that this season the catch will again be larger than ever. Fish are said to be exceedingly abundant, so much so that the fishing companies have not been able to handle the catch, and have been obliged to cease operations much sooner than they calculated upon, their cold storage space being all filled up.

The result of the Lake Winnipeg fishing operations this and last season indicates one of two things. Either there is no depletion of fish in Lake Winnipeg, and all the sensational talk on that score is disproved, or Wilmot's new regulations alleged to have been framed to restrict the catch of fish by the large companies, are really having the opposite effect of enabling the companies to increase their catch. Perhaps it would now be in order to send up some one to investigate the matter over again, to ascertain why it is that Wilmot's restrictive regulations have resulted in such an enormous increase in the catch of fish.

## PROFITS ON DAMAGED WHEAT.

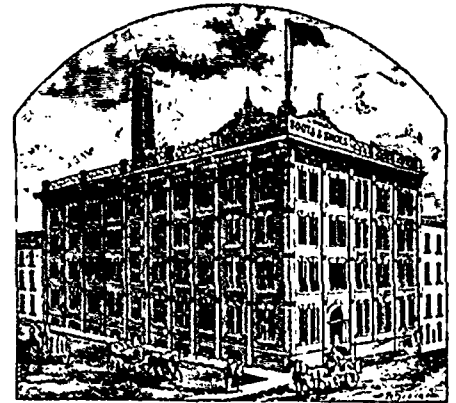
The same idea seems to prevail in Dakota that has been given considerable credence in Manitoba, regarding frosted wheat. It is the belief here among many farmers, and what is more surprising even among business men, to some extent, that grain dealers make more money upon damaged grain proportionately, than they do in handling choice grain. A North Dakota paper gives expression to this belief in the following words:

"Minneapolis commission and elevator men are buying North Dakota frosted wheat at from 25 to 40 cents a bushel and selling it at the highest Eastern market prices to the millers of the east, with the condition guaranteed. The agents and travelling men of these Minneapolis houses are industriously selling the frosted grain for good, hard wheat and getting big prices for it in the east, while the farmer gets little or nothing."

The Minneapolis Market Record replies to the Dakota paper as follows.

"That this wheat is sold for 'good, hard wheat by agents and travelling men of these Minneapolis houses,' or any one else, is a mistake. That wheat is sold only by sample in the east, or anywhere else, and it is bringing very low prices, so low indeed that not a house in this city that has bought that frosted wheat in the country has come out even on it. Many of these 'Minneapolis houses' that are alleged to be 'industriously selling the frosted grain for good, hard wheat and getting big prices for

(Continued on page 1339.)



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nished on application. Corner Bannatyne and Albert  
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## PROFITS ON DAMAGED WHEAT.

(Continued from page 1336)

it in the east," have lost on it the entire profits of their whole business for several months. Those same "commission and elevator men" have sold that wheat here at Minneapolis, frequently losing the full freight on it. That is, they often sold it here at no more than they paid in the country for it. The only inducement that eastern people have to buy is that they got it so cheap."

It is strange that this idea that grain men make big profits on damaged wheat has gained such wide belief. It is not in accordance with common sense. It is not in keeping with the general conditions of business. It is a rule in business that the best quality of goods is the most profitable to handle, and this is more particularly true regarding farm products than perhaps in any other class of merchandise. In wearing apparel, etc., there is a certain demand for a cheaper class of goods, but when it comes to food products, the best is wanted. Choice butter, choice cheese, choice eggs, are always saleable to the best advantage, and are more profitable to the dealer as well as to the producer. The same rule holds true with wheat. Choice flour is relatively in the same position as choice butter, and commands a premium. Bad bread is no more wanted than bad butter. Bad butter can only be sold by putting it at a very low price, as compared with choice quality. In the same way, buyers can be induced to take hold of damaged wheat only when it is offered at a price correspondingly lower than good wheat. What the *Market Record* says of Minneapolis grain dealers, is true of Winnipeg dealers, namely, that the most unprofitable portion of their trade has been in handling damaged grain. Many heavy losses have been made by Manitoba shippers in handling this class of wheat, and altogether, frosted wheat has not been handled as profitably, one year with another, as sound grain.

### Manitoba.

Geo. F. Wynne, of Bole, Wynne & Co., went east Thursday, on a purchasing trip.

A branch of the Union Bank of Canada will be opened at Souris with F. W. S. Crispo in charge.

Geo. D. McGregor has sold out his livery and feed stable business at Brandon to S. Yeomans of Napinka.

W. J. Boyd, baker, Winnipeg, is making extensive improvements this year. He has secured a large lot at the corner of Portage avenue and 10th street south upon which he is putting buildings to cost \$7,000.

T. L. Orchard and Jos. Donaldson have purchased the Adams block in Brandon. These gentlemen at the beginning of next year will take possession of the premises and do business as fruiter and butcher respectively.

The safe of Hall & Crawley, private bankers, Holland, was blown open with a dynamite cartridge, on the night of Aug. 22, but the robbers failed to get at the money box. Some strangers were seen in town the night before but have disappeared.

Bole, Wynne & Co., Winnipeg, have put a telephone system in their building, with telephones in the principal departments, so that employes or others in one part of the large building can speak with those in any other part of the building. The system is an improvement on the speaking tubes.

It is not unlikely that the Brandon board of trade will be well represented at the reciprocity convention to be held at Grand Forks,

writes a *Free Press* correspondent. It is expected that a delegation of fifteen will attend from here as a result of the late visit of the secretary of the Grand Forks board of trade.

The *Portage Liberal* of Aug. 22 says: A train of thirty six cars left the Manitoba & Northwestern yards Friday morning that was of more than ordinary interest. It was a visible prophecy of a future industry that is but beginning its growth. The stock on board this train, which left for Montreal in two sections, was bought at various points along the line. Nine cars came from Yorkton, five from Saskatchewan, six from Shoal Lake, one from Rapid City, four from Minnecola, two from Saltcoats, two from Newdale, three from Neepawa, three from Gladstone and one from Westbourne; a total of thirty six cars. Local buyers were the shippers in every case, except one perhaps. In the train Alex. Brown, of Minnedosa, had 10 cars of stock; Mr. Walsh, of Saltcoats, 2; Jno. Wake, Minnedosa, 10; Messrs. Head, of Rapid City, and Taylor Bros., of Minnedosa, 8; Howden & Taylor, 5; F. Lynbert, of Westbourne, 1. Another train of fifteen cars will pass through for the English market in a day or two.

### Saskatchewan.

Mr. Ironside, of Manitou, has been in the Battleford country purchasing cattle for the English markets.

R. Ironside, cattle buyer of Manitou, has been buying in the Prince Albert district, and has secured up to date over 500 head of three and four year old cattle. He expects to obtain 500 more before leaving the district.

Cash prizes to the amount of \$85 have been offered by the Prince Albert immigration committee for the best collection of grains, roots and grasses grown in this district. The collection is to form part of Prince Albert's exhibit at the Chicago World's Fair next year.

Considerable excitement has been created in this district, writes a Battleford correspondent to the *Free Press*, by the discovery of what is said to be crude petroleum. Prospecting parties have been out for some time and the liquid discovered has been sent east to be assayed. Should it prove to be of good quality, a company will at once be formed with the object of developing the springs. One of the curious discoveries of the prospectors was a burning coal mine emitting no smoke, but the heat of the earth being so great in the vicinity that the explorers were unable to walk on its surface. An immense cavern on the side of a hill shows where a large seam of coal has taken fire and gradually penetrated the earth.

### North-West Ontario.

The steamer Keewatin, plying on the Lake of the Woods, run on a rock and is sunk.

### Grain and Milling.

The Great Western flour and oatmeal mill at Woodstock, Ont., was burned on August 21. The total amount of insurance is \$32,000, which does not nearly cover the loss. The mill had a daily capacity of 500 and was one of the industries of the town.

Wheat touched the lowest point in England last month that it has reached within the present century, with the single exception of June 1889. On the 16th of July, the average price in British country markets was 29s. 1d. per quarter, which is the lowest price as stated above. With the exception of June, 1889, we have to go back over 130 years to find a lower quotation.

The council of Toronto board of trade has passed the following resolution: "That in the opinion of this board, it would be in the best interests of the grain trade and country generally if all terminal elevators at lake and seaboard

were on and after the 1st of September, 1892, declared and made regular elevators; that no mixing of grades of Manitoba wheat shall be allowed in such elevators, and that in case of shipment of any mixed cargo inspection certificates shall show the composition of such cargo." It will be remembered that the Winnipeg grain exchange passed a similar resolution some time ago, and asked eastern boards to concur therein.

### Lumber Cuttings.

The tenders for from 200,000 to 500,000 feet of pine plank for the Winnipeg city council were received on Monday. Several tenders were received, those of D. E. Sprague and the Western Lumber Company being the lowest and the same. These tenders were each for \$17 per thousand feet.

The buzz of the saw cutting lumber is again heard and gives the town a lively appearance, says the *Birtle, Manitoba, paper*. The float of logs is strung along the river for about ten miles up stream.

### Freight Rates and Traffic Matters.

The market for grain freights is dull, says the *Montreal Trade Bulletin* of Aug. 19, latest engagements for Liverpool being reported at 1s 9d to 1s 10d per quarter. Space for London has been taken at 2s 3d, and for Bristol 2s 6d is asked, but shippers are reluctant operators at that figure. Glasgow is quoted at 1s 9d to 2s. Provisions 13s 9d; and butter and cheese 25s for Liverpool, London and Glasgow and 30s to Bristol. Eggs 15s, to Liverpool, deals 40s, and cattle 50s to 60s. Lake and river freights unchanged at 3c from Chicago to Kingston, and 2c from Kingston to Montreal.

The *Chicago Daily Trade Bulletin* of Aug. 20 says: "The feeling in regard to rail freights was firmer, but the east-bound roads were restricted in their operations by the strike at Buffalo. Rates remained steady on the basis of 22c per 100 lbs for flour and grain and 25c for provisions to New York. Through rates to Liverpool by the lake and rail route were quiet owing to the strike, and agents were slow to take business via New York. Rates ranged at 22c to 23c per 100 lbs for flour, 13c per bushel for grain and 35 to 41c per 100 lbs for provisions. Business by lake and rail to the seaboard was slow, particularly to New York, but rates held steady at 6c per bushel for wheat and 5c for corn to New York, and 6c for wheat and 5c to 5c for corn to Philadelphia and Baltimore. New England rates steady at 9c for corn and 6c for oats. Lake freights were quiet, with moderate offerings. Rates held steady at 2c for wheat and 2c for corn to Buffalo, and 1c to 1c on corn and 1c on oats to Georgian Bay, and 3c for corn to Kingston.

### SPECIAL TRADE NOTICE.

MESSRS. TUCKETT & SON are often asked to sell their "Myrtle Navy" tobacco to retail dealers. They never in any case do so, and for the best reasons. The wholesale trade of this country have a distributing machinery which handles the "Myrtle Navy" without any addition to its permanent expenses. If the manufacturers were to undertake that work, as they would by selling to the retail trade, it would require an independent machinery, the whole cost of which would have to be borne by the proceeds of the tobacco sales, and of course it would fall upon the consumer. Selling to the wholesale trade alone is, therefore, for the consumer's benefit, and is a convenience to the retail trade, because every traveller who calls—in the grocery line—can take orders for "Myrtle Navy."

In the Territorial legislature in session at Regina, a want of confidence motion in the executive, was carried on Aug. 25.

## What English Jurors Think of Manitoba Wheat.

The following letter which explains itself was received by the Canadian Pacific Railway Co. from England. It was dated from the Royal Agricultural Hall where the milling and baking exhibition was held:

DEAR SIRS:—We, the undersigned, jurors of seed, wheat and flour exhibited at the International Milling and Baking Exhibition, wish to express our opinion of the splendid sample of No. 1 "Red Fyfe" wheat, amongst other Canadian wheats, entered (but not for competition) by Sir Charles Topper Bt. C.C.M.G., C.B., high commissioner for Canada, and Mr. Archer Baker, the European traffic agent of the Canadian Pacific Railway Co., as follows:—

"That the wheat shown in the large glass vessel, No. 1, hard Fyfe, would be most valuable to the British millers for mixing with English wheat, as when milled together it would give a flour of great strength and good flavor. A large produce in baking would be the result, and we only hope that in the future a good bulk of it will find its way to this country. The No. 1 hard Fyfe wheat also recommends itself as of great value, from a miller's point of view, not only in the above named points, but also on account of its clean condition and uniformity.

"Had these samples been in the competition they would have secured the champion prize; as it is the champion prize was awarded to a Canadian grown "Red Fyfe," entered by the Government of Manitoba."

Yours, etc.,

WILSON YARRIAOK, (Last Mills and Dillridge Hill Farm, Colchester).

J. BARK, (Clarence and Alexandria Mills, Hull).

R. W. DUNHAM, ("The Miller," Mark Lane E.C.)

FRAS. DAVIS, (Albert Bridge Flour Mills, Battersca).

## Montreal Market.

Flour—There have been further transactions in United States straight rollers for Newfoundland, sales having been made at \$1.05 c.i.f. St. John's, with more offered on same terms. Some Ontario millers write to the effect that they cannot offer straight rollers at less than \$3.90 on track here, while others refuse to accept less than \$4.00. This means that United States millers have the best of it in competing for the Newfoundland trade. It has been stated that United States brands are not as good as Canadian, but buyers say they are equal in every respect, and suit their purpose just as well. To the local trade sales of Ontario straight rollers have been made at \$4.05 to \$4.15, but dealers say it is difficult to get the outside figure. In extras there have been sales on Newfoundland account at equal to \$3.20 here; but prices are quoted at \$3.25 to \$3.50 as to quantity and quality. Strong bakers has been placed at \$4.30 to \$4.40 for choico city bands, while Manitoba ground choico bakers has sold at \$4.20 to \$4.25. There is still a fair movement on England account, but prices are unprofitably low.

Oatmeal—Millers are still offering at low prices, and the sale of a car lot of rolled is reported on track here by one of the best Ontario mills at \$3.95. We quote jobbing prices here as follows: Rolled and granulated \$4.05 to \$4.10; standard \$3.95 to \$4. In bags, granulated \$2 to \$2.05, and standard \$1.90 to \$1.95.

Mill Feed—The ban market is firm under a continued scarcity, car lots have been sold at \$13.50 to \$14.; shorts at \$14.70 to \$15.50, and moultrie at \$17 to \$21 as to grade.

Wheat—The market continues to rule weak and unsettled in sympathy with outside advices, making it very difficult to quote values. No. 2 hard Manitoba wheat is nominally quoted at \$5 to \$7c, although for export shippers say they cannot pay more than \$2 or \$3c. No. 1 regular is quoted at 61 to 63. Ontario red winter wheat is quoted at \$2 to \$3c, a round lot of new being offered at the outside figure, the quality being excellent.

Oats—The market is steady under a fair export enquiry, sales being reported at 36½c for No. 2, but holders are asking higher figures. A lot of No. 3 brought 35½c per 34 lbs. There is said to be a large deficiency in the United States crop, some placing it as high as 160,000,

000 bushels. The Canadian crops, however, will be unboundedly large, and the future in prices is somewhat doubtful.

Barley—Sales of feed barley have made at 38½c and 39c; a lot of 2 cars of choico feed changing hands at a point west at equal to 42c here. In malting barley sales are reported at 50c to 51c for a few car loads, the quality being reported as very good. There is some demand for export.

Apples—The market is weak and declining under increased arrivals from the west, sales of Canadian early fruits having been made at \$1.75 to \$2.75 per bbl. for fair to choico fruit, which is about \$2.00 lower than last week, and it is expected that prices will go lower still for summer fruits. Dried apples—The market is steady and quiet, with sales at 4½c to 5c per lb, one lot being reported at the inside figure. Evaporated fruits.—Evaporated apples are quiet and not much business doing, sales having been made at 6c to 7½c; peaches in fair demand at 14½c to 15c; apricots steady at 15c.

Hides—The regular market price of hides is still uncertain, some butchers admitting that it is only 4½c, while others insist on getting 5c. The same thing exists in the price of lambskins, and our quotations must be taken as being approximately the market prices. We quote:—No. 1, 4½ to 5c; No. 2, 3½ to 4c; No. 3, 2½ to 3c; tanners are paying 1c more; lambskins, 50c to 55c; clips, 30c; calfskins, 5c.

Butter—The market remains firm with sales of 3,000 pkgs, consisting of creamery at 21½ to 21¾c, and western dairy at 16 to 17c, the latter for choico selected. Eastern townships dairy is steady at 18 to 18½c, a round lot having changed hands at the outside figure for export, and 19c has been paid for selections. For single tubs of fancy, 19½ and 20c have been paid. We quote creamery 21 to 21¾c; eastern townships 17 to 19c; and western at 15½ to 17c. A large make is in progress, and some dealers think values have been hoisted too high.

Cheese—The market has a decidedly easier appearance, the sale of a lot of 1,000 boxes of fancy Ontario cheese being reported on this market at 9½c. Another lot of 1,500 boxes was offered at 9½c. A lot of 1,000 boxes of finest Quebec cheese, half white and half colored, was sold at 46s c.i.f. Bristol, for shipment by the steamer "Texas." A lot of finest States cheese was also sold at 46s c.i.f. Bristol. Still there are cheese going out by this week's steamers costing 9½ to 10c for finest western. Private cables were received yesterday quoting the English market quiet and easier, which would indicate that buyers there will not follow the advance on this side.

Eggs—Western culls sell at 7 to 8c per dozen. August stock reported at 12½c; but the ordinary run of receipts bring from 11½ to 12c. The English demand has slackened off somewhat during the week, and cable limits are slightly lower.

Wool—Business during the past week has been a good deal more active than for some time past, the volume of sales being considerably larger. Prices have remained steady, and the advance has been held, as was generally expected among the best posted in the trade. The next London sales open about the middle of next month, and no change in values is likely to occur before then. The purchases in this market have been pretty well divided up, showing that manufacturers generally are busy. Reports from the country are encouraging for continued activity in the factories. We quote—Greasy Cavo, 15c to 17c; B.A. scoured, 37c to 38c; Northwest, 15c to 16c.—*Trade Bulletin*, August 19.

## Toronto Markets.

Flour—Dull and weak. Some purchasers of straight roller were reported at \$3.50 to \$3.55 Toronto freights; a bid of \$3.90 came by wire from Quebec, and sales were reported as being made there at that figure.

Millfeed—Bran steady with a quiet demand at \$10.50 to \$11, Toronto freights.

Wheat—Quiet and fully 1c lower, with sales at 75c straight for old winter 74c for new north and west points, and more offered freely at the price. Spring was nominal at 73c Midland and 70c north and west. Manitoba wheats quiet. No. 1 hard at held at 97c North Bay, No. 2 at 90c and No. 3 northern rt 76 to 77c. No. 1 regular appears to be worth 62c North Bay. A sample car of Manitoba offered in store here at 90c with 75c bid.

Barley—Nothing doing. No. 3 extra is nominally worth 40 to 42c here.

Oats—Quiet and easier, with sales on track here at 31c. Outside there were sellers at 30 west and 31 east. A few cars sold in store, Montreal, at 35½c.

Grain and flour—Car prices are: Flour (Toronto freights), Manitoba patents, \$4.60 to \$4.70; Manitoba strong bakers', \$4.20 to \$4.30; Ontario patents, \$3.90 to \$4.10; straight roller, \$3.65 to \$3.70; extra, \$3.15 to \$3.25; low grades, per bag, \$1 to \$1.50. Bran—\$11.50 to \$12.00. Shorts—\$13 to \$14. Wheat—(straight west and north points)—White, 77 to 78c; spring, 71 to 72c; red winter, 76 to 77c; goose, 63 to 64c; spring Midland, 75c; No. 1 hard, lake and rail, 93 to 95c; No. 2 hard, 87 to 88c; No. 3 hard, 75 to 76c; No. 1 regular, 59 to 60c. Peas—No. 2, 65. Barley—No. 1, 52 to 54c; No. 2, 48 to 49; No. 3, extra, 45c; No. 3, 42 to 43c; two-rowed, 54 pounds, averaging about No. 3, extra color (outside), 45 to 50c. Corn—56c. Buckwheat—Nominal. Rye—Nominal. Oats—33 to 34c.

Apples, dried—Unchanged and dull. Dealers hold small lots at 4½c; evaporated are quiet, jobbing lots are held at 7 to 7½c.

Beans—Quiet. Small lots out of store sell at \$1.25 to \$1.30 per bushel.

Eggs—Weaker, owing to more liberal offerings. One or two round lots sold early in the day at 11c, but most commission houses were holding for 11½c.

Hides, etc.—Trade quiet. Cured sell at 5c; green at 4½c; No. 2 at 3½c; No. 3 at 2½c. Skins—Lambskins and pelts sell at 50c; calfskins at 5 to 7c for city inspected.

Honey—Unchanged and dull. New extracted is held at 8 to 10c in small lots.

Hops—Quiet. Small lots of last year's crop are held at 19 to 22c. Very few old hops on the market and prices purely nominal.

Potatoes—The market is firmer owing to the light supplies. Dealers were holding stock at \$1.25 to \$1.50 per bbl. Malta onions are selling at \$3 per hamper.

Tallow—Offerings fair; prices easy. Rendered sells at 5c; rough at 2c; trade lots of the former are held at 5½ to 5¾c.

Wool—Unchanged. New fleece sell at 17c, now clothing at 20c. There is very little doing in pulled wools and values show no change.

Butter—Receipts were only moderate to-day and a very firm tone still characterizes the market. There was a sale late yesterday of 1,400 lbs "culled" butter at 13c; a Hamilton dealer was the purchaser. Selected dairy sells at 15 to 16c good to choico store packed butter at 14 to 15c, and large rolls at 13 to 16c. Bakers' butter is in demand at from 11½c to 13c.

Cheese—Unchanged and firm. Dealers are jobbing at 10c.

Provisions—Quotations are: Mess pork, United States, \$15 to \$16; short cut, \$16.50 to \$17; bacon, long clear, per lb, 7½ to 8c; lard, Canadian, tubs and pails, 9½ to 9¾c; compound, do, 7 to 9c. Smoked meats—Hams, per lb, 11½c; bellies, per lb, 12½c; rolls, per lb, 9½ to 9¾c; backs, per lb, 11½ to 12c.—*Export*, Aug. 19.

In the closing days, after making a brave fight for his pot measure, Senator Washburn consented to let the Anti-Option Bill go over to the next session of Congress as unfinished business.

**CAUTION.**

EACH PLUG OF THE

**Myrtle Navy!**

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SHEEPSKINS AND WOOL.

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We will be in the market this season as usual for all classes of Wool, and are prepared to pay the highest market prices.

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Economical and Efficient.

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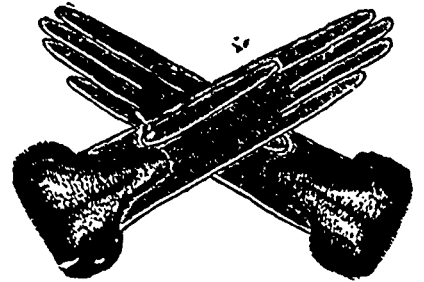
Carry a Large Stock in each Department the year round.  
They also control the output of

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And they Solicit Orders by Letter or Otherwise  
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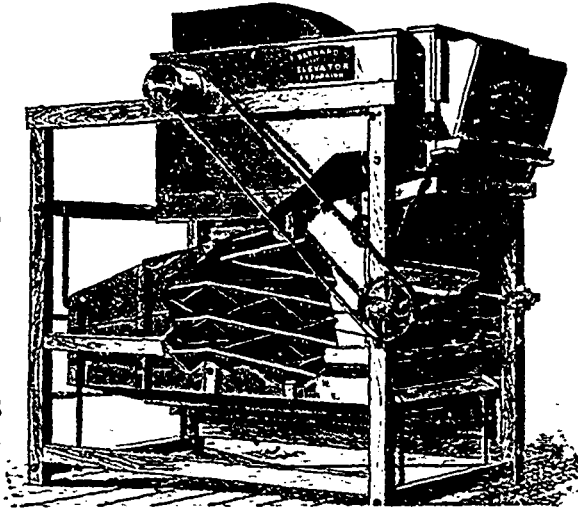
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**REINDEER BRAND CONDENSED COFFEE AND MILK,**

SUPERIOR TO ALL OTHERS.

MERCHANTS ASK YOUR JOBBER FOR THIS BRAND.

**W. F. HENDERSON & CO.,** Wholesale Agents, - **WINNIPEG**

## WINNIPEG MARKETS.

SATURDAY AFTERNOON, August 27.

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

**The Labor Market.**

The harvest has of course brought a sharp demand for harvest help. Previous to the commencement of harvest labor was well employed in railway work and other operations, and there were no idle hands waiting for the harvest to give them work. Men here left other work to some extent, however, to assist in the harvest, on account of the higher wages offered. Excursion parties of farm hands from eastern Canada have also arrived, but the demand has been in excess of the supply. Requests have been coming from all parts of the country, by mail and wire, to the city agencies asking for men for the harvest. Wages offered range mostly from \$20 to \$35 per month including board, but engagements have been made at \$10 per month, and it is said that even \$45 has been paid, but engagements at above \$35 are rare. Even with the scarcity of men here, some have gone south of the boundary to work, agents having been in the city from Dakota endeavoring to secure men. These agents have been offering big prices as an inducement to get men to go south, and they have secured some, but it is altogether likely these men will find that promises have exceeded the reality, when they get to their destination. Domestic servants are exceedingly scarce.

**Binder Twine.**

There has been an exceedingly active time in binder twine, the rush for twine having set in earlier than was expected, and the demand has been larger than was looked for. These are favorable features, as they indicate that the harvest is well on, and also that crops are turning out fully as good, if not heavier than had been estimated previously. A good many alarmist reports were flying around about a shortage in the supply of twine, and as anything of this nature would delay harvest work, it was considered a very serious matter. It is reassuring to know, however, that there will be plenty of twine, without causing any serious delays. The fact of twine becoming scarce at a few points for a brief time, was magnified into something of a most disastrous nature. For instance, a telegram from Portage la Prairie, on Sunday, Aug. 21, said that 100 binders would be prevented from starting to work on Monday (the following day) on account of no twine. Now, it appears that the stock of twine at Portage was exhausted on Saturday, but by the Monday morning following a new supply had been received, so that there was little or no delay. The fact is, that the people at points where twine became temporarily scarce, went fairly wild, and raised a great outcry, as though they were not going to get any more twine this season, when in reality fresh supplies were on hand in a brief time, and at no point was there more than a very brief scarcity. There has been no shortage of twine within the proper meaning of the word. At most, there has been but a temporary scarcity at a few points. This may be expected every season. This temporary scarcity, it will be noticed, was not so much this week as the week before, so that even if there had been greater delay in getting in supplies, it would not have been very serious, as the harvest was only starting. In fact, many farmers who were in after twine, did not intend using it at once, but were merely procuring their supply in expectation of starting to cut within a few days. When in some instances they could not get the twine on a moment's notice, they became frantic for fear they were going to be delayed, hence the alarming reports from a few country points.

The fact is, as stated, that the harvest has come in earlier than was expected, and this caused a brief scarcity on the start at a few points, but supplies were rushed forward so quickly that there was really no delay worth

mentioning at any point. Another point is that farmers delay ordering until too late in the season, and often order less than they require at that. Farmers should place their orders early, and be sure they order all they will require. Dealers pay cash and sell on credit, and they cannot be expected to take the risk of carrying over a large quantity of twine. Another cause of some delay on the start, was the washout on the railway east, which held back some early shipments.

The principal difficulty this season, (making the most of what trifling delay there has been.) has undoubtedly been due to the action of the Patrons of Industry in holding back their orders. All the lodges of Patrons had arranged to secure their twine through the executive of their order. These officers delayed ordering, presumably in the hope of getting a further cut in prices, until nearly the close of July. Then they placed their order for over 450,000 pounds of twine. This big order, coming so late in the season, made it difficult to fill it and other smaller orders received about the same time.

Later last week there was less talk of scarcity than earlier, and there appeared to be plenty of twine, though some brands which were wanted could not be had, and other brands had to be substituted. About thirty car lots have been secured in the States, principally in Minneapolis, which with the constant arrivals from the east will meet all requirements. At the close of the week orders were slackening up and there was plenty of twine, some points reporting a surplus. This refers to Manitoba. At some distant territorial points a shortage was reported, owing to local parties having underestimated requirements.

**DRUGS**—Dealers have been kept busy and report a brisk business. Opium is somewhat higher abroad, and carbolic acid is very strong, having advanced about 25 per cent. in outside markets. This of course strengthens the local price. A very sharp advance has taken place in canary seed, and prices have appreciated altogether about 50 per cent. in central markets. Local prices are firm at 8 to 10c per lb. See drug prices on another page.

**DRIED FRUITS**—California dried fruits are very high, apricots having advanced from 10c to 13c in California. Peaches and prunes have sold for future delivery at high prices,—higher it is said than is likely to be held, but in apricots it is claimed the crop has nearly all been moved, and a reaction in prices is not considered probable. Quotations here are: Dried apples, 5½ to 6c; evaporated, 8 to 9c; figs, layers, 10 to 14c; figs, cooking, 4 to 6c; dates, 6 to 8c. Valencia raisins, new, \$1.25 to \$1.75 per box; Sultans, 10 to 11c per pound. Currants, 6 to 6½; prunes, 6 to 9. Evaporated fruits are quoted: apricots, 12 to 15c; peeled peaches, 17½ to 18c; unpeeled peaches, 12 to 12½c; pitted plums, 11 to 11½; cherries, 13 to 13½c; pears, 12½ to 13c; nectarines, 11½ to 12c; raspberries, 18 to 20c.

**FISH**—The fish market was more fully supplied with fresh varieties during the week, and hereafter it is likely a better supply will be constant. Oysters have made their appearance. Fresh fish are quoted: Salmon, 14c; halibut, 15c; lake trout, 9c; whitefish, 5½ to 6c. Cured fish quoted: salt Labrador herrings, \$4.75 to \$5 per half barrel; boneless codfish, 8 to 8½c per lb; smoked herrings, 22 to 25c per box.

**GREEN FRUITS**—Business has continued brisk, and dealers have been unable to keep up with the demand in some lines. Lemons have experienced a regular boom in prices all over, and are now held at fancy figures. California oranges are beginning to get scarce, and the market will not much longer be supplied with this fruit. Pacific coast plums are still scarce, owing to the short crop there. Oregon plums have followed California, and are now in the market at lower prices. Grapes are becoming more plentiful, and improving in quality, and lower in prices. Ontario tomatoes in baskets are arriving, and the first supply of Ontario

barrel apples are now about here. Other varieties of Ontario fruits are expected in about a week or so. Watermelons are lower. Prices are: California Valencia oranges, \$7.25 to \$7.50 per box; California seedling oranges \$6.25 to \$6.50. Messina lemons, \$10.00; bananas, \$2.75 to \$3.25 per bunch; tomatoes, \$1.25 to \$1.50 per 20 lb basket. California peaches, \$1.50 to \$1.75 per box; Oregon plums, \$2.15 to \$2.25 per 20 lb box; California pears, \$3.25 to \$4.00 per 40 lb box; southern black grapes, 75 to 90c per 10 lb basket; blueberries, 5 to 6c per pound; watermelons, \$1.00 per dozen. Ontario apples early varieties, \$3.50 to \$4.25 per barrel, as to quality.

**GROCERIES**—After a long course of steady prices, sugars are at last advanced 1½c at the refineries east, this advance having taken place on Monday. The advance was made advisable owing to the relatively higher position of sugars at New York.

**HARDWARE**—The city houses report business active. Those that have been handling binder twine have had their sales considerably increased by the activity in twine. Prices are steady. See quotations on another page.

**LUMBER**—Dealers have experienced a fairly good season's trade. Business is a little quiet in the country, but a brisk trade is looked for after harvest, when farmers will be doing their usual fall building and repairing.

**NUTS**—Fancy stock is quoted: Almonds per pound, 16 to 17c; walnuts, per pound, 15 to 16c; pecans, 17c to 18c; filberts, 13 to 14c; Brazils, 12 to 13c; peanuts, 14 to 15c; Cocoanuts, \$9 to \$10 per 100.

**WOOD AND COAL**—There is no change in wood. The supply is limited, and good wood is scarce, as it had been all along since last fall. Prices are about as last quoted. There is no further change in coal, but an additional advance is expected at the mines in Pennsylvania anthracite. The combination have a firm grip on the situation, and it is not likely they will be content to stop at the advances amounting to \$1.10 per ton already made. It was decided by the combine not to change prices in August, but it is expected they will put up prices 25c next month. Another thing which affects coal locally is the tax placed on freight destined for Canadian ports, passing through the "So" canal. Nearly all our anthracite coal has heretofore been unloaded at our Lake Superior ports, and it will now be subject to a canal toll of 25c per ton. About half the annual supply has already been brought in since the opening of navigation last spring, so that a large quantity of coal is yet to come in. It is not known whether the canal tax will cause a corresponding advance in the price here. If the coal could be brought in via Duluth, it would not be subject to the canal tax, but it is claimed that there would be difficulty in getting wharf room at Duluth to bring it that way. However, the fact that coal brought in by Duluth is not subject to the canal tax, may operate to prevent an advance in the price here on account of this tax. The canal tax simply places the Fort William route at a disadvantage in the matter of freights, as compared with Duluth, and a reduction in carrying freights, to cover the canal tax and compete with the Duluth route, would prevent the tax from falling upon the consumers here. Work is progressing in opening shafts at the new Souris mine, and in a short time this new native soft coal will be in the market here. It will sell at \$4 per ton on track, Winnipeg, or \$4.75 delivered from the yards, retail.

Since writing the above, a telegram from New York says: "agents of the anthracite coal producing companies have advanced egg coal 20 cents, broken 10 cents, chestnut and stove 25 cents per ton, to take effect September 1st." The telegram also says: "Judgment was rendered against the railroads forming the Reading coal combine, on the ground that the combine tended to a monopoly of a public necessity. This is the 'trust' that caused the price of anthracite coal to be advanced \$1.10 per ton all over the American continent this year."

GRAIN AND PRODUCE.

**Wheat**—The wheat markets are very weak, and wheat has touched the lowest point this week, which has yet been reached this year. On Friday No. 2 wheat at Chicago, for September delivery, closed at 75½ per bushel. The following shows the lowest point touched at Chicago each month for the present year:—Lowest price in January, 81½; lowest in February, 81½; lowest in March, 77½; lowest in April, 76½; lowest in May, 80; lowest in June, 78; lowest in July, 76; closing price Friday last 75½. This week's prices therefore break the record in the Chicago market for low prices, with the exception of the year 1877, when wheat sold as low as 66½ at Chicago, in August of that year. The outlook is, therefore, not encouraging for holders of old wheat, and very low prices for new wheat are in prospect. There are still heavy stocks of wheat in importing markets. On Monday the supply of wheat in Great Britain was 51,565,000 bushels, as compared with only 31,218,000 bushels a year ago. The cholera scare, large stocks, increasing supplies, etc., have tended to further depress values. Stocks of Manitoba wheat in store at Fort William on July 20 were \$47,749 bushels, being an increase of 61,769 bushels for the week. For the week ended August 20th, 79 cars of wheat were inspected at Winnipeg, as compared with 153 the previous week and 23 and 5 cars respectively, for the corresponding weeks of last year.

**FLOUR**—There is no change in the local market, and prices are still held at about last quotations. Prices are quoted as follows to the local trade in small lots per 100 pounds: Patents, \$2 30; strong baker's, \$2 10; XXXX, \$1 10; some special brands of XXXX range up to \$1.20. Less than 100 pounds sacks 5c. extra per hundred.

**MILLSTUFFS**—Prices are nominally the same. We quote bran \$8 to \$9, and Shorts \$9 to \$10 per ton to local trade.

**OATS**—The price of good quality oats is firm on local account, as the city supply is largely drawn from country points by rail. There are no farmers' offerings, and as country stocks are mostly of inferior quality, choice are scarce. We quote 24 to 26c for car lots here, these prices being for clean, sweet feed oats, per bushel of 34 pounds. Musty and dirty samples are offering much lower. This advanced price is expected to be only temporary, as new crop will soon be in the market.

**GROUND FEED**—Prices are firmer for good qualities, but there is a wide range in the quality of offerings, and likewise in the price. We quote ground oats and barley chop at \$12 to \$14 per ton, as to quality and quantity.

**MEALS, BEANS, ETC.**—Oatmeal unchanged in this market. Some brands rolled and granulated held at \$1.80 to \$1.90 per sack, and other brands are held up to \$2 to \$2.05 and standard meal 5c lower. Cornmeal \$.65 to \$1.70 per 100 lbs. Split peas \$2.60 to \$2.65 per 100 lbs. Beans \$1.60 to \$1.65 per bushel. Pot barley, \$2.60 to \$2.65 per 100 lbs. Pearl barley, \$4.15 to \$4.20.

**BUTTER**—There does not appear to be much change in the situation, though some talked firmer. There was more demand from the city trade, as farmers are not bringing in much these days. The top price paid by dealers appears to be about 12c, or 12½ in the country, for round lots of good quality. Dealers are selling at 14 to 15c in small lots, buyers sometimes being allowed to make selections at these prices. Creamery quoted at 20 to 20½ in round lots, dealers' paying prices.

**CHEESE**—The extreme range of prices appears to be from 8 to 8½ for round lots, with the tendency toward the lower range. Small cheeses are not in demand. Dealers are jobbing at 8½ to 9c.

**EGGS**—Dealers are paying 13c, and selling at 14, with candled stock held at 15c in single case lots. Receipts have been somewhat larger.

**CURED MEATS**—Prices continue very firm, and recent advances are held. Dry salt long clear bacon, 9½; smoked long clear, 10½; spiced rolls, 11; breakfast bacon, 13 to 13½; smoked hams, 12½ to 13; mess pork, \$16 to \$17 per barrel. Sausage quoted. Pork sausage, 10c; bologna sausage, 9c; German sausage, 9c; ham, chicken and tongue sausage, 9c per half lb packet.

**LARD**—Compound held at \$1.70 per pail. Pure at \$2.20 per 20 pound pail. In tins, 12 to 12½ per pound.

**DRESSED MEATS**—There is an easier tendency. Beef is down about 1c from the top range of prices which have ruled for some time, though the price had been cut from the outside quotations for some time previously. The top price for beef, sides or carcass, is now 6c, and the range from 5 to 6½ as to quality. Pork is easier, and is not going over 7c now, with lower prices expected. Mutton held at 12 to 12½, with an easier tendency, and probability of lower prices. Veal 5 to 7c.

**VEGETABLES**—Potatoes have continued to decline fast, and there were sales on the street as low as 25c per bushel, but on other days of the week, when offerings were limited, they sold up to 40c, the daily price being determined by quantity offered. Green corn has declined to 10 to 12c per dozen ears. Other articles steady. Following are prices at which dealers buy from growers on the market: Potatoes 25 to 40c per bushel; cabbages 40 to 60c dozen; cauliflower 40 to 60c per dozen; celery 25c dozen; cucumbers 25 to 40c dozen; rhubarb 20c dozen bunches; green beans 60c bushel; peas in pod, 75c bushel; beets, carrots, turnips, radishes, onions, etc., sell at about 15c per dozen bunches; green corn 10 to 12c dozen ears. Ontario tomatoes bring \$1.25 to \$1.50 per 20-lb basket; ripe onions 2½ to 3½ per lb.

**POULTRY**—Chickens in good demand at 50 to 65 per pair, and spring chickens at 30 to 50c per pair. Turkeys 11 to 12½ per lb live weight. Ducks and geese 10c lb live.

**HIDES AND TALLOW**—Sheepskins have advanced 10c each. Hides unchanged. We quote: No. 1 cows 3½; No. 2, 2½; No. 1 steers 5c; No. 2 steers 4c; No. 3 2c lb. Real veal 8 to 13 lb skins 4 to 5c per pound or about 40c per skin. Kips about same as hides. Sheepskins—35c each. Lamb skins, 35c each. Tallow, 4½c rendered; 2½c rough.

**WOOL**—Dealers paying 10 to 10½ for unwashed Manitoba fleece.

**SENAGA ROOT**—We quote 25 to 27c per pound for good root.

**HAY**—Baled held at \$6 to \$7 per ton.

**LIVE STOCK**—Cattle for export are being bought up in the country, notwithstanding the demoralized condition of British markets. Prices paid for good cattle are said to range from 2½ to 3c per lb. The decline in dressed beef in this market has an easier tendency on cattle for local butchers' supply. Hogs have been offered for shipment here at 5c. Those who have given the matter attention, say that there will be a considerable increase in the local supply of hogs this fall and coming winter, and prices are expected to rule easier. Two train loads of cattle from the Manitoba Northwestern railway country, went forward to Montreal about a week ago.

Chicago Board of Trade Prices.

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

Wheat opened ½c higher on Monday, and advanced ¾c more, but became weak and declined, closing only ¾c higher than Saturday. Cables lower. A cable report placed the India wheat crop at 202,000,000 bushels, as compared with 255,000,000 last year. The visible supply increased 3,522,000 for the week. Closing prices were:

|                 | Aug. | Sept. | Oct.   |
|-----------------|------|-------|--------|
| Wheat.....      | 75½  | 76½   | —      |
| Corn.....       | 62½  | 62½   | —      |
| Oats.....       | 34   | 34½   | 34½    |
| Pork.....       | —    | 11 00 | 11 07½ |
| Lard.....       | —    | 7 52½ | 7 52½  |
| Short Ribs..... | —    | 7 60  | 7 46   |

On Tuesday wheat opened a fraction lower, declined a trifle more, then advanced ¾c, declined and closed ½c higher than Tuesday. Closing prices were:

|                 | Aug. | Sept.  | Oct.  |
|-----------------|------|--------|-------|
| Wheat.....      | 75½  | 76-76½ | —     |
| Corn.....       | 62½  | 62½    | —     |
| Oats.....       | 34   | 34½    | 34½   |
| Pork.....       | —    | 11 30  | 11 40 |
| Lard.....       | —    | 7 70   | 7 72½ |
| Short Ribs..... | —    | 7 87½  | 7 76  |

Wheat was weak on Wednesday, influenced by fine weather, the railway strike, the European cholera scare, etc. September wheat opened at 76½c and sold down to 75c, closing ¾c above the bottom. Closing prices were:

|                 | Aug. | Sept. | Oct.   |
|-----------------|------|-------|--------|
| Wheat....       | 74½  | 75½   | —      |
| Corn.....       | 51½  | 51½   | —      |
| Oats.....       | 34   | 34½   | 34½-3  |
| Pork.....       | —    | 11 00 | 11 07½ |
| Lard.....       | —    | 7 62½ | 7 62½  |
| Short Ribs..... | —    | 7 75  | 7 57½  |

On Thursday there was not much change in wheat. The opening was easy and prices declined to 74½c, then advanced and closed a fraction higher than Wednesday. Closing prices were:

|            | Aug. | Sept. | Oct. |
|------------|------|-------|------|
| Wheat..... | —    | 75½-3 | —    |
| Corn.....  | —    | 52½   | —    |
| Oats.....  | —    | 34½   | —    |
| Pork.....  | —    | 10 50 | —    |
| Lard.....  | —    | —     | —    |
| Ribs.....  | —    | —     | —    |

On Friday wheat was weak, on unfavorable cables and the cholera scare. Closing prices were:

|                 | Aug. | Sept.  | Oct.   |
|-----------------|------|--------|--------|
| Wheat.....      | 74½  | 75½    | —      |
| Corn.....       | 51   | 51½    | —      |
| Oats.....       | 34½  | 34½    | 34½    |
| Pork.....       | —    | 10 42½ | 10 52½ |
| Lard.....       | —    | 7 70   | 7 72½  |
| Short Ribs..... | —    | 7 60   | 7 42½  |

On Saturday wheat closed at 75½c per bushel for September delivery.

Winnipeg Wheat Inspection.

The number of cars of wheat inspected at Winnipeg for the two weeks ended August 13 and August 20, 1892, is given below with the grading of the same.

| Grade.                  | Aug. 13 | Aug. 20. |
|-------------------------|---------|----------|
| Extra Manitoba hard.... | 0       | 0        |
| No. 1 hard.....         | 0       | 0        |
| No. 2 hard.....         | 32      | 27       |
| No. 3 hard.....         | 24      | 21       |
| No. 1 Northern.....     | 0       | 2        |
| No. 2 Northern.....     | 7       | 1        |
| No. 3 Northern.....     | 9       | 0        |
| No. 2 White type.....   | 0       | 0        |
| No. 1 Regular.....      | 21      | 3        |
| No. 2 Regular.....      | 4       | 3        |
| No. 3 Regular.....      | 1       | 0        |
| No. 1 Rejected.....     | 5       | 0        |
| No Grade.....           | 45      | 13       |
| Rejected.....           | 5       | 3        |
| Feed Wheat.....         | 0       | 1        |
| Total.....              | 153     | 79       |

Total inspected for the two weeks, as above, 232 cars. Total inspected for the corresponding weeks of last year, 23 cars.

Duluth Wheat Market.

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

Monday—August 7½; September 7½.  
 Tuesday—August, 7½; September, 7c.  
 Wednesday—August, 7c; September 7½c.  
 Thursday—August, 7½c; September 7½c.  
 Friday—August, 7c; September 7½c.  
 Saturday—August 7½c; September 7½c.

A week ago August closed at 7c½ and September delivery at 7c.

The Ontario government fruit crop bulletin says that the fruit crop on the whole will be poor. The larger fruits may be arranged in the following order from best to poorest—pears, plums, apples, peaches, cherries.

**The Cattle Markets.**

At Liverpool the market on Monday, Aug. 22, was very weak and prices declined a full cent, only a few of the finest Canadians making 11c. The receipts were heavy and the general supply heavy. Sheep still dull and prices unchanged. Following is the range for Canadian cattle: Finest steers 11c; good to choice 10½c; poor to medium 9½c; inferior and bulls 7 to 8½c; sheep 11½c.

At the East End abattoir at Montreal on Aug. 22 the butchers bought slowly and notwithstanding the small supply of cattle the market ruled dull. The supply of choice cattle was very limited and a few head brought 4½c; but 3½ to 4c was about the top figure for the best average cattle. Calves sold at \$3 to \$8 each. Sheep sold slowly; but lambs were in demand at \$2 to \$4 each.

**Crop and Weather Conditions.**

After a spell of very fine weather the week spoiled itself by winding up unfavorable. Up to Friday the weather was warm and bright, and all that could be desired. There was a heavy shower at Winnipeg on Friday morning, and a light rain, which continued for some time on Friday afternoon. To day (Saturday Aug. 27) is warm but unsettled appearance. Information has not been received from the country, and it is not known whether the rains were general, but it is believed they have not, as telegrams to-day from the west did not mention rain.

Harvesting has progressed rapidly during the week, and wheat cutting is well advanced. From 50 to 75 per cent. of the crop is estimated to be out by this evening, according to district, some sections being earlier than others. In some districts the crop is practically finished cutting, but at two or three late points probably one-half the crop is uncut. Some threshing from stock was to have been done about the close of this week, if not prevented by the showers. The condition of the crop has not been impaired in any way yet, and if the weather clears up and remains fine for a short time, the average quality will be very high. Smut is reported to be rather prevalent in some districts, but there is no reason to believe that it will be anything like as prevalent as last year. West of Brandon the yield will be lighter, but latest reports indicate a very good crop for the country as a whole, some estimating as high as an average of twenty-five bushels per acre.

**The Street Names.**

The Winnipeg city council has at last decided to retain the system of calling the streets by numbers, instead of the old plan of using the names. The city council of last year introduced the numbering system, but immediately there was considerable opposition raised to the change. This was just what might have been expected. Opposition is certain to follow any innovation, especially one which inconveniences the public. Citizens are certain to find the new system very awkward at first, but if an effort had been made to adopt it, we believe it would soon have been found preferable to the old plan. But here the difficulty came. It was understood that an effort would be made to induce the new council to repeal the system, and revert back to the old names. On the new council taking office the first of the year, the matter was promptly brought up, and it has been hanging fire ever since, until last week it was decided not to make any further change. All the many months that the matter has been before the council, the citizens have been in a quandry what to do. A few adopted the new system, but the majority held to the old names, as it was considered probable that the new system would be discarded by the council. If a decision had been made promptly not to change, the new system would now likely be in general use. Now that the matter has been settled, it

is to be hoped for all time, business people should at once take up the new system and call the streets by their numbers.

**Crop Situation Abroad.**

The weather of the past week has been varied, and on the whole not propitious to growing crops of wheat in the United Kingdom. In Central and Northern Europe, however, the weather has been fairly favorable, and in those countries a large proportion of the grain has now fallen before the reaper. The chief feature has been the large movement in and from America, attaining almost the proportion of last August. Stocks are already considerable in most of the ports, and in Liverpool it has become difficult to obtain store accommodation. This is accentuated by the large stock of cotton held here, and may become a serious question if shipments continue. There has been little change in values, many holders preferring to withdraw their samples until the weather and harvest prospects declare themselves. From Russia the reports now predicate a harvest rather above than under the average. Accounts of the French crop, appearing in Parisian contemporaries, state that the weather is satisfactory and harvesting in full swing. Wheat cutting in the north continues, and the crop appears to give satisfaction. In the centre and east harvesting is well advanced, and crops are being brought in under favorable conditions.—Liverpool *Corn Trade News*, Aug. 9.

**Highest Production and Lowest Prices.**

The *Bulletin* of the American Iron and Steel Association says: "The recent strikes and lockouts in the iron trade of this country will probably reduce the production of many leading forms of iron and steel during the last six months of 1892, as compared with the first six months. It is a notable fact that the very low prices which have prevailed for many months did not greatly restrict production before the strikes and lockouts began. On the contrary, we never produced so much pig iron and Bessemer steel in one year as during the twelve months which ended June 30 last. Our production of Bessemer steel rails in the first six months of the present year was also considerably in excess of the production in the last six months of last year, and very greatly in excess of the production in the first six months of that year. Steel-rail prices have, however, been satisfactory to the producers. Here are the figures:—

| Products        | Gross tons.     |                  |                |
|-----------------|-----------------|------------------|----------------|
|                 | Last half 1891. | First half 1892. | Twelve months. |
| Pig iron        | 4,911,703       | 4,799,056        | 9,710,819      |
| Bessemer ingots | 1,819,033       | 2,668,825        | 3,878,551      |
| Bessemer rails  | 702,050         | 772,430          | 1,474,510      |

"In the twelve months mentioned our production of pig iron was 508,116 gross tons in excess of the production of 9,202,703 gross tons in 1890, which was the largest yearly production ever attained. In the same period of twelve months our production of Bessemer ingots was 189,710 gross tons in excess of the previously unprecedented yearly production of 3,688,871 gross tons in 1890. Our production of Bessemer steel rails in the twelve months mentioned has been exceeded in 1886, 1887 and 1890, but it nevertheless aggregated a very large and satisfactory tonnage, especially when the very small mileage of new railroad built in 1891 and thus far in 1892 is considered.

"Our production of open hearth steel this year will doubtless be at least as large as it was last year, when we made 579,753 gross tons, the largest yearly production we have ever attained. The demand for both Bessemer and open-hearth steel for plates and sheets and all structural forms, as well as for other well-known uses, is constantly increasing.

"We have never known a period in the history of the American iron trade when prices have been so generally low and unromunerative as during the past twelve months, and yet production has never been so great. Here are two

important facts. The explanation of the continued low prices is that our producing capacity is still beyond our enormous consumptive wants, and that individual producers whose works have large capacity can afford to make iron or steel with a very small margin of profit on each ton produced. But prices are too low and ought to rise."

Jos. Parkinson, druggs, Winnipeg, is dead.

Abbott's rolling mills, Montreal, were burned on Aug. 24. Loss \$75,900; insurance partial.

Queswell & Cameron, blacksmiths, Deloraine, Man., have sold out to T. H. Donaldson.

J. W. Nerlin, blacksmith, Deloraine, Man., has admitted J. B. Storey under style of Nerlin & Storey.

The second harvest excursion from Ontario reached Winnipeg on Friday, with between 400 and 500 people.

T. A. Blackwell, harness and boots & shoes, Melita, Man., has admitted brother under style of Blackwell Bros

M. McBean, general store, Napinka, Man., has admitted Jas. McGregor under style of McBean & McGregor.

A couple of carloads of hogs were shipped from Brandon for the coast on Wednesday by Burchill & Howey. They were fed by this firm, having been purchased when young.

An innovation in the live stock trade is the shipment of hogs to the old country. The first lot in years went forward to Liverpool from Montreal. Previous experiments have always failed, usually on account of mortality among the animals.

Baker & Leeson, formerly of Douglas, Man., who have gone into the wholesale commission trade at Vancouver, state in a letter to THE COMMERCIAL that since the smallpox scare has passed away and the quarantine raised, business is rapidly improving.

The municipality by-law of the Levis, Quebec, town corporation granting a bonus of \$12,000 to King Bros., of Toronto, for the establishment of a boot and shoe factory in that town, has been ratified by the electors by a vote of 200 to 50.

A Montreal telegram of Aug. 24 says:—Cattle freights took a drop to-day, boats going out at 30s to Liverpool. This is the lowest figure ever accepted by steamships and is due partially to the bad state of the English markets and partially to the fact that the combine between the three big ship companies to keep up rates is busted. Even now steamships cannot obtain all the cattle they want, for the losses on the other side for several weeks past have been simply enormous.

The Winnipeg board of trade has decided not to send delegates to the Grand Forks reciprocity convention, to be held on Thursday and Friday next. The board decided, that as no definite programme had been prepared for the convention, it was not possible to properly instruct delegates to represent the board thereat. Notwithstanding the action of the Winnipeg board, Manitoba and Winnipeg will no doubt be well represented at the convention, by private persons and other organizations.

Stocks of wheat in store in the Dakota and Minnesota country elevators amounted to 694,100 bushels showing a decrease of 51,600 bushels for the week. The stock of wheat in Minneapolis public elevators is 4,503,091 bushels, showing a decrease of 421,830 bushels. The stock in Duluth is 1,701,803 bushels, a decrease of 304,437 bushels. The Minneapolis private stocks, as compared by the *Northwestern Miller*, are 900,000 bushels, showing a decrease of 24,000 bushels for the week. The total supply in Minnesota and Dakota elevators amounts to 7,798,994 bushels, showing a decrease of 801,867 bushels. The total a year ago was 4,774,756 bushels, a decrease of 998,994 bushels for that week.



Winnipeg Wholesale Prices Current.

Table of various goods and their prices, including categories like PAINTS, OILS AND GLASS, WOOD, COAL, DRUGS AND CHEMICALS, METALS AND HARDWARE, and SHEET IRON.

IT IS CERTAINLY—

A GREAT TRIBUTE TO MELISSA

THAT SUCH PERSISTENT ATTEMPTS ARE MADE TO PRODUCE IMITATIONS.

Counterfeit money to pass current even among the most ignorant must be made to resemble genuine coin.

In like manner it is found necessary to even copy Melissa patterns and styles in the frantic effort to place imitation goods on the market.

ALL IN VAIN.—The public are not so easily humbugged, and regard with undisguised contempt such an underhand and paltry manner of doing business.

Our Melissa Cloths are manufactured by the largest and best mills in the country. Our patterns are made specially for us and the mills guarantee they will neither reproduce them in any other cloth, nor sell them to any other firm.

WE NEITHER DEAL IN COUNTERFEITS NOR PLAY SECOND FIDDLE.

Copies of Melissa patterns must therefore be obtained from some of the smaller inferior mills in lower grades of cloth.

Nothing Equal to Melissa has ever Heretofore been Produced either for Ladies' Cloakings or Men's Ulsterings. There is a large range of the most fashionable colorings and patterns to choose from.

WE HAVE PLACED IN THE HANDS OF

Leading Wholesale Dry Goods, Millinery and Woollen Houses

A beautiful range of Melissa Cloths, suitable for Ladies' Cloakings and Men's Wraps, which are now being shown by their travellers.

IN FUTURE Genuine Melissa Cloths can only be obtained through the above mentioned channels

All Genuine Porous Rainproof Cloths are stamped in wax with the Melissa trade mark seal, and Melissa Garments have the trade mark label attached. None other genuine.

Men's Rainproof Garments will, as heretofore, be sold through J. W. MACKEDIE & Co, MONTREAL.

THE MELISSA MANUFACTURING CO.

# GREENE & SONS COMPANY

WHOLESALE

FURS,

HATS, CAPS,

Etc., Etc.

*Manitoba Fall Trade, 1892.*

MEN'S

FURNISHINGS

Merino and Woolen Underwear

SCARFS, TIES, SHIRTS, COLLARS,  
Waterproof Coats.

WAREHOUSE,

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Commission Merchants

AND IMPORTERS OF

Green and Dried Fruits.

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SAMPLE ROOMS, 49 1/2 MAIN ST. WINNIPEG  
W. WILLIAMS, AGENT



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WE MANUFACTURE

**BARB WIRE,**  
**PLAIN TWISTED WIRE,** WITHOUT BARS.

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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. Quality of wire the best ENGLISH BESSEMER STEEL. Every pound guaranteed.

Manitoba Wire Company.

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We are now receiving daily 200 Fresh Vaccine points from the Vaccine Institute of Quebec. Every package to us bears the date of preparation. This Institute is under Government regulation and every point is guaranteed. Write us for Certificates from Eminent Medical Men.

We have also a very large stock of Carbolic Acid, Camphor, Bichloride of Mercury, Chloride of Lime.

WRITE FOR QUOTATIONS.

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Wholesale Druggists, WINNIPEG.

# CONSUMERS CORDAGE GO'Y

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**B** FOR FLOUR  
**F** FOR BRAN  
**A** FOR OATS  
**F** FOR SHORTS  
**G** FOR POTATOES  
**F** FOR WHEAT  
**S** FOR COAL  
**F** FOR EVERYTHING

Full Stock Carried in Winnipeg. Write for Samples to our Manitoba and North-West Agents.

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COMMISSION MERCHANTS.

—DEALERS IN—  
FRUITS AND ALL KINDS OF PRODUCE.  
Special attention to consignments of Furs and  
Skins, Butter and Eggs.

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P.O. BOX 536.

AGENTS Skidgate Oil Works, B.C.; D. Richards Laundry Soap,  
Woodstock, Ontario, Toller, Rothwell Co., Montreal, Parisian  
Washing Blue.  
We have a large cool warehouse with good facilities for handling  
Butter and Produce in quantities.  
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## Victoria Rice Mill

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CHINA and JAPAN RICE,  
RICE FLOUR AND BREWERS' RICE.

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Hay, Oats, Bran, Shorts, Chop Feed, &c

The Oldest Established Business in Town.  
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## The Brackman & Kerr Milling Co.,

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Oatmeal and Ground Feed Millers.  
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CORRESPONDENCE SOLICITED.

VICTORIA, - - B.C.

GEO. C. THOMPSON J. L. BECKWITH, CHAS. R. KING.

## BECKWITH, THOMPSON & KING,

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Special Attention given to Consignments.  
Prime Creamery Butter.

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## LELAND HOUSE, VANCOUVER

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The leading commercial hotel of the city.  
Directly above the C.P.R. Station and Steam-  
boat wharf. All modern improvements. Sample  
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## Baker & Leeson,

(Late of Douglas, Manitoba.)

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## Commission Merchants,

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Manitoba Consignments Solicited. Best  
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Excellent Storage Facilities. Correspondence Solicited

**Eggs and Choice Butter**  
Bought, also handled on commission by  
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Shippers are invited to quote lowest prices or forward  
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## FLOUR.

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

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Correspondence from Cash Buyers Solicited.

## LEITCH BROS.,

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The Limited train on the North-Western Line, leaving  
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This is the finest equipped train in America, is the only  
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By the North-Western Line you also have advantage of  
Fast day train, leaving Minneapolis 7.15 a.m. and St.  
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## BRITISH COLUMBIA.

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

## British Columbia Business Review.

Tuesday, August 23rd, 1892.

Business has very much improved in nearly every line, and the demand is increasing for all staples. On Saturday business men generally report having done an unusually large trade.

It is now pretty certain that the salmon run in the Fraser has been a failure this year and the canners are now considering the advisability of putting up cohoes. It is said that the entire Fraser river pack will not exceed 40,000 cases. At Alert Bay the cannery there has started in canning clams instead. It is a wonder that the trade in canned clams is not greater, as when properly put up the Alert Bay canned clams are equal to anything on the market, and for clam-chowder are superior, if anything, to the fresh clams. This is probably due to the fact that clams will stand a good deal of cooking. At Rivers Inlet it is understood the pack is short also but the Skeena River pack has been full and is as follows: Windsor cannery, 11,250 cases; North Pacific cannery, 11,250 cases; Inverness cannery, 11,250 cases; Standard cannery, 11,250 cases; Cunningham's factory, 11,250 cases; British American cannery, 11,250 cases; Balmoral cannery, 11,250 cases; Royal Canadian cannery, 12,000 cases. Total pack on Skeena, 99,750 cases.

The question now for the authorities to consider is the benefit of the hatchery on the Fraser river supply of salmon. The hatchery has been running for some years and the present is one of the worst years ever known. The canneries have contended that the hatchery was of little or no benefit and if it cannot alter the natural conditions which exist in the Fraser and which produce two years of plenty and two years of scarcity in salmon then its usefulness may be questioned. Up to the present these conditions have not been altered materially and some doubts are being expressed. Last year it looked as though a change was to be brought, but the bright hopes inspired then have been largely dispelled now.

Talking about matters piscatorial, it may be mentioned that oyster fisheries have been inaugurated in this province, and the native beds in the vicinity of Chemainus have been leased by the government and experiments will be made in introducing the eastern oyster. Conditions out on this coast do not seem to be so favorable as on the Atlantic coast, judging by the native oyster of both places. His natural enemy here, the star fish, is in great abundance; but from the latter protection is possible. The greatest drawback here is the abundance of mineral constituents in the water and sea bed, which affect the flavor and in some way affect the growth.

Notwithstanding the temporary depression which we are sharing in common with the world, there never was a time when so much railway construction was promised and likely to take place. It has definitely been announced that the C. P. R. Co. has commenced or is about to commence the line through the Crow's Nest Pass, a step which has no doubt been hastened by the news of the Nelson and Fort Sheppard coming into Nelson. D. C. Corbin, of the Spokane and Northern, has purchased the charter, has deposited the necessary security with the provincial government and sent out the surveyors to locate the line. Engineers have been at work locating the line of the Revelstoke and Arrow Lake railway, a subsidy for which was given at last session of the Dominion Parliament, and work is likely to proceed without delay. On Vancouver Island the Victoria and Saanich Railway is also being located, the

bonds for which have been guaranteed by Victoria city, and which will in all probability be built. Surveys are out on the line of the proposed Canada Western, and a deposit has been made with the government, but this is an earnest not of its being built, but of simply of an earnest effort being made to test the feasibility of the scheme, after which no doubt capital will be interested and the line gone on with, if possible. The C. P. R. has called for tenders for the construction of a line of railway from Vancouver to Ladner's Landing. A by law is now before the citizens of Vancouver asking them to bonus the Northern Pacific to come in from Sumas City and from present appearances it may pass. The Chilliwack railway has hung fire for a long time, and action now depends upon receiving a subsidy from the Dominion Government, which was expected last session, but for some unexplained reason did not come to pass. However, it is promised just as soon as the financial features of it can be arranged. It is one of the most needed railways in the province, to open up the richest agricultural sections in the province, which at the present time has only slow and round about communication. There is also a good deal of activity in the southern Okanagan district. The C. P. R. Co., with commendable enterprise, as soon as it took over the Shuswap and Okanagan line of railway, placed steamers on the Okanagan Lake and opened a fast line of express from the southern end of the lake to the boundary and now close and quick connections can be made, not only opening a new country in British Columbia to trade, but securing to the C. P. R. the business of a large section of United States south of the boundary. It is reported that D. C. Corbin and the C. P. R. Company will join hands and that the Shuswap and Okanagan Railway will be continued to the boundary to make connections with a line of Corbin's projected from the south. There is the usual accompaniment of activity of the kind, viz., the plotting of a town site or two.

In addition to the above there, are of course, any number of railway schemes—none to the moon as yet, but some of them very near it—but the foregoing are those most seriously considered and which are most likely to materialize.

As will be seen elsewhere in this issue Major Clarke, head of the deep sea fishing enterprise in this province, has come and gone again. His visit this time was the result of Hon. John Robson's death, which necessitated his returning again to make certain arrangements with the government not otherwise possible. He will make every arrangement necessary and use every precaution in connection with the shipment of fishermen to the west coast. About fifty families will be sent out at first, and not a stone will be left unturned to secure their comfort and the success of the enterprise.

Chief Justice Begbie has given a decision in the supreme court with respect to the retail traders' bylaw of the city of Victoria, under which a conviction was made and an appeal taken therefrom. An agent named Poole was fined \$50 and costs and in addition was made to take out a license at a cost of \$50. The Municipal Act of 1891 gives power to make bylaws as to shop and trade licenses under section 96, subsection 96, by section 166, subsection 12: "Every person who either as principal or agent solicits or takes orders for the sale by retail of goods, wares or merchandise to be supplied or furnished by any person or firm doing business outside of the province, and not having a permanent and licensed place of business within the province," may be charged with a license fee not exceeding \$50 for six months. It is admitted that Poole is a person coming within this description. By sec. 165, "Every person using or following within the Municipality any of the trades, occupations or professions enumerated in sec. 166 or the subsections thereof, shall take out a periodical license therefor, for such period as in the said section set out, pay-

ing for such license such periodical sum as is there specified," payable to the collector in advance. The Chief Justice's decision sustained the connection under the municipal retail license by law. This has long been a vexed question in this province as in the east and His Lordship's ruling sets the matter at rest so far as British Columbia is concerned.

The Lumber Manufacturers' Association of the North-west has decided to class Pacific coast hemlock as Alaska pine, it being altogether different from the eastern hemlock. It is reported that a large lumber combine is to be formed, which will include all the mills from Mexico to Alaska. It is not definitely stated whether British Columbia manufacturers have decided to join it or not, as the scheme originates on the other side of the line. The object is to establish uniform rates, restrict the cut to legitimate demands of the trade, and as far as possible regulate the foreign trade. The unsatisfactory condition of the lumber market for the past year or two, the excess in output and the low prices and disastrous competition have led to this.

Fine weather is prevalent and the crops, though late, are turning out well. There will be no exhibit sent to the eastern fairs this year from British Columbia. The World's Fair, the small pox epidemic and the demands on the public purse all combine to prevent it. A small exhibit of fruits, however, will be likely handed over to the C. P. R. Co. to exhibit in Toronto and elsewhere.

## B. C. Market Quotations.

FLOUR AND FEED, etc.—The market is firm, and business reported good. Prices for feed wheat have recovered as the result of the samples put on the market some time ago being now all disposed of. Hay is \$17 a ton. Quotations are: Manitoba patents, \$5.85; strong bakers, \$5.45; ladies' choice \$5.75; prairie lily, \$5.65; Oregon \$5.75; Spokane \$5.65; Enderby mills—Premier \$5.85; three star \$5.75; two star \$5.40; oatmeal eastern \$3.40; California granulated, in gunies, \$4.35; National mills, Victoria \$3.65; rolled oats eastern \$3 to \$3.25; California \$3.75; National mills \$3.75; cornmeal \$3.10; split peas \$3.50; pearl barley \$4.50. Rice—The Victoria rice mills quote wholesale: Japan rice, per ton, \$77.50; China rice, do, \$70; rice flour, do, \$70; chit rice, do, \$25; rice meal, do \$17.50; chopped feed \$32 to \$33 per ton; bran \$24; shorts \$25; oats \$30 to \$32; wheat 32 to \$35; oil cake \$40; hay, \$17. Wheat is quoted in car lots for feed No. 2 regular at \$23 to \$28 per ton; oats \$26; chop barley \$27. California malting barley \$26 to \$27 f.o.b. in San Francisco. California chop \$32 to \$33; The Western Milling Co.'s quote bran in car lots, \$19.50 per ton; shorts, \$20.50; mixed chop, \$25; rye, \$38; patent flour, \$5; strong bakers, \$4.60; Graham flour, \$4.60. Dealers report demand better.

DAIRY.—Butter is slow and stocks large. Eastern creamery is 25c to 26c; pickled Manitoba dairy is 15c, and second quality 15c to 16c. Some of the north west dealers have been asking f.o.b. the price of butter here. At present dairy stock is not in demand, but may be expected to improve shortly. Cheese remains unaltered at 12c.

EGGS.—Eggs are advancing. Eastern stocks have reached the market in good shape and are freely purchased.

FRUITS, NUTS, ETC.—There is little demand for evaporated goods and dried fruits at this season and consequently prices are largely nominal. Fresh fruit is coming rapidly and is being bought up freely. Perhaps one-fifth of the fruit that finds its way on the market is from British Columbia, perhaps not that. Generally speaking, it is inferior as yet, and sent to the market in very bad shape. Prices are as follows: California lemons, \$6.50; Sicilies, \$9.00 to \$10.00. Coconuts, \$1.00 per dozen; bananas, \$3.50 to \$1.00, Turkish figs, 14c; almonds, 18c; walnuts, 15c;

filberts, 15c; pino, 20c; peanuts, 10c; evaporated apples, 11c; evaporated peaches, 11c; evaporated apricots, 11c; evaporated prunes, 11c; California pitted plums, 11c; strained honey, 13c; raisins, \$2 to \$2.75; apricots, \$1.50; peaches, \$1.40 to \$1.50; tomatoes, \$1.10 to \$1.15; plums, \$1.25 to \$1.35; California apples, \$1.65; British Columbia apples, 90c to \$1.35; watermelons, 35c each or \$5.50 a crate; pears, \$2.00 a box. The imported peaches are generally speaking of a very fine quality. The tomatoes are improving in stock.

F. R. Stewart quotes B. C. honey as follows: 1-lb glasses, per doz, \$3; 1-lb combs, per doz, \$2.50; 3-lb jars, per doz, \$7.75; eastern honey is 12c per pound; strained honey, 13c.

SUGARS—B. C. sugar refinery, jobbing prices, granulated 5½; E.C. 5½; fancy yellow 5c; yellow 4½; cube 6½c; powdered, sacks 7½c; do boxes 7½c; syrup 4c. Redpaths syrup, 2 lb tin, 15c; do, 8 lb tins, 50c; do, kegs, 3½c per lb.

FISH—Local supply generally speaking is scarce. Prices are: Salmon 7 to 8c; sturgeon, 4 to 5c; cod, 6 to 7c; halibut, 7 to 8c; smelts, 6c; flounders, 5c. More big salmon have been caught, one weighing 75 lbs was shipped to the North west Saturday.

VEGETABLES—There are only a few vegetables worth quoting. Onions are 1½ to 1¾; California onions at that and very fine stock; cabbages, 3 to 4c per lb; beets, 1c; carrots and turnips, 3c to 4c; potatoes, \$16. The market in potatoes is picking up wonderfully and is much stronger, probably because the farmers are holding back for higher prices.

LIVE STOCK, DRESSED MEATS, ETC.—There is no change in quotations. The dealers are receiving a good portion of their supply of veal from Fraser River points, instead of from up country and the change is a desirable one, as the meat reaches the consumer in much better condition. Hogs are coming mainly from the east. About one-fifth of the mutton supply is in British Columbia and the rest in Oregon and Washington. Beef is still coming from the interior. No contracts are yet made for the winter, but the dealers are of the opinion, that although there is plenty of stock in British Columbia, the main source will be the Northwest again. Ranchers are holding for better prices and will not sell when they could. Most of them do not feed, and therefore their cattle soon become unfit for beef. Prices are: Live steers are quoted 4c; cows, 3½c; dressed beef, 7½c; lambs \$4.50 piece; dressed 5½; sheep 5½c; mutton, 12c; hogs 8c; pork, 11c; calves, 7c; veal, 11c.

MEATS—Meats are advancing and the demand brisk. Quotations are: Wiltshire cured hams, 16c; do bacon, 15½c; do backs, 15½c; do sides, 16c; eastern hams, 15c; bacon, 15½c; rolls, 12c; smoked sides, 12½c; long clear 11½c; barrel pork 23.50; 3, 5 and 10 lb tins lard, 13c; 20 lb pails lard, 12½c; 50 lb tubs lard, 12c; tierces lard, 11½c. Lard compound is 11c.

LUMBER—Several more charters have been made for export, but mill men complain of low prices. Quotations are unchanged.

HIDES AND SKINS—The San Francisco price, which is one cent in advance of that in Victoria, is as follows: Dry hides, sound, 9c per lb; culls 6c; brands 6c; kip 9c; culls and brands 6c. Heavy salted steer, sound, 7½ to 7¾; brands and culls 6 to 6½c; do medium 6c; brands and culls 4½c; do light 4c; do brands and culls 3½c. Salted cows 4c; do brands and culls 3½c. Salted kip 4c; do brands and culls 3c. Salted veal 5c; do brands and culls 4c. Salted calf 7c; do brands and culls 5c. Long wool pelts 90c to \$1.40 each; medium do 70 to 90c; short 40 to 70c; shearing 10 to 25c. Deer skins, summer, 37½c per lb; do medium 30 to 32½c; do winter and long haired skins 20 to 25c. Elk hides 10 to 13c. Goatskins, prime and perfect, 30 to 50c each; damaged 10 to 25c; kids 5 to 10c.

SILVER—The price of silver has reached the lowest ever known. The preparations for the

international silver conference seem to have imparted no strength, while the acute commercial crisis in East India has materially assisted in pulling it down. It is having a serious effect on the Pacific coast and silver mines and must react on the price and demand for British Columbia argentiferous properties.

SHIPPING—Shipping has materially improved, especially in local and coasting trade. The following is the tonnage of ships in port:

| Port.           | No. | Tonnage. |
|-----------------|-----|----------|
| Vancouver ..... | 8   | 8,693    |
| Victoria .....  | 2   | 1,817    |
| Nanaimo .....   | 9   | 12,319   |
| Total ....      | 19  | 21,065   |

**Crofter Colonization Scheme.**

The *Colonist*, (B. C.) of August 19th says:—“Major William Clark, who arrived in this city lately for the purpose of conferring with the Government regarding the schemes for colonization and the development of the deep-sea fisheries, leaves for England this morning.

“The Major, before taking the steamer, informed a *Colonist* reporter that he has come to a satisfactory understanding with the Government, which will enable his syndicate to proceed, on his arrival in London, with the plans for the formation of the Commercial Company which is to co-operate with the Government in carrying out the objects of the acts passed in this connection at the last session of the Legislature.”

“On the formation of the company \$100,000 will be deposited here to the credit of the Province, and thereafter an agreement will be entered into between the Government and the company which will define in detail the provisions of the acts and which will enable work to be commenced without delay in such preparations as are deemed necessary for the reception of the first batch of colonists.

“Major Clark fully believes that the success of the scheme will largely depend upon the care taken in selecting the first fifty families, and in the completeness of the preparations for their reception.

“Everything, therefore, that experience can suggest will be brought to bear on the initial stages of the work. With the foundations properly laid, there is every reason to believe that the scheme will grow to become one of the most important factors in the development of this province.

“It is understood that the company will be formed in England early in October, and it is hoped that considerable preparatory progress will be made in the province before the close of the current year.”

**Brief Business Notes.**

Campbell & Pyper have opened the Hotel Montreal in Vancouver.

W. E. Losee, shingle mill, Victoria, has assigned to C. E. Pooley.

Jas Delaney & Co., saloon, Nelson, has been succeeded by Corning & Clement.

Lowell & Pagden, furniture, Victoria, have dissolved; Chas. Pagden continues.

Count d'Euran, general store, Northfield, has assigned to Simpson & Young, Nanaimo.

John MacLeod has bought out the good will of Mr. Sullivan's blacksmith business, Chilliwack.

Frank Sylvester contemplates opening a marine and general store in Victoria next month.

The British ship Golden Horn is reported on the berth at Newcastle, Eng., for British Columbia ports.

The Chilean barque Lake Leman has arrived at Vancouver. She will load lumber at Moodyville for Valparaiso.

F. Charlton, proprietor of the steam dye works, Nanaimo, is opening a branch office in New Westminster.

The Northey syndicate of Tacoma will take over the sawmill business of W. P. Sayward on the 1st of September.

W. H. Forest, chief clerk in the C.P.R. freight offices, Vancouver, has been appointed to the position of freight agent, vacated by Alderman Connors.

A new assayer, Mr. Hubbard, of the Ceur d'Alones, has bought out A. E. Bryan's outfit and business in Kaslo. He contemplates putting up sampling works in the town.

The Anglo-British Columbian Packing Company is considering the advisability of putting up coho salmon this season, in tins, in consideration of the failure of the sockeye run.

The new Orchard House, Victoria, will probably be opened for business, some time about the middle of September. It is now being furnished, and the elevator will, in a few days, be in working order.

S. M. Wharton has just purchased a new and complete sawmill outfit in Spokane, which he will at once ship to New Denver. In a few weeks he expects to be turning out 30,000 feet of lumber per day.

Application has been made in the Supreme Court before Mr. Justice Grease for the appointment of a receiver for the San Juan Fishing Co. Judgment was given in favor of the defendants, with costs.

A meeting of A. Shaw's creditors, Nanaimo, has been held. It was proposed that a joint stock company be formed, the creditors to accept shares in the company in payment of their claims. Nothing definite was settled.

The Moodyville Lands & Sawmills Company, Ltd. (Foreign), was duly registered on the 11th inst., by C. J. Loggitt, registrar of joint stock companies. The capital of the company is £160,000, divided into £5 shares, 28,000 of which are ordinary and 4,000 deferred.

A large quantity of cedar shingles from Washington State are being shipped over the Canadian Pacific road, via Mission to Manitoba. The duty on cedar shingles is 20 per cent *ad valorem*, and as fine a quality of shingles as any produced in the world are made in British Columbia, and they are quoted at from \$2.75 to \$3, laid down at Manitoba points of transshipments. Cedar shingles made in Washington or Oregon mills are quoted at the above prices, laid down at Duluth, Minn. In order to undersell British Columbia manufacturers, the Oregon and Washington makers must cut more than 20 per cent below international market prices, or run the customs by undervaluation.

The last issue of the *British Columbia Gazette* contains a notice signed by the Chief Commissioner of Lands and Works, that in pursuance of the provisions of the “Nelson and Fort Sheppard Railway subsidy Act, 1892,” the following lands are reserved from pre-emption and sale, viz: “A tract of land 16 miles in width on each side of the line commencing at the north-east corner of Lot 97, Group 1, Kootenay district; thence in an easterly and southerly direction along the proposed line of the Nelson and Fort Sheppard Railway to the source of Cottonwood-Smith Creek; thence southerly following the valley of Beaver Creek to Columbia river; thence down the east bank of the Columbia river to the International Boundary Line.

J. McNab, inspector of fisheries, has returned from an official visit to Chemainus, where he had been settling the dispute about the oyster beds there. The investigation was made at the instance of white fishermen, who claimed that the Indians were killing the industry by gathering the bivalves out of season, and otherwise breaking the regulations. After careful consideration, Mr. McNab decided that the Indians could only gather oysters from the shore in front of their reserves. The Indians decided to comply with this order and also made a promise not to do any gathering except in season. Their claims were properly stated out and no further trouble is expected. The government has leased to a man named Cant thirty-eight acres of oyster beds, and that gentleman proposes to import eastern oysters, which will be planted thereon.

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The Lagavulin Whisky is famous for its fine quality, being made from pure Scotch Malt Only, and has long been the favorite beverage of Sportsmen.

It contains no grain spirit, or other Whiskies one knows nothing of, and the most eminent Physicians of the day prescribe it where a stimulant is required.

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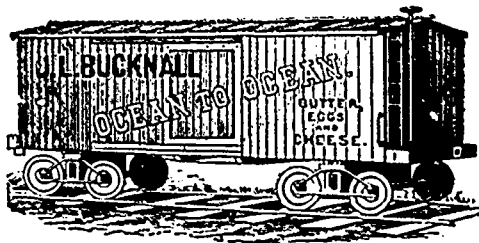
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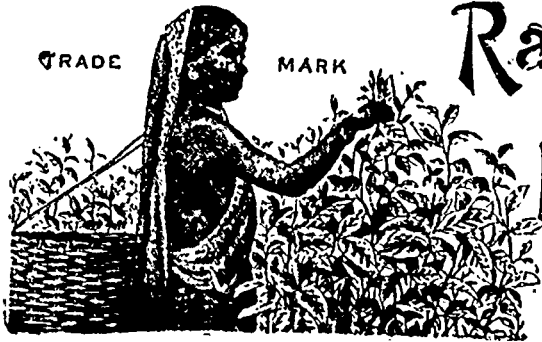
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AS MANUFACTURED ON THE  
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Our representatives are now on the road with Fall and Winter Goods.  
Reserve your orders until you see their Samples.

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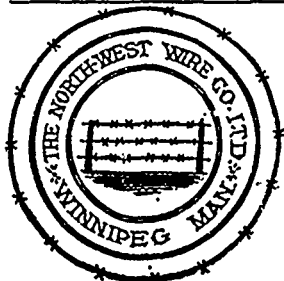
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### "No Insurance" Retailers.

We have repeatedly urged in these columns the absolute necessity for every retail merchant carrying insurance upon his stock to at least to thirds its value, and yet not a week passes without us hearing of merchants suffering loss by fire—a loss that proves a total one, from lack of insurance. In the face of this it is difficult to understand why the reports of so many fires the words "no insurance," should be found. In the last issue of our esteemed contemporary, the *Chicago Dry Goods Reporter*, we find our arguments reiterated in the following sentences: "Every merchant owes it to his creditors that he should protect the property on which he bases his claim for credit by adequate insurance, yet it is a fact that many do allow their business to run along for years with no, or very little, insurance. No merchant can be certain that at any minute his store may not be set on fire, and the fact that he has escaped this form of disaster for years is no argument against its occurrence at any future time. fireproof buildings and elaborate fire departments do not obviate, they only lessen, the risk; as a usual thing the localities which are best protected against fire are the best customers of the insurance companies.

Manufacturers and wholesalers recognize this fact, and one of the inquiries certain to be made is as to the amount of insurance carried by the dealer who seeks credit. Now dealers, those just beginning to trade on their own account, are prompt to take out insurance policies. The merchants of long standing are worst offenders; after running along for years without any fires the merchant grows careless about renewing his policy upon expiration. Perhaps he thinks it a hardship to expend money for something that is so intangible that the expenditure seems almost a waste, and so puts off from day to day the insuring of his business against loss by fire until he grows accustomed to being without insurance. What a rude awakening is his when stock and building are burned, and he realizes how foolish has been his neglect.

If any of our readers belong to the category of the uninsured, let them imagine what would be their condition and prospects were they to be suddenly burned out, and contrast it with their circumstances should they have reasonably adequate insurance. They certainly should be convinced of its value. Dry goods dealers are especially liable to damage by fire. Not only is their stock inflammable and readily set fire to, but the damage resulting from even a small fire is great, as the effect of both the smoke and water on fabrics and garments is very disastrous. A slight fire running up a set of shelves may, by burning exposed edges, totally ruin a large line of goods. The stock of a dry goods dealer is much more valuable, bulk for bulk, than any line of staple goods, so that it would seem that every dry goods merchant would be certain to insure well, and prompt to renew policies before they quite expire.—*The Merchant*, Toronto.

### Silk Industry of the United States.

A New York commercial journal says that while the American silk industry is usually dated from 1840, there were long before that year silk workers in the country. The first factory of which there is any record was founded at Mansfield, in Connecticut, in 1810, and in 1815 Mr. Horstman founded in Philadelphia a small factory, which is now the oldest in existence in the United States. In 1829 the first home-made silk ribbon was produced in Baltimore; but it was undoubtedly after the panic of 1839 that the industry began to assume fair proportions. In 1860 the value of the silk production was about \$6,500,000, in 1870 it was \$12,500,000, and in 1880 \$33,000,000. New Jersey took the leading place in the industry, followed by New York, Connecticut, Massachusetts and Pennsylvania, in this order. It is estimated that in 1891 there were 534 factories engaged in one branch or another of the silk industry, and that the value of the

product was about \$60,000,000. It is said that American manufacturers have now taken the entire home market for certain styles of silk fabrics from the Swiss, the French, and other foreign competitors, who previously supplied low and medium-priced staple silks. Altogether the progress of the home silk industry is great, the imports of silk fabrics are still very large. During the last fiscal year the value of the imports of manufactured silk was \$37,880,000, and of raw silk \$19,076,081.

### Traffic on the Erie Canal.

Traffic on the Erie Canal, once the greatest thoroughfare of the state, is now in such condition as to cause those who are dependent upon it for a living to feel that if it does not soon improve there is nothing to look forward to but ultimate ruin says the *Wall Street News*. Boatmen are tying up their boats and applying for work in the cities and at the various farms along the waterway. Few, if any, have made expenses this season. It is impossible to get rid of a canal boat now at any figure, as they are a source of expense, and not of profit, so the only thing to do is to tie up and seek other fields of labor. The number of canal boats clearing from Buffalo from the opening of navigation to July 1 last year was 1,661, while the figures for the same time this season are only 1,337. Grain shippers say the railroads handle the business almost as cheaply as the canal and give much better service. Old canal boatmen say there is but one thing that will save the boatmen from ruin, and that is to deepen the canal so that larger loads might be carried. Unless this can be done, they say, there is little hope of bringing the canal business to a paying basis. The outlook is exceedingly discouraging.—*Northwestern Miller*.

### Ten Year's Southern Progress.

R. H. Edmonds, in the *Baltimore Manufacturers' Record*, says that "since 1881 the corn crop of the south has increased 75 per cent., as against 71 per cent. in the rest of the country. The cotton crop has increased from 5,500,000 to 9,000,000 bales, an increase in value, even with the present low price, of \$200,000,000, and yet the value of the grain crop exceeds this. In 1891 there were 45,000 miles of railroad in the south, against less than 21,000 miles in 1881—a gain 87 per cent., as against a gain of 56 per cent. in the rest of the country. The passenger traffic of the same roads increased during the same period 369 per cent., as against an increase in the rest of the country of only 168 per cent. In pig iron manufacture the south's output jumped from 451,000 in 1881 to 1,914,000 in 1891—a gain of 323 per cent., as against a gain of the rest of the country of 78 per cent. In other words, in 1881 the north and west made more than nine times as much iron as the south; in 1891 they made less than four times as much. The increase in the number of mill operators in the south was 135 per cent., as against an increase in New England of 17 per cent. In assessed valuation the property of the south has in this period very nearly doubled, and increased from \$187 per capita to \$271."

### Eastern Cheese Market.

At Kingston, Ontario, on August 18, the cheese trade was quiet. Salesmen will not contract for August, September and October makes for less than from 10 to 12½c. For August 10c is asked.

At Brockville on August 18 the market was very dull. Offerings were: 1,839 boxes white, 1,777 colored; total, 3,616. Sales were: 351 boxes colored at 9½c, 636 at 9¾c; white, 295 boxes at 9½c.

At Brantford on August 18, thirteen factories offered 2,303 boxes last half July and first half August. Sales: 100 boxes at 9c; 860 boxes at 9½c, and 75 boxes at 9½c.

### Montreal Iron and Metal Market.

The iron markets continue quiet, with nothing doing except a few jobbing sales of pig iron. Prices are unchanged as follows:—Summerlee and equal brands, \$19; Eglington, \$18.40; Carnbroo, \$17.50.

Bar iron is the same, with a small jobbing movement. From makers we quote \$1.85, with \$1.90 for jobbing business. There is nothing to note in scrap iron and prices are unchanged—wrought, \$15.50 to \$16 and cast \$12 to \$14.

Terno plates are quiet and featureless at \$7.25 to \$8.

The demand for tin plates is small and the market is unchanged. We quote cokes \$3.30 to \$3.50 and charcoal \$4 to \$4.25.

Canada plates furnish nothing important. Nominal prices are \$2.50 to \$2.60, according to quality.

There is a good trade in nails at the standard basis. Supplies in jobbers' hands have been worked down very low, and wholesalers are anxiously awaiting fresh supplies from makers now that the strike is settled.—*Journal*, Aug. 19.

### Montreal Grocery Market.

A fair demand is reported for sugars, refiners keeping their yellows well sold up, at prices ranging from 3½ to 3¾c. Granulated is strong at 4½c, and as this is below New York quotations, 4 9/16 to 4¾c, an advance may be looked for in the near future. Raws are very firm.

There is a little better demand for good flavored syrups, and sales of both Canadian and American are reported at about 35c.

Molasses is much stronger. Owing to the loss St. Joseph's cargo of 500 puncheons, which had been sold at 29c, the importer had to go into the market to secure goods to fill his contracts and prices went up in consequence to 33c, which about represents holders' ideas today. Stocks here in first hands are small, and there being only a few small cargoes to arrive the statistical position of the market is strong.

There has been no important movement in teas during the week. Stock worth from 16 to 18c are much enquired after, but there is none at hand. High grades are quiet, and there is nothing doing to speak of in blacks.

A good demand is reported for rice at the following prices. Standard, \$4.00 to \$4.20; Japans, \$4.50 to \$5; Patna, \$5 to \$5.50, and Carolina, \$7 to \$8.—*Gazette*, Aug. 19.

### Reciprocity Down to Date.

The *Philadelphia Press* says it has had access to advance sheets of a forthcoming report by S. G. Brock, chief of the bureau of statistics of the treasury department, and from them glean the following facts:—

"The statistics show that the increase in exports to Brazil since the treaty took effect, as compared with the corresponding period before the treaty was made, amount to \$1,764,483. The larger part of this has taken place recently. That there is no ground of complaint on the part of Brazil is shown in the enormous increase of imports from that country, amounting to nearly 64 per cent.

"The treaty with Spain, affecting the Spanish West Indies, has been in effect only ten months, but owing to the better steamship facilities the effect has been more marked. In that ten months, as compared with the preceding ten months, there has been an increase of exports to Cuba of \$5,702,197, or nearly 55 per cent. The increase in imports has been 22 per cent. Previous to the signing of this treaty there was a decline in the exports of Cuba.

Jas. Robertson & Co., Winnipeg, have rented the premises at the corner of 1st avenue north, recently occupied by McKenzie, Powis & Co., as temporary quarters.



# O'LOUGHLIN BROS. & CO.,

## HAVE FOR SALE

### ONE SECOND-HAND GORDON PRINTING PRESS!

Size Medium Quarto, 10 x 15 with Steam Fixtures.

PRICE, \$100.00 CASH.

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

134 and 136 Second Avenue North, WINNIPEG, MAN.

#### Industrial Canada.

The Census Bulletin relating to the manufactures of the Dominion shows a most gratifying increase to have occurred during the last decade. In forty six cities and towns containing more than 5,000 of population, the number of establishments reported has increased 76 per cent., the capital invested 102 per cent., the number of employes 49 per cent., the yearly wages 74 per cent., the cost of raw material 79 per cent., and the value of manufactured products 62 per cent. All these percentages are far in excess of the ratio of growth of population, and they indicate that, under the prevailing fiscal system, we are supplying the demand of our people for manufactured products to a much larger extent than ever before. The returns bring out in a striking manner the enlarged capacity of production under improved machinery, and a higher degree of skilled labor. Thus in 1891 each workman produced an average of \$1,600 of manufactured articles, as against \$1,467 ten years ago; while the average of wages has gone up from \$284 to \$343. On the other hand the profit upon the capital investment is much less, having fallen from \$1.72 to \$1.33 for each dollar invested. These figures, however, do not represent the net profit, since no account is taken of cost of management, depreciation, bad debts, rent, interest and other items. Despite the keenness of competition and the decline in values, the important facts remains that the artisans of Canada are better paid than ten years ago.

"Montreal," writes Mr. Johnson, the Dominion statistician, "stands far ahead of all the other cities of Canada in the value of the output of its industrial establishments, having about 23 per cent. of the total value of all the cities, towns and villages of the Dominion, and about 15 per cent. of the total output of all the industrial establishments of Canada." The progress of ten years in Montreal, St. Cune-gonde and St. Henri is shown in the subjoined figures:—

|                        | 1881.        | 1891.        |
|------------------------|--------------|--------------|
| Establishments.....    | 1,561        | 1,563        |
| Capital invested.....  | \$33,307,116 | \$55,832,013 |
| Employees.....         | 51,583       | 41,601       |
| Wages paid.....        | \$2,326,593  | \$4,083,577  |
| Raw material.....      | \$31,617,895 | \$41,297,352 |
| Value of products..... | \$51,389,065 | \$77,084,811 |

In addition to a very considerable expansion of industry, some noteworthy facts are revealed in the returns. Prominent among these is the increase in the rate of wages. In 1881 each workman earned, on an average, \$296, while in 1891, the earning was \$339, or an increase of 26 per cent. The augmentation of capital is somewhat out of proportion to the value of production, but not of profits. Thus, the difference between the value of products, and wages and material, was \$11,505,674 in 1881,

or about 35 per cent. on the capital investment; while last year the difference was \$18,698,582, or about 34 per cent. on the capital. The employer, or capitalist, has made no headway during the decade, unless he has been able to reduce the cost of management, rent, etc., while the workingman has bettered his position to the extent of a rise of 26 per cent., on the average, in wages. The increase in the number of employes in the industrial establishments of Montreal and suburbs has been 7,016, or 20 per cent. but the value of their output has gone up \$22,704,746, or 41½ per cent., showing the employment presumably of a larger proportion of skilled labor, which to some extent, doubtless, accounts for the higher average of wages. Although Montreal continues to hold her supremacy among the manufacturing centres of the Dominion, it is quite evident that the growth of her population is not dependent upon the development of industrial establishments, because, while the population of the city and the suburbs of St. Henri and St. Cune-gonde increased during the decade from 166,501 to 239,355, or by 45 per cent., the number of employes in industrial occupations rose only 7,016, or 20 per cent., indicating that as a trading centre Montreal is rapidly forging ahead.

If mere percentages are regarded, Toronto is found to have made great strides in manufacturing during the last ten years, increasing her proportion of the total manufacturing of the Dominion from 6.3 per cent. to 9.4 per cent. Here are the figures of Toronto for the two periods:

|                        | 1881.        | 1891.        |
|------------------------|--------------|--------------|
| Establishments.....    | 932          | 2,405        |
| Capital.....           | \$11,691,700 | \$32,123,549 |
| Employes.....          | 13,245       | 26,333       |
| Wages.....             | \$ 3,870,809 | \$9,361,737  |
| Raw Material.....      | \$ 9,978,287 | \$22,423,740 |
| Value of products..... | \$19,562,981 | \$45,026,322 |

Here, again, we find an increase in the average wage earnings to have occurred, from \$293 in 1881 to \$355 in 1891, being equivalent to a rise of 21 per cent., as compared with an advance of 26 per cent. in wages in Montreal.

The town of Petrolia, Ontario, is returned as the greatest manufacturing centre in Canada for its population, having an output equivalent to \$455 for each inhabitant. The principal industry of the place is the refining of petroleum, and the occupations incident thereto. It appears, however, that the business is much less profitable than ten years ago. In 1881, for instance, there were in Petrolia 45 establishments, having a capital invested of \$741,765, employing 308 hands, paying wages of \$117,764, using raw material which cost \$937,995, and producing articles of the value of \$1,719,630 at the factory. That is to say, ten years ago each workman earned an average of \$382 annually, and the difference between the value of the product and the cost of raw material and labor was \$663,961, or about 90 per cent. on the capital invested. Last year the position was greatly

altered. The capital invested had been increased to \$1,682,212, the number of employes to 632, the wages to \$255,787, the cost of raw material to \$1,293,708, and of the manufactured products to \$1,933,100. There was a great development of business, and the average wages of employes rose to \$405, or by 6 per cent.; but the margin of profit, as represented by the difference between value of product and wages and materials, declined to \$433,605, or less than 25 per cent. on the capital, as against 90 per cent. ten years ago. Neither figure, of course, represents the true profits of those engaged in the business, because the cost of management, rent, insurance, depreciation, losses by bad debts, etc., have all to be deducted to ascertain the net result, and it is quite evident that the oil refining business is practically conducted today without profit to the proprietors. The only persons who seem to have been advantaged in this particular industry are the employes.

#### Insure Everything You Have.

If you have anything valuable, make it secure with a policy of insurance. There is a combination of capitalists who for a pittance undertakes to make provision for you and yours in case your are struck by fire or death. Even more than that, for the insurance companies are stretching themselves into almost all of human affairs. We met a gentleman the other day who was taking his horses with him to his summer resort, and he got the horses, harness and carriage covered by insurance until they got back to their city stable. There are companies now which guarantee all titles to your house or other property. And we notice a new branch in one of the old insurance companies; for a yearly payment one's salary is guaranteed in case of the failure of the house or dismissal where there is no fault in the servant. Every human being should be a partner in these valuable concerns. It is a co-operative system of immense value to the individual and the community. It makes the rich our protectors in case of disaster. For a yearly payment, there are rich corporations which insure business concerns against the thefts of servants. Everywhere and every day there are extensions of this kind of business and they are capital arrangements for the numerous ones who can't afford to make losses. The effort is being made, and we wish it success, to insure the manufacturers and wholesale merchants against one's habits, his capital, business capacity and everything else affecting to his credit. One has got to walk very circumspectly or he'll soon be tripped up, not by these companies, but by his own bad doings, brought to light by these companies.—Michigan Tradesman.



**Before Starting on a Journey.**

A person usually desires to gain some information as to the most desirable route to take, and will purchase tickets via the one that will afford him the quickest and best service. Before starting on a trip to Chicago or any point East, you should provide yourself with a map and time table of the Wisconsin Central Lines. The trains run on this route are vestibuled and are equipped with Pullman's latest Drawing Room Sleepers, elegant Day Coaches and Dining Cars of latest design built expressly for this service, and are equipped in furnishings and convenient and comfortable in arrangement and so complete in every detail that they have no superior in comfort and elegance. The Dining Car Service is pronounced by all the most elegant over inaugurated, and is operated in the interest of its patrons.

Fast trains via the Wisconsin Central Lines have Minneapolis daily at 12.45 P. M. and 6.25 P. M., and St. Paul at 1.30 P. M. and 7.15 P. M., making favorable connections with all trains from the West and South.

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and berths secured to and from Great Britain and Europe. All first-class steamship lines represented.

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**Rigby Waterproof Clothing**

Has been in the market but a short time and already its merits are appreciated beyond our most sanguine expectations.

**ORDERS.**

Are coming in freely from all parts of the country.

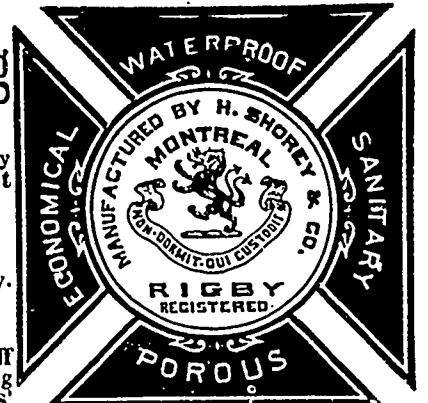
**ANOTHER MONTHS SALES**

Such as the last and it will tax our proofing staff to the utmost to fill the orders. We are now proofing Tweeds suitable for Men's Suits and Ladies' Ulsters and Jackets which we are offering in the piece, samples of which are now being shown on the road by our travellers, on special trips with RIGBY Goods.

Remember that we claim RIGBY proofed materials to be waterproof, which can be satisfactorily tested by any one before purchasing.

Ladies and Gentlemen will appreciate the comfort of having a nice Tweed Overcoat or Ulster used in ordinary wear, thoroughly Porous and yet a sure protection during a rain-storm.

(SAMPLE ORDERS SOLICITED) **H. SHOREY & CO.,**  
MONTREAL.



**It was "La Toscana."**

"La Toscana" is with us. We meet "La Toscana" everywhere. At Clubs, the hotels, in the billiard hall and always in the best society. Who is "La Toscana"? Pay fifteen cents and you have your answer—in smoke. Tasse, Wood & Co., have the honor of introducing "La Toscana," the finest fifteen cent or two for a quarter cigar that was ever lighted.

**Gillies' Series of Pens.**

| NO. | DESCRIPTION.                      | PER GROSS. |
|-----|-----------------------------------|------------|
| 202 | Railway Pen, fine point.....      | 40c        |
| 212 | Peruvian Pen, medium point.....   | 70c        |
| 222 | Queen Pen, fine point.....        | 70c        |
| 232 | Ledger Pen, fine point.....       | 70c        |
| 242 | Beaver Pen, turned up point.....  | 60c        |
| 252 | Commercial Pen, medium point..... | 60c        |
| 262 | Electric Pen, fine point.....     | 60c        |
| 282 | Public Pen, fine point.....       | 45c        |
| 302 | Falcon Pen, medium point.....     | 40c        |
| 402 | Loric Pen, extra broad point..... | 65c        |
| 502 | Windsor Pen, medium point.....    | 50c        |

**FOR SALE BY ALL STATIONERS.**

WHOLESALE ONLY FROM

**BUNTIN, GILLIES & CO.**

Wholesale Stationers, Paper, Envelope and Account Book Manufacturers.

HAMILTON, - ONTARIO.

**Merchants' Protective  
Law and Collection Association,**

HEAD OFFICE

130 Princess Street, - WINNIPEG.

For lessening the expense and work of effectually pushing Collections.

For protecting merchants against persons who have rendered the selves unworthy of credit.

For furnishing merchants and others reliable and valuable information which cannot be obtained from any other source.

E. A. BATES & CO., Managers.

**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

**CIGARS!**

Encourage Home Manufactures by smoking

Republics, Columbia, Canucks, Selects & Specials

—MADE BY—

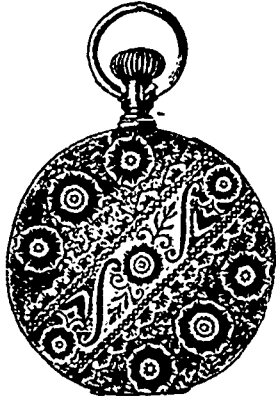
**Bryan & Co**

WINNIPEG, - MANITOBA.

Connors, furniture, and Martin, taxidermist, stores at Edmonton, Alberta, were burned on Aug. 17. Loss \$11,000; insurance about \$1,500. Connors' loss includes stock, household furniture and clothing. Martin loses only the building, which was new.

The Chamber of Commerce of Grand Forks has been notified that the railroads have granted a rate of one fare for the round trip to the international reciprocity convention at Grand Forks on Sept. 1 and 2 from Minneapolis, St. Paul, West Superior and Duluth. The rate from the balance of Minnesota will be one and one third fare, and from points in North Dakota and Manitoba one and one-fifth fare for the round trip.

**WHOLESALE ONLY.**



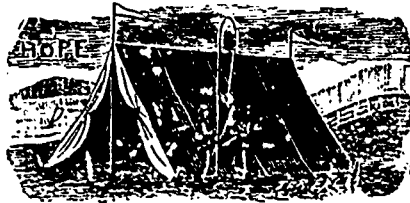
For Watches,  
Diamonds,  
Jewelry,  
Clocks,  
Silverware,  
Watchmakers'  
AND  
Jewelers'  
Supplies, &c.

—SEE THE—

**WINNIPEG JEWELRY CO.,**

433 and 435 Main St., WINNIPEG.

The only House west of Toronto carrying these Lines at wholesale.



**HOPE & CO.**

MANUFACTURERS AND DEALERS IN  
Tents, Awnings, Mattresses, Springs, Horse  
Clothing, Sporting Outfits, Moss,  
Fibre, Husks, Hair, Wool, Etc.

TENTS RENTED.

183 McWilliam St., - - WINNIPEG

**STEVENS AND BURNS**

MANUFACTURERS

**Elevator Engines & Boilers**

ERTEL VICTOR HAY PRESSES

—AND—

PORTABLE ENGINES AND THRESHERS.

WINNIPEG, - - MAN.

**OAK TANNED**

**"EXTRA" BRAND.**

**BELTING**

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

**St. Lawrence Hall**

MONTREAL, - - P.Q.

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

**Wm. Ferguson,**

WHOLESALE

**WINES, LIQUORS AND CIGARS.**

Permit Orders Promptly Executed.

8th Street, - Brandon.

**THE CANADA JUTE COMPANY, LTD.**

MONTREAL.

**JUTE AND COTTON BAGS,**

**Twines and Hessians.**

ALL KINDS CARRIED IN STOCK.

Write for Samples and Prices before Purchasing Elsewhere.

PRINTING SACKS IN COLORS A SPECIALTY.

**W. F. HENDERSON & CO**

Agents, 151 Bannatyne Street East,

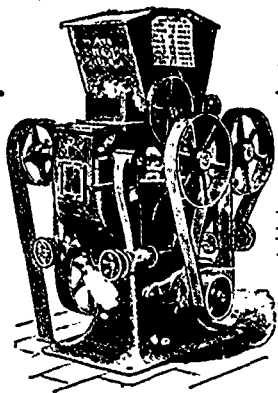
Winnipeg.

# STUART & HARPER,

(Successors to Robert Muir & Co.)

MACHINERY BROKERS.

758 to 762 Main St. WINNIPEG.



Dealers in Engines and Boilers, Flour Mill and Grain Elevator Machinery, Steam Boat, Saw Mill, Wood Working and Mining Machinery, Iron Tools, Steam Pumps, Force Pumps, Wind Mills, Hoists, Mill Furnishings and Engineers Supplies.

Sole Agents for Dodge Wood Split Pulleys, and Manilla Rope Transmissions. Western Agents for Royal Electric Co., Montreal. Latest Improved Thomson-Houston Systems of Arc and Incandescent Lighting, Electrical Supplies, &c. Second-hand Machinery bought and sold.



Telephone 324.

P.O. Box 693.

# JAMES HAY & CO.

Wholesale and Retail Dealers in

**Children's Carriages,**

REED AND RATTAN.

# FURNITURE

Send for Catalogue and Price List  
P.O. BOX 303.

298 Main Street, WINNIPEG.

Samuel P. Russell, C. A.

SPECIALTY:

Short Cuts in **BOOK-KEEPING**

If you are weary of the Restrictions of a Bound Ledger, write for a sample sheet of my patent

'Loose Sheet Ledger,'

P.O. Box 609.

WINNIPEG, - MAN.

**BROMLEY & CO.**

—MANUFACTURERS OF—



**AWNINGS, STACK COVERS, ETC.**

Mattresses of all kinds.

The only Manufacturer of the W. W. Springs in Manitoba.

TENTS TO RENT.

Cor. Princess and 7th Ave. north, Winnipeg.

JAS COOPER.

J. C. SMITH

**Cooper & Smith,**

MANUFACTURERS,

Importers and Wholesale Dealers in

**BOOTS AND SHOES!!**

36, 38 & 40 FRONT ST. WEST

**TORONTO.**

**The Barber & Ellis Co'y,**

Nos. 43, 45, 47 and 49 Bay Street,

TORONTO, Ont.

Manufacturers of ACCOUNT BOOKS, ENVELOPES, PAPER BOXES.

Importers of all Grades of Staple Stationery.

—DEALERS IN—

PRINTERS' SUPPLIES,

BOOKBINDERS' MATERIALS AND

BOXMAKERS' REQUISITE.

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

**PARSONS, BELL & CO.,**

**Wholesale Paper Dealers**

—AND—  
**GENERAL STATIONERS.**

AGENTS

**Canada Paper Company,**  
Manufacturers Printing, Wrapping & Writing Paper &c., Montreal and Windsor Mills, Quebec.

**Alex. Pirie & Sons,**  
Manufacturers Fine Stationery, Aberdeen, Scotland.

**M. Staunton & Co.,**  
Manufacturers Wall Papers, Toronto.

CORNER PRINCESS AND BANNATYNE STREETS  
WINNIPEG.

**Morton, Alexander & Morton**

**Tanners, Curriers,**

—AND—

**BOOT MANUFACTURERS.**

Sole, Harness and Upper Leathers.

**BOOTS, SHOES AND BOOT TOPS.**

HIDES TANNED FOR ROBES, ETC.

Highest Cash Price Paid for Hides and Skins

171 and 173 KING STREET,

WINNIPEG.

**Alberta Ry. & Coal Co. and Great Falls & Canada Ry. Co.**

CONDENSED JOINT TIME TABLE  
In Effect March 20th, 1892.

| Going South.       |                       | STATION.      | Going North |        |
|--------------------|-----------------------|---------------|-------------|--------|
| Mixed No. 5        | Daily, except Sunday. |               | Mixed No. 6 |        |
| 7 30a              | Ar.....               | Great Falls   | Do          | 6 02p  |
| 6 45               | .....                 | Vaughan       | .....       | 6 40   |
| 6 00               | .....                 | Steel         | .....       | 6 16   |
| 4 15               | .....                 | Collins       | .....       | 7 45   |
| 2 30               | .....                 | Pondera       | .....       | 9 30   |
| 1 00               | .....                 | Conrad        | .....       | 10 45  |
| 12 05p             | .....                 | Shelby Junct. | .....       | 12 05a |
| 10 50              | .....                 | Rocky Springs | .....       | 12 55  |
| 10 00              | .....                 | Kevin         | .....       | 1 45   |
| 9 10               | .....                 | Sweet Grass   | Ar          | 2 35   |
| (Internatl bound.) |                       |               |             |        |
| 8 10               | Ar.....               | Coutts        | Do          | 3 20   |
| 7 20               | Do.....               | Milk River    | Ar          | 4 10   |
| 6 30               | .....                 | Burton        | .....       | 5 00   |
| 4 50               | .....                 | Stirling      | .....       | 6 40   |
| 3 30               | Do.....               | Lethbridge    | Ar          | 8 00   |

| Going West. |         | STATIONS.   | Going East.   |                   |
|-------------|---------|-------------|---------------|-------------------|
| Mixed No. 2 | Daily   |             | Freight No. 3 | Mixed D. ex. No 1 |
| 7 00p       | Do..... | Dunmore     | Ar            | 8 55a             |
| 10 30       | Do..... | Grassy Lake | Ar            | 12 45p            |
| 2 00a       | Ar..... | Lethbridge  | Do            | 4 45p             |

**CONNECTIONS.**

Canada Railway at Dunmore Junction: East bound train (Pacific Express) leaves Dunmore at 10.17. a.m.; West bound train (Pacific Express) leaves Dunmore at 5.43 p.m.

Great Northern Railway at Great Falls: South bound train to Helena, Butte, &c., leaves Great Falls at 10.45 a.m.; East bound train to St. Paul, &c., leaves Great Falls at 3.00 p.m.

E. T. GALT, W. D. BARCLAY, H. MARTIN,  
Gen. Manager. Gen. Superl. Gen. Traffic Agent.

**TIME CARD No. 5.**

To take effect June 30th, 1892.

**Columbia and Kootenay Steam Navigation Co. Limited.**

REVELSTOKE, B.C.

Arrow Lakes and Columbia River Route River Steamers.

C. and K. S. N. Co's Steamer leaves Revelstoke every Monday and Thursday at 4 a.m., for Robson, Trail Creek and Little Dalles, returning to Revelstoke on Wednesdays and Saturdays making close connections with Canadian Pacific Railway at Revelstok, the Col. and Kootenay Ry at Robson for Nelson, and the Spokane Falls and Northern Ry. at Little Dalles for Spokane Falls, Washington.

**Kootenay Lake and Bonnor's Ferry Route.**  
STEAMER NELSON connects with Columbia & Kootenay Railway at Nelson and calls at all points on Kootenay Lake.

F. G. CHRISTIE, Secretary. J. W. TROUP, Manager.

**ALLAN LINE**

**ROYAL MAIL STEAMSHIPS**

From Montreal and Quebec to Liverpool and London-derry.

SARDINIAN .....from Montreal .....Aug. 20  
NUMIDIAN ..... " " .....Aug. 27  
PARISIAN ..... " " .....Sept. 3

RATES: Saloon, \$15 to \$80; Intermediate, \$30 Steer- age, \$20.

**SPECIALLY LOW PREPAID RATES.**

STATE LINE: New York to Glasgow via Londonderry. Through Tickets to all parts of Europe.

STATE OF NEBRASKA ..... Aug. 25  
STATE OF CALIFORNIA..... Sept 25

RATES: Saloon, \$10 to \$60; Intermediate, \$30; Steer- age, \$20.

For full information as to rates, reservations, &c. apply to any Railway or Steamship agent, or to

ROBERT KERR,  
Genl. Passenger Agent, WINNIPEG.



Excursions to the East

Excursions to the Old Country

Excursions to Banff

Excursions to Nelson, B.C.

Excursions to Spokane

Excursions to the Coast

Excursions to California

Excursions to Alaska

Excursions to Japan

Excursions to China

Excursions around the World

Lake Steamers "Manitoba," "Alberta" & "Athabasca" leave Fort William every Tuesday, Thursday and Saturday. S.S Cambria, Port Arthur to Duluth every Monday, Wednesday and Saturday.

Ocean Steamers "Empress of India," "Empress of Japan" and "Empress of China" leave Vancouver every three weeks.

Send for Summer Tours, Fishing and Shooting, and Westward to the Far East, to Wm. McLEOD City Ticket Agent, 471 Main St., Winnipeg; J. S. CARTER, Depot Agent, or

ROBT. KERR,  
General Passenger Agent,  
WINNIPEG.

**NORTHERN PACIFIC R.R.**

**TIME CARD.**

Taking effect on Sunday, April 3rd, 1892.

(Central or 90th Meridian Time.)

| North Bound                   |                           |                      |                   | South Bound               |                               |                           |                          |
|-------------------------------|---------------------------|----------------------|-------------------|---------------------------|-------------------------------|---------------------------|--------------------------|
| Brandon Ex. Truce. Th. & Sat. | St. Paul Ex. Press Daily. | Miles from Winnipeg. | STATIONS.         | St. Paul Ex. Press Daily. | Brandon Ex. Truce. Th. & Sat. | Winnipeg Ex. Press Daily. | Chicago Ex. Press Daily. |
| 2.20p                         | 4.25p                     | 0                    | Winnipeg          | 1.10a                     | 1.10p                         |                           |                          |
| 2.10p                         | 4.13p                     | 8.0                  | Portage Junction  | 11.18a                    | 1.20p                         |                           |                          |
| 1.57p                         | 3.59p                     | 9.3                  | St. Norbert       | 11.58a                    | 1.58p                         |                           |                          |
| 1.46p                         | 3.45p                     | 15.3                 | Carleton          | 11.47a                    | 1.49p                         |                           |                          |
| 1.33p                         | 3.26p                     | 23.5                 | St. Agathe        | 12.00p                    | 1.38p                         |                           |                          |
| 1.20p                         | 3.17p                     | 27.4                 | Union Point       | 12.14p                    | 1.27p                         |                           |                          |
| 1.03p                         | 3.05p                     | 32.5                 | Silver Plains     | 12.20p                    | 1.20p                         |                           |                          |
| 12.50p                        | 2.48p                     | 40.4                 | Morris            | 11.46p                    | 1.45p                         |                           |                          |
|                               | 2.33p                     | 46.8                 | St. Jean          | 1.00p                     | 1.00p                         |                           |                          |
|                               | 2.13p                     | 56.0                 | Letellier         | 1.24p                     | 1.24p                         |                           |                          |
|                               | 1.50p                     | 66.0                 | Emerson           | 1.50p                     | 1.50p                         |                           |                          |
|                               | 1.35p                     | 68.1                 | Pembina           | 2.00p                     | 2.00p                         |                           |                          |
|                               | 9.45a                     | 163                  | Grand Forks       | 5.50p                     | 5.50p                         |                           |                          |
|                               | 6.35a                     | 223                  | Winnipeg Junction | 9.50p                     | 9.50p                         |                           |                          |
|                               | 3.35p                     | 470                  | Minneapolis       | 6.30a                     | 6.30a                         |                           |                          |
|                               | 3.00p                     | 481                  | St. Paul          | 7.05a                     | 7.05a                         |                           |                          |
|                               | 9.00p                     | 833                  | Chicago           | 9.35a                     | 9.35a                         |                           |                          |

**MORRIS-BRANDON BRANCH.**

| East Bound.         |                          |                    |                | West Bound.           |                        |                    |           |
|---------------------|--------------------------|--------------------|----------------|-----------------------|------------------------|--------------------|-----------|
| Freight Mon. & Wed. | Passenger Tues. & Thurs. | Miles from Morris. | STATIONS.      | Passenger Mon. & Wed. | Freight Tues. & Thurs. | Miles from Morris. | STATIONS. |
| 12.20p              | 2.20p                    |                    | Winnipeg       | 1.10p                 | 3.00a                  |                    |           |
| 7.00p               | 12.40p                   |                    | Morris         | 2.55p                 | 3.45a                  |                    |           |
| 6.10p               | 12.15p                   |                    | Low Farm       | 3.18p                 | 3.30a                  |                    |           |
| 5.14p               | 11.48a                   | 10 0               | Myrtle         | 3.43p                 | 3.10a                  |                    |           |
| 4.43p               | 11.37a                   | 21 2               | Roland         | 3.53p                 | 3.03a                  |                    |           |
| 4.00p               | 11.18a                   | 25 9               | Rosebank       | 4.05p                 | 3.11a                  |                    |           |
| 3.30p               | 11.03a                   | 33 5               | Miami          | 4.25p                 | 3.11.50a               |                    |           |
| 2.45p               | 10.40a                   | 39 6               | Deerwood       | 4.48p                 | 3.12.30p               |                    |           |
| 2.20p               | 10.23a                   | 49 0               | Altamont       | 5.01p                 | 3.10.50p               |                    |           |
| 1.40p               | 10.08a                   | 54 1               | Somerset       | 5.21p                 | 3.14.50p               |                    |           |
| 1.13p               | 9.53a                    | 62 4               | Swan Lake      | 5.37p                 | 3.17p                  |                    |           |
| 12.43p              | 9.37a                    | 68 4               | Indian Springs | 5.52p                 | 3.21p                  |                    |           |
| 12.13p              | 9.28a                    | 74 6               | Maricapolis    | 6.03p                 | 3.12p                  |                    |           |
| 11.46a              | 9.10a                    | 79 4               | Greenway       | 6.20p                 | 3.45p                  |                    |           |
| 11.16a              | 8.53a                    | 83 1               | Balder         | 6.35p                 | 4.18p                  |                    |           |
| 10.29a              | 8.30a                    | 92 3               | Belmont        | 7.00p                 | 5.07p                  |                    |           |
| 9.52a               | 8.12a                    | 103 0              | Hilton         | 7.38p                 | 5.45p                  |                    |           |
| 9.16a               | 7.57a                    | 109 7              | Ashdown        | 7.53p                 | 6.23p                  |                    |           |
| 9.02a               | 7.47a                    | 120 0              | Wawanesa       | 8.06p                 | 6.38p                  |                    |           |
| 8.16a               | 7.24a                    | 129 5              | Rounthwaite    | 8.23p                 | 7.27p                  |                    |           |
| 7.38a               | 7.01a                    | 137 2              | Martinville    | 8.42p                 | 8.05p                  |                    |           |
| 7.00a               | 6.45a                    | 145 1              | Brandon        | 9.10p                 | 8.45p                  |                    |           |

West-bound Passenger Trains stop at Belmont for meals

**PORTAGE LA PRAIRIE BRANCH.**

| East Bound.               |                      | W. End.            |                      |
|---------------------------|----------------------|--------------------|----------------------|
| Mixed dly. except Sunday. | Mia. Trm. Winn. per. | STATIONS.          | daily except Sunday. |
| 11.35a                    | 0                    | Winnipeg           | 4.30p                |
| 11.15a                    | 3 0                  | Portage Junction   | 4.41p                |
| 10.49a                    | 11.5                 | St. Charles        | 5.13p                |
| 10.41a                    | 14.7                 | Headingley         | 5.20p                |
| 10.17a                    | 21.0                 | White Plains       | 5.45p                |
| 9.29a                     | 35.2                 | Euratac            | 6.33p                |
| 9.06a                     | 42.1                 | Oakville           | 6.66p                |
| 8.25a                     | 55 5                 | Portage la Prairie | 7.40p                |

Passengers will be carried on all regular freight trains.

Pullman Palace Sleeping and Dining Cars on St. Paul and Minneapolis Express daily.

Connection at Winnipeg Junction with two Vestibuled through trains daily for all points in Montana, Washington, British Columbia, Oregon, and California, also close connection at Chicago with eastern lines.

CHAS. S. FEE, H. SWINFORD,  
G. P. & T. A., St. Paul. General Agt., Winnipeg.

H. J. BELON, Ticket Agent, 463 Main St., Winnipeg.