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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 desk of the great majority of business men in the vast district designated above, and including northwestern Ontario, the provinces of Manitoba and British Columbia, and the territories of Assiniboia, Alberta and Saskatchewan. The Commercial also reaches the leading wholesale, commission, manufacturing and financial houses of Eastern Canada.

WINNIPEG, SEPTEMBER 8, 1890.

Manitoba.

Chisholm & McKenzie are opening a general store at Morris.

A. L. Johnson, general store, Cartwright, is giving up business.

Wright & Wright, grocers, Winnipeg, are offering to sell out.

Guilmette & Co., flour and feed, Winnipeg, are giving up business.

Alexander & Co., dry goods, Winnipeg, have assigned to John Ferguson.

Rodmond & Co., cigars, etc., Carbery, have assigned to S. A. D. Bertrand.

H. A. Bussiere, millinery and fancy goods, Winnipeg, is giving up business.

G. L. Firestino, barber, cigars, etc., Winnipeg, has sold out to John Lang.

D. & A. Kerr, are starting a pump manufacturing establishment at Carberry.

A. H. McIntyre, jeweller, Portage la Prairie, has closed out his Treherne branch.

J. P. Sheppard, a Pilot Mound jeweller, was arrested for larceny recently, but made his escape.

The estate of Stewart & Van Ostrand, general store, Elkhorn, has been sold to Coombs & Stewart.

Mrs. Burke has opened a bakery, confectionery and fruit store and lunch room at Wawanesa.

The prize list of the seventh annual exhibition of the Portage and Lakeside Agricultural Society has been issued in pamphlet form. The exhibition will be held at Portage la Prairie on October 8 and 9. The prize list is quite an extensive one.

Two hundred binders have been sold by the various implement agents at Portage la Prairie this season.

The price of bread has been raised at Winnipeg, owing to the high price of flour. Only 12 loaves are now given for \$1, instead of 14 as formerly.

Despars & Blean have opened a hardware store in Winnipeg. Despars continues the hardware and grocery business at St. Boniface as formerly.

The inland revenue collections at Winnipeg for August were:—Spirits, \$7,168.59; malt, \$1,329.32; tobacco, \$7,882.20; cigars, \$321.60; sundries, \$172.18. Total, \$16,573.99.

A carload of furs for the Hudson Bay Company was sent east last week. The value of the car was placed at \$100,000. The furs came from the country north of Edmonton.

Manitoba is not likely to suffer from prairie fires this year. The wet weather has been bad for harvest, but it will leave the ground in good condition for fall ploughing, and as the grass is still as green as it is in June, there is no danger of destruction from prairie fires.

Lou. Arnett, proprietor of the Boston clothing house, Winnipeg, met with a very serious accident last week while on a shooting excursion, by the accidental discharge of a gun. The shot penetrated the lung and shoulder, and for a time it was considered his case was hopeless, but he has rallied considerably, and there are now good hopes of his recovery. His many friends in the city will devoutly wish that these hopes may prove true.

In view of the shortage in the hay crop last year, and the heavy crop this year, it has been proposed that farmers should put up hay enough to last them two years, to prevent a possible scarcity next year. There is abundance of hay this year, and there would be no trouble in securing enough to last two years, so far as the quantity is concerned, though the continued wet weather has made this season a very unfavorable one for securing hay. On account of the wet weather it is said that some farmers have left their haying until after harvest, while no doubt a good deal of hay has been destroyed by rain.

The following statement shows the value of goods exported, imported and entered for consumption with duty collected thereon at Winnipeg during the month of August, compared with the corresponding month in 1889:—

Description.	Value. 1889.	Value. 1890.
Exported	\$105,515 00	\$202,962 00
Imported—dutiable..	217,655 00	237,682 00
Imported—free.....	34,239 00	43,384 00
Total imported....	\$215,894 00	\$281,066 00
Entered for consumption—dutiable....	\$210,792 00	\$241,302 00
Entered for consumption—free	34,239 00	43,384 00
Total for consumption	\$245,031 00	\$284,686 00
Duty collected.....	\$62,545 58	\$74,576 34
The transactions at the Dominion Government Savings Bank, Winnipeg, during August were as follows:—		
Deposits	\$18,339 00	
Withdrawals	27,728 67	
Withdrawals in excess of deposits by	\$9,389 67	

R. S. Norton, of Winnipeg, has been appointed western representative for the well known dry goods and manufacturing house of Gordon, Mackay & Co., of Toronto, lately represented here by D. K. Mollison. Mr. Norton has opened sample rooms in the Clements block, and will have charge of the entire western business of the firm, from Winnipeg to the coast. The firm of Gordon, Mackay & Co., stands high among the leading houses of Canada, and in addition to their wholesale dry goods trade, they own and operate the Lybster cotton mills.

Last week, just before going to press with the last form of this journal, a notice was handed in to the effect that John Kuhn, of J. Kuhn & Son, produce and commission merchants, Winnipeg, was recovering from an attack of typhoid fever. The improvement, however, was but brief, and a little later the painful announcement was made that Mr. Kuhn had passed away. The deceased gentleman also carried on a general store at Balmotal, Manitoba, in addition to the produce and commission business in the city, and his pleasant manner made him popular among those whom he met in either a business or social way.

Saskatchewan.

McArthur & Knowles, bankers, Prince Albert, have dissolved.

Col. Sproat, for years a prominent resident of Prince Albert, is dead.

Grundy Bros., Winnipeg, are establishing an agency at Prince Albert.

The graders on the railway have finished their work to Prince Albert, and have gone to Calgary to work on the Calgary and Edmonton railway.

Assiniboia.

Patrons of the Saltcoats creamery received 12c per lb. net for the first month's butter which has been sold. The butter was sold at 18½c.

The Stair Coal Mine and Manufacturing Company, which last year operated the coal mine at Stair, near Medicine Hat, is in liquidation.

We have received a handsome colored poster from the Medicine Hat Times' office announcing that the Medicine Hat Agricultural Society will hold its fourth annual exhibition October 8 and 9. About \$1,000 in prizes will be offered.

Alberta.

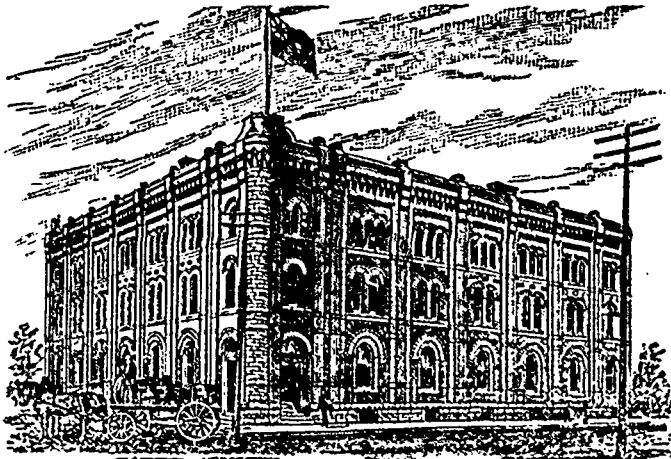
Pile driving has commenced on the Calgary & Edmonton railway bridge across the Bow river at Calgary.

Tracklaying on the railway from Great Falls to Lethbridge has passed the boundary. It is expected that the line will be completed through by September 20.

Hutchinson, saddler, Lethbridge, has formed a partnership with a party named Horner, who for a number of years has been a saddler in the mounted police force. The style of the firm will be Horner & Hutchinson.

A Calgary despatch says: A meeting of the creditors of Frederick Gillespie, tea importer, was held this week. It was found that his debts were \$7,000 with assets of \$4,800. The meeting adjourned to the 15th inst., to enable the assignee to communicate with the creditors at a distance.

GOODS SOLD TO THE
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DIRECT IMPORTERS
 TEA, SUGARS, WINES, LIQUORS and GENERAL GROCERIES
 CORNER PRINCESS AND BANNATYNE STREETS, WINNIPEG, MANITOBA.

THE *Montreal Witness* speaks a word of caution in regard to the frost reported in Manitoba. That journal points out that in 1885 it was generally denied that there was any damage to grain from the frost experienced in Manitoba that year, yet when the grain came to market, a large portion was found to be damaged. The *Witness* sees a possibility of the same thing happening again this year, and sounds a caution accordingly. The journal even intimates that there may be systematic deception regarding the denials of serious damage from frost. The *Witness* can hardly be blamed for being a little skeptical concerning these reports. Conditions in Manitoba have certainly been misrepresented in the past, willfully by some and through ignorance by others. A great many of the "boom" crop reports, etc., sent out, for instance, are the result of ignorance more than anything else. Moreover, many of the most overdrawn of such reports are not published abroad by Manitobans, but by visitors from the east—men whose high standing gains for them publicity for their remark, but who at the same time are not at all competent to give an opinion upon such matters. Manitobans are therefore not alone to blame for false reports spread abroad. There may have been some wilful misrepresentation about the frost of 1885, but the amount of damage was underestimated more through ignorance than any other cause. It is a very difficult matter to estimate damage done by frost. In fact it is impossible to form an approximately close opinion in a case of this kind. Damage by frost is not readily discernible upon the surface, and can often only be detected by an expert. Manitoba farmers were not able to discover any damage to their grain, as farmers as a rule are not grain experts. They stated their honest belief that their grain had not been touched, but the thresher showed to the contrary. This year the frost came about same date as in 1885, but the grain was probably in a little more advanced state this season than in the year named. The effects of the frost of 1885 was very much more noticeable upon garden plants, vines and potato tops, which in many instances were entirely killed. This year the most tender plants over large sections of country, do not show the effects of frost, and where this is the case it is practically

certain that grain has not been injured. The conditions, therefore, are different from that of 1885, and there is no reason to believe that the result will be similar.

The Dominion Temperance Alliance, at their recent meeting at Montreal, stated in the report that the province of British Columbia is in a worse condition, speaking from a temperance standpoint, than any other part of the Dominion. Other charges are made concerning the Pacific province which we are sure are not borne out by the facts. The report goes on to say that "the license system there leaves the traffic practically open to all who choose to pay for the privilege of engaging in it, with the result that the cities and towns of British Columbia have an unenviable reputation for drunkenness and other immorality." It is likely that the temperance people base their charges upon the fact that the customs returns show large importations of liquors into British Columbia. That drunkenness is not more prevalent in British Columbia than in other parts of Canada, we thoroughly believe, notwithstanding what the customs returns may show. At least the indications of drunkenness are not outwardly more apparent there than in other parts of the country. There is one part of Canada which is certainly in a worse condition, speaking from a temperance standpoint, than any other, and that is sections of the western territories, where certain alleged restrictive regulations are in force. Quoting the words of the Alliance people, "the traffic there is open to all who choose to engage in it," with this difference that there is no license fee to pay. If the temperance people wish to discover in what part of Canada the effects of intemperance are most apparent in a public way, they should take a trip through certain portions of the territories.

A GREAT deal of bosh is being talked about the nominal transfer of the Northern Pacific & Manitoba Railway to the Northern Pacific Railway Company. Of course this is done for political effect, and is intended to work upon the ignorance of those who are not posted in the matter. The railways operated in Manitoba under the name of the Northern Pacific and Manitoba, were built by and owned by

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the Northern Pacific Railway Company, and the fact that they were operated under a separate management, did not change the ownership of the roads in Manitoba. This talk about foreign control of the Northern Pacific and Manitoba is therefore very silly, and people who can be influenced by it are extremely gullible. The only advantage which these railways can be to Manitoba, beyond their usefulness as colonization roads, is through their connection with the Northern Pacific. Commercially Manitoba will not suffer through the abolition of the separate management of the branches of the Northern Pacific in this province. The service and usefulness of the branches in Manitoba are more likely to be improved than otherwise through their entire consolidation with the parent road. Political capital depends largely upon the gullibility of the people, hence the rot talked about the change in the N. P. & M. We make this statement to show that commercially the conditions have not been changed; not because we take any interest in the wire-pulling either way.

THE United States census shows that the Northwestern States have all increased largely in population. The percentage of gain in Minnesota is very great. Kansas and Nebraska also show a large increase in population. The latter state has increased in ten years from 452,402 to 1,105,000. The result of the census will be a considerable increase in the number of representatives in Congress from the West. In view of the fact that the free trade element is strongest in the west, the changes which will be brought about by the census may have some influence upon the tariff question.

A ST. PAUL report places the yield of wheat in Minnesota and the two Dakotas at 93,000,000 bushels, of which 43,000,000 bushels are credited to Minnesota. The average yield to the acre in Minnesota is placed at 13 bushels. Owing to poor crops in the northern central portions of South Dakota, the average yield for that state is estimated to reach only 10½ bushels per acre. In North Dakota, the northern portion is placed at 20 bushels per acre, and in the Red river valley about 15 bushels, but the western and southern sections of North Dakota are described as very poor.

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The most perfect Flouring Mill in Canada. CAPACITY 1,600 BARRELS A DAY.

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Stephens' Pure Oxide Paints—(Almost everlasting)—For Elevators, Granaries, Roofs and all Rough Surfaces exposed to the Weather.

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Window Glass—Ordinary Glazing and Crystal Sheet. Single and Double Strength.

Heavy Polished Plate—Sizes in Stock from 44 to 96 inches Wide.

Ornamental Glass—In almost Endless Variety.

A full Stock of Painters' Supplies including Dry Colors, White Lead, Varnish, Brushes, Etc. Artists' Oil Colors and Brushes.

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GENTLEMEN:—The Hercules Manufacturing Co. of Petrolea, Ont., beg to announce that Messrs. Robert Muir & Co. of Winnipeg have been appointed our Agents for Manitoba and the Northwest, who are prepared to give estimates on all kinds of MILL MACHINERY manufactured by us, and also on the remodeling of old mills to our latest improved system.

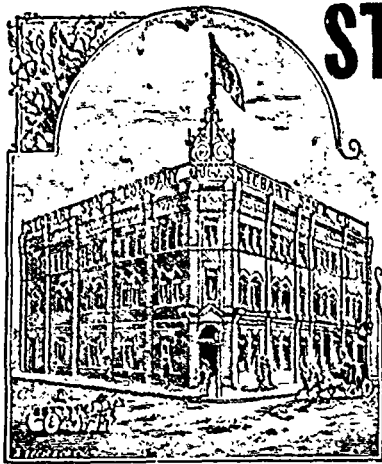
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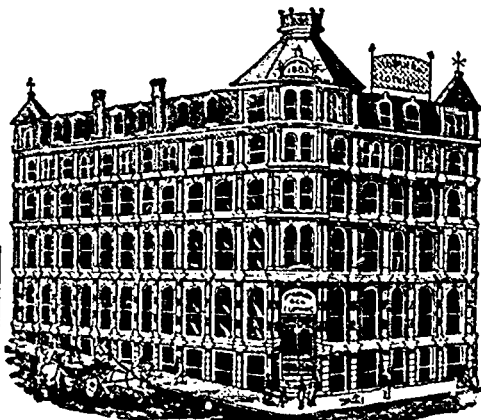
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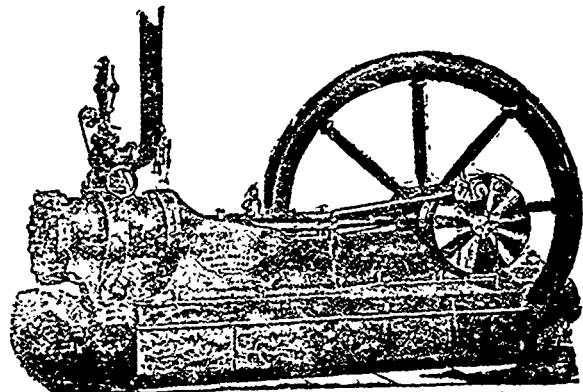
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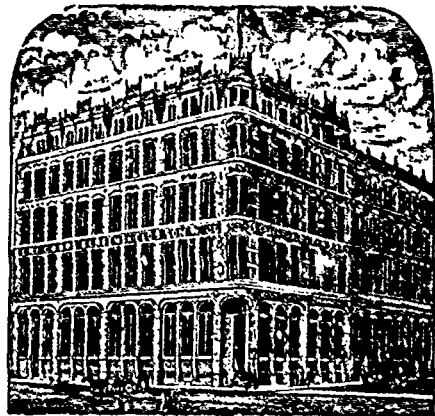
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The Commercial

WINNIPEG, SEPTEMBER 8, 1890.

WHEAT.

About this time of year the wheat situation is one of the greatest if not the greatest factor in the commercial world. Bread, and wheat bread at that, is the staff of life with millions of the human race. The countries which are compelled to buy wheat to supplement their home production, are equally interested with those countries which produce a surplus, in the situation of the cereal. Crop reports are therefore watched with anxiety, and the amount of literature written about wheat during the fall months would fill volumes. From the mass of "information" published, much of it of a very contradictory nature, it is no easy matter to arrive at a very clear idea of the actual situation.

The United States heads the list in the quantity of wheat produced. In that country the crop for 1890 is variously estimated at from 390,000,000 to 425,000,000 bushels, and to this amount may be added about 50,000,000 bushels carried over from the crop of last year. On this basis *Bradstreets* journal figures out that the maximum surplus for export which the United States will have this year, after allowing for home requirements of bread, seed, etc., will be 84,000,000 bushels, leaving 30,000,000 still on hand to be carried over to the crop of 1891. In other words the total surplus of the United States would be 114,000,000 bushels. But it is evident that the total surplus cannot be made available for export, as a reserve must always be carried. It is possible that the shortage of other crops in the United States may increase the consumption of wheat over the average, though on the other hand higher wheat values might decrease the consumption of wheat. Last year's wheat crop in the United States was estimated by the official report at 490,000,000 bushels, but it is generally believed that this estimate was about 20,000,000 bushels in excess of the actual quantity. Exports from the United States for the crop year ended July last were 109,000,000 bushels, or about 25,000,000 greater than the available surplus this year, as estimated by *Bradstreets*. The latest official crop reports issued by the Washington department, indicate a crop of about 153,000,000 bushels of spring wheat, or a total crop of winter and spring wheat of 415,000,000 bushels for the United States. The popular idea of the crop is a total yield of about 410,000,000, or 80,000,000 bushels under the official estimate of last year's crop.

Reports from Europe have been of a very contradictory nature. Advice earlier in the season were of a very gloomy nature, but later reports have been considerably more favorable to wheat growers there. Advance reports received from the Vienna grain congress place the crops of Germany, the United Kingdom, Russia, Austria, Hungary, Roumania, Servia, Belgium, Italy, Switzerland and Denmark as better than last year. France, Norway and Sweden and Holland are credited with a lower average than last year. The expectation is for a European

wheat crop of about 200,000,000 bushels greater than last year. Russia, the principal exporting country of Europe, is estimated to be 33 per cent. better than last year. The United Kingdom is given an average crop, and France 95 per cent. of an average. Austria-Hungary are placed at 15 per cent. and Germany 5 per cent. better than an average. *Beerholm*, on August 15, places the Russian crop at 232,000,000 bushels, or 42,000,000 more than last year. A Vienna paper estimates the crop of Hungary to be the largest on record. The general belief is that the crop in Great Britain is slightly below an average. The area sown to wheat in the United Kingdom is about 2,530,000 acres, which at the estimated yield of 23½ bushels per acre, would give 72,105,000 bushels. The average yield in the United Kingdom is about 29½ bushels per acre.

It is even a little early yet to give a reliable approximation of the world's crop, but so far as can be learned it would appear that the quantity is sufficiently large to meet all requirements, but the surplus to come and go on is not large. With reserve stocks carried over from last crop known to be light, a small surplus this year is enough to render the situation at least interesting.

PACIFIC COAST LUMBER.

Considerable comment has been caused in lumber circles by the shipment of a vessel load of fir lumber from Puget Sound to England. The Norwegian ship *Thor*, 1,150 tons, recently cleared from Tacoma with 850,000 feet of lumber, besides a number of sticks of timber of large dimension. This is said to be the first charter for London, and the lumber trade of Puget Sound are congratulating themselves upon the opening up of a new market for the product of their mills. In commenting upon this fact, the *Mississippi Valley Lumberman* also points out that Pacific coast timber is coming into favor in the Eastern States, and the trade in that direction is steadily gaining. A bright future the *Lumberman* says is before the trade of Puget Sound.

What is true of Puget Sound may also be applied to our own province of British Columbia. The Pacific province has a great wealth of timber of the same variety and at least as fine quality as the Puget Sound country. Lumbering has made rapid progress in British Columbia during the last year or two, and the trade there is reaching out for new markets for their manufactures. British Columbia mills have every advantage which can possibly be enjoyed by Puget Sound mills so far as foreign trade is concerned, and they should be able to compete successfully for this trade. If Great Britain wants Pacific coast lumber British Columbia should be able to supply it to the best advantage, as regards price and quality, or dimension. British Columbia lumbermen have been exporting for years to Australia, South America and Asiatic ports, and some shipments have also gone forward to Great Britain. The trade in the latter direction is no doubt destined to expand. If ever the Panama canal is completed, and there is no doubt but that it will be in time, the cost of shipping Pacific coast lumber to Europe would be

materially reduced, and the trade would experience a great "boom."

In the matter of domestic trade, British Columbia lumbermen are at a disadvantage perhaps with the Puget Sound mills, as the home market is more restricted. The local demand is limited to the requirements of a population less than 100,000, and eastward from the province the population of the prairie country is also limited. With the rapidly increasing population there will be a steadily increasing demand within the province and especially throughout the prairie region east of the mountains. The fine quality of British Columbia lumber is gradually gaining for it an increasing trade even throughout the old provinces of Eastern Canada. The fine qualities of the fir and cedar for inside finish in wood are strong points in favor of the lumber, and where such a wood is desirable, a slight difference in the cost will not stand in the way. The great strength and durability of the Douglas fir, combined with the large size of the timber, render it very valuable for special classes of work. For bridge timber, spars, railway work, or for any purpose where a strong, durable piece of timber of extra large size is desired this fir is very desirable. It can be obtained in sticks up to two to two and a half feet square and one hundred and fifty feet long. These qualities bring the timber into demand for special purposes, and the number of big sticks of timber being shipped eastward from British Columbia mills is steadily increasing.

BETTER MAIL FACILITIES WANTED.

A short time ago this journal called attention to the very unsatisfactory mail service on the Manitoba & Northwestern railway. This grievance of the people in northwestern Manitoba has been since remedied, but it only removes one of a number of similar grievances. Throughout Western Canada there is dissatisfaction with the existing mail facilities in a great many districts. No doubt the department finds it difficult to keep up with the rapidly extending settlement in this vast region, and there are certainly many difficulties in the way of meeting the requirements of the people as quickly as could be desired. Still we think that the postal department should be able to do better than it has in the matter of furnishing mail facilities to the West. In the most urgent cases the department is very slow to take action. Where the necessity for improvement is very evident, it often requires a great deal of prodding to cause the department to take cognizance of the wants of the people. It is perhaps also the case that the desire to economize is carried too far in connection with the administration of postal matters. There are certainly some greatly needed improvements in the service which have been withheld on the grounds of economy. To the people of the West a little additional expenditure in improving the service would be considered a wise investment.

On the Manitoba Southwestern railway the service is very unsatisfactory, and the same is true of the mail accommodation furnished the people of the Pembina Mountain branch of the Canadian Pacific. These conditions have prevailed for years. The facilities for improving

the accommodation are at hand, in the train service over the railways mentioned, but a niggardly policy in the postal department is the cause of these grievances. Again, we have the spectacle in Manitoba of railways with a regular train service, and with little towns at points along the lines, yet no mails are carried over these railways. This refers to the branches of the Northern Pacific in Manitoba. The 250 odd miles of railway in Manitoba operated by the Northern Pacific has not yet been provided with any mail accommodation whatever. These are the most glaring cases of neglect or parsimony on the part of the department. From many other points in Manitoba and the territories comes the cry for some postal service, or improvements in the existing service.

From British Columbia there are also many complaints against the slowness of the postal department in providing mail accommodation to meet the demands of extending settlement. The *Miner*, a paper published at Nelson, which town is the centre of a great mining country, reports that letters sent from Winnipeg addressed to Nelson, via Kootenay, Idaho, reached their destination ten days ahead of letters sent from Winnipeg by the Canadian route. There appears to be a great lack of mail accommodation in that section of British Columbia, and the same is true of other parts of the country.

AN ERA OF HIGH PRICES.

The Cincinnati *Price Current* has been looking up the value of certain commodities in that market, and presents a table showing the comparative values of these articles on the same day for the past three years. All grains show much higher prices this year, and apples and potatoes are also comparatively very high. Nearly everything is much higher this year, sugar and hay being about the only exceptions to the rule. These prices furnish an interesting study, as they may be taken as supplying an index to the result of the crop of 1890 in the United States. Following are the prices of the commodities mentioned, on the 26th of August in each of the three years named:—

Articles—	1890.	1889.	1888.
Wheat, No. 2 winter, bu. \$	1.02½	74	90
Corn, No. 2 mixed, bu.	52	35	45
Oats, No. 2 mixed, bu.	33½	20½	20½
Rye, No. 2 bu.	70	41	63
Flour, winter patent, brl.	5.25	4.40	4.35
Mess pork, brl.	11.00	10.62½	14.75
Lard, 100 lbs.	6.00	5.90	8.75
Short rib sides 100 lbs.	5.50	5.15	8.50
S. P. hams, 100 lbs.	10.50	10.25	11.75
Butter, creamery, lb.	25	21	22
Cheese, choice, lb.	8½	8	8½
Eggs, doz.	16½	15	15
Potatoes, brl.	3.50	1.90	2.50
Apples, choice, brl.	3.00	1.75	1.50
Hay, choice, ton.	11.50	13.50	16.50
Coffee, prime, lb.	21½	19½	17½
Sugar, granulated, lb.	6½	8½	8
Rice, La., lb.	7	6	6

CROP STATISTICS.

Last week THE COMMERCIAL referred to the advantages which would be derived from an efficient system of crop reporting, carried out under the direction of the Dominion Government, and covering the whole of Canada. A recent report of the Agricultural Department of the United States contains a review of the trade and other information concerning Canada. This review contains the following paragraph:—

"It is certainly a remarkable, as it is an unfortunate circumstance, that so little attention

is paid to the collection of agricultural statistics by the Dominion as a whole, that work being left to the provinces themselves. Ontario and Manitoba alone possess anything approaching complete annual records."

Bradstreet's Journal, the eminent commercial authority, also emphasizes the statement made in the report of the Department of Agriculture concerning the absence of official statistics covering the Dominion. If the question is thought to be of sufficient importance, the leading boards of trade of Canada could no doubt, by representation to the Government, induce our Ottawa authorities to move in the matter.

OATS AND POTATOES.

Prime reports that at no time in the history of the oat crop (of the United States) has the smallness of yield and the poor quality been as apparent as to-day. There is an excellent demand for oats even now among farmers who have this season lost their corn crop and who have not grown enough oats themselves for feed. This is something phenomenal and is one of the peculiarities of the present short crop year. Another report is to the effect that a large proportion of farmers who at harvest thought they had a fair crop of oats and contracted to make deliveries, now find that upon threshing the crop falls far below former estimates, and it is impossible for them to fill their contracts.

These all point to high prices for this grain for the next year in the United States. Manitoba has a very large crop of oats this year, and a considerable portion of this will not be required at home. The same conditions exist in regard to potatoes in the United States, and of these Manitoba has also a considerable surplus. In the Winnipeg district, which is the principal potato section of Manitoba, the crop is turning out 300 to 400 bushels per acre. Now, then, if Uncle Sam will just take the duties off these commodities, we will be pleased to sell to his less fortunate subjects at lowest cash prices. The M. Kinley bill, which it is expected will be passed soon by congress, however, instead of reducing the duties, proposes a general increase in the tariff, especially upon agricultural produce.

British Crops.

Returns for the United Kingdom, reported to the *London Times*, show that wheat is 3.1 per cent. under an average, barley 0.8 per cent. over an average; oats, 2.7 per cent. over an average; potatoes, 0.1 per cent. over an average; beans, 2.5 per cent. over; peas, 1.8 per cent. under, and hay 18.9 per cent. under. In the case of potatoes the great bulk of the correspondents speak of them as diseased—a larger number, in fact, than has been the case in any year since these returns were started. In the case of hay, also, although the figures show the crop to have been about four-fifths of an average one, it is very evident that much of this is damaged. More than half of the entire number of correspondents refer to this fact. With these facts in mind, however, it is still evident that although the year is not fulfilling its high promise, the crops all round are fairly within what may be called "the average zone"—i. e., if there is no wonderful abundance, there is, on the other hand, no story of great disaster.

Western Exports for the East.

Three cars loaded with the products of Western Canada, for the Toronto and other exhibitions in eastern Canada, passed through Winnipeg last week. One car contained the British Columbia exhibit, in charge of R. E. Gosnell, who claimed it would surpass anything ever seen. With the Calgary car were H. Douglas, J. Maw, Geo. Hamilton and Sam. Livingston, the latter known as the pioneer of the western country. The car was packed with grain and grasses, those in the straw showing wonderful growth. A number of samples were six feet and over in length. There was a lump of coal weighing a ton, and a sample of the beautiful building stone found at Calgary, which will materially assist in making that place noted for fine stone buildings. The third car was filled with samples of what the country around Regina can do. The train was late in reaching Winnipeg, and with the cloudy sky which prevailed, it was too dark to admit of a fair inspection of the contents of the cars, but they were choice so far as could be seen. The West will certainly be well represented in the East this year.

Mushrooms.

Lord Bacon advises men who settle in a new country to carefully ascertain what that country is best adapted for producing and conduct agricultural operations accordingly. It has already been discovered that Manitoba will furnish in abundance all ordinary articles of food in the greatest perfection, but there are a few things good to eat and but little used that love the rich black soil of the prairie in peculiar degree and the fact has, to a considerable extent, escaped the observation of the people of the country. In Europe as well as in America, the mushroom is considered a delicacy, and the luxury is procured only at a high price and is found chiefly on the tables of the wealthy. In the celebrated *Pickwick Papers*, Jingle is made to say, "that broiled fowls and mushrooms are capital things," and so they are. In many countries the mushroom is raised with difficulty and is produced on ground specially prepared with much care and labor, but in Manitoba, wherever a field or garden has been enriched, mushrooms, by thousands, will spring up spontaneously and will appear for more than one season, generally being allowed to go to waste as few persons know their value or are afraid of being poisoned by mistaking an unknown fungus for a mushroom. Sometimes even mushrooms are not fit for food, for these curious productions of nature should not be permitted to stand in the light and heat of the sun; they spring up in the night and should be gathered early in the morning. The best are those that have only cracked and upheaved the earth, not yet appearing above ground. The best resemble in appearance a porcelain knob of a door lock, are white and solid and when peeled and fried in sufficient butter have an agreeable taste. Those who are accustomed to eat the delicacy become exceedingly fond of mushrooms and there is no other country in the world where they can be had of such excellent quality without care or labor. Like oysters they must be taken often before they can be relished and then they will be properly valued and eagerly sought.

—Pilot Mound Sentinel.

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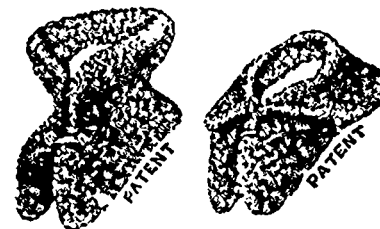
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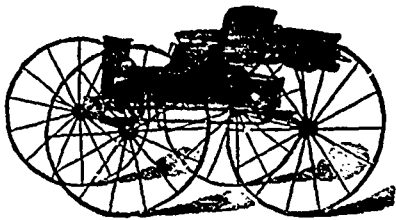
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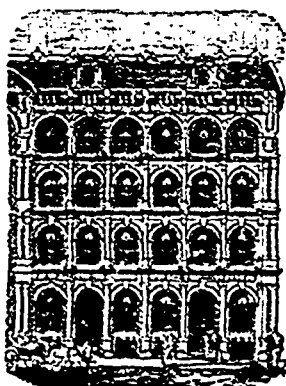
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WINNIPEG MONEY MARKET.

There has been no change to speak of in monetary circles. The unfavorable weather for harvest is holding back everything else, and the situation remains about as it was. There will be no stir until the grain movement sets in.

WINNIPEG WHOLESALE TRADE.

Wholesale trade has been very quiet in nearly all branches. Business is dead in some lines until after harvest, and the continued prevalence of wet weather is proving a great drag upon business, and in a number of branches trade is simply at a standstill. In textile lines something is being done in shipping out full stock, and there is some movement in fruits, but in almost everything else there is stagnation.

BOOTS AND SHOES.

Fall stocks are coming to hand and being shipped out. In some instances late purchases show some advances in prices. The increased cost of manufacturing, owing to the advance in leather, and the prospect of still higher prices, makes manufacturers very firm in their views. Rubber goods are also very firm and advances are being asked owing to the increased cost of crude rubber.

DRUGS.

Quotations here now are unchanged as follows: Howard's quinine, 60 to 75c; German quinine, 50 to 60c; morphia, \$2.25 to \$2.50; iodide of potassium, \$4.25 to \$4.75; bromide potassium, 65 to 75; English camphor, 80 to 90c; glycerine, 30 to 40c; tartaric acid, 65 to 75c; cream of tartar, 35 to 40c; bleaching powder, per keg, \$6 to \$8; bicarb soda, \$3.75 to \$4.50; sal soda, \$2.50 to \$3; chlorate of potash, 25 to 30c; alum, \$4 to \$5; copperas, \$3 to \$3.25; sulphur flour, \$4.50 to \$5; sulphur roll, \$4.50 to \$5; American blue vitrol, 10 to 12c.

DRIED FRUITS.

Early shipments of new Valencia raisins are booked to arrive at Montreal in a few days, but it will be some time later before large direct lots will come to hand. New stocks will come on a market nearly bare. At Montreal \$ to 8½c is being quoted on new crop, to arrive about the middle of September, or later. Prices are: California London layer raisins, \$3.00 per box, do. ½ boxes, \$1.00; Valencia raisins, \$2.80 to \$2.90 per box; Valencia layer raisins, \$3.25 per box; currants, 7c per lb.; dried apples, 7½ to 8c per lb., evaporated apples, 14½c; choice new Eleme figs in 10 lb. boxes, 16c per lb.; choice figs, 13c per lb.; fancy Eleme layer figs, 20 lb boxes, 18c per lb.; figs in 1 lb cartons, per doz., \$1.75; golden dates, in 50 lb. boxes, 9c per lb.; California evaporated fruit—apricots, 22 to 24c per lb.; peeled peaches, 27 to 30c per lb.; pitted plums, 13c; raspberries, 35c; prunes, 7½ to 11c per lb. as to quality, the higher quotation for choice of best varieties; nectarines, 21 to 23c.

FISH AND OYSTERS.

The market was almost bare of fresh fish for a while last week and the supply is limited. Fresh salmon is higher at 17c; Lake Winnipeg whitefish at 6c per pound. Smoked goldeyes 40c per dozen; salt whitefish, \$5 per keg of 100 lbs. Oysters are jobbing at \$2.50 per gallon.

GREEN FRUITS.

A car of Oregon fruits—plums and pears—was due to arrive on Saturday, and will be in the market to-day. This is expected to be about the last lot of cheap Pacific coast plums.

The first car of Ontario fruit came in last week, consisting of grapes, plums, pears and tomatoes and was soon cleaned out. Another car is expected this week. California fruit is still in the market, but prices are advancing, and likely to be higher from this out. The short fruit crop in the Eastern States is causing a large demand for California fruit, which keeps up prices. Apple are arriving from the east and south. Prices are firm and later varieties of choice fruit will certainly bring high prices this season. Quotations in this market are:—Rodi oranges, 200 size, \$9; 300 size, \$10.50 per box; Messina lemons, \$9.50 to \$10.50 per box; bananas, yellow, \$2.50 to \$3.50; Minnesota tomatoes, per bushel basket, \$2.25; watermelons, \$4.00 to \$5.00 per dozen. California fruits are quoted: Peaches, \$2.50 per box; pears, \$4.50 per box; plums, \$2.50 per box as to variety; southern grapes, eight pound baskets, \$1.25. California grapes, \$2.50 per crate; apples, \$4.50 to \$5.00 per barrel. Oregon plums, in 20 lb. boxes, were quoted at \$2 to \$2.25; and Oregon pears, 40 lb. boxes, at \$4 to \$4.25; Ontario grapes, Concord and Champions, 9c per lb; Ontario plums, \$2 per 20 lb basket; Ontario pears, \$1.50 per 20 lb basket. In native fruits, a few pails of blueberries have been offered at about 50c per pail on the market. Cranberries are plentiful on the market at 25c per pail. Native black currants are held at \$1.50 per pail, and wild plums at 75c to \$1 per pail on the market.

GROCERIES.

Sugars were somewhat firmer in eastern markets, on a small fractional advance at New York. Willet & Gray, of New York, in their last weekly report on sugar say: "The continued rise in Europe is getting to be serious for refiners. Their stocks are reduced 9,514 tons this week, (and 10,356 tons the previous week,) leaving refiners stock 62,623 tons, or two weeks' supply without receipts. To keep their stock from exhaustion means increased purchases at higher prices, and a consequent advance in refined. September is usually a large month of meltings, and next month should be no exception. Refined is about 2c per pound cheaper than last year at this time. About 15,000 barrels refined were sold for export at the decline. Total stock in all the principal countries, by latest uneven dates, is 711,279 tons, against 515,462 tons at same time last year. This represents a decrease of 78,251 tons for the week." Eastern advices are stronger for canned vegetables, wet weather, it is said, having interfered with late packs. Prices here are: Sugars, yellow, 6½ to 7 as to quality; granulated, 7½ to 8; lumps 8½ to 9c. Coffees, green,—Rios, from 24 to 25c; Java, 27 to 29c; Old Government, 29 to 32c; Mochas, 33 to 35c. Teas: Japan, 23 to 46c; Congous, 22 to 60c; Indian teas, 35 to 60c; yound hyson, 20 to 50c. T. & B. tobacco, 56c per pound; Lilly, 7s, 52c; diamond solace, 12s, 48c; P. of W., butts 47c; P. of W., caddies, 47½c; Honeysuckle, 7s, 55c; Brier, 7s, 53c; Laurel Bright Navy, 3s, 56c; Index d thick Solace, 6s, 48c; Brunnette Solace, 12s, 48c. McAlpine Tobacco Co's plug tobacco: Old Crow, 46c; Woodcock, 52c; Beaver, 63c; Jubilee, 60c; Ancho, 59c; cut tobacco: Silver Ash, 65c; Cut Cavendish, 70c; Senator, 80c; Standard Kentucky, light, 85; do dark, 80c. Special brands of cigars are quoted: Reliance, \$50; Gen. Arthur, \$50; Mikado, \$40; Terrier, \$30 per 1000. Mauricio, \$42.50; Soudan Whips,

\$40.00; Turkish Caps, \$35.00; Commercial Traveller, \$25. Lion "L" brand mixed pickles, in kegs, are quoted: Three gallons, \$2.50; do five gallons, \$3.50; do 10 gallon kegs, \$6.50.

NUTS AND SUNDRIES.

Nuts—S.S. Caragoua almonds, per lb. 20c; Grenoble walnuts, 19c; Sicily filberts, 15c; peanuts, white Virginias, green, per lb. 15c; do., roasted, 17c; hickory nuts, 10c; pecans, large, polished, per lb. 17c; coconuts, per hundred, \$9; caddies in pails, 13 to 16c per lb.; Cal. comb honey, per lb. 22c; new maple sugar, in small cakes, per lb. 13c; new maple syrup in wine gall. cans, 10 to the case, per case, \$12.50.

PAINTS, OILS AND GLASS.

Glass is firmer, on advices from England noting a tendency to higher prices. Trade is very dull in this market, and prices unchanged as follows: Turpentine in barrels, 76c per gallon; in 5 gallon cans, 81c gallon; linseed oil in barrels, raw 81c; boiled 84c; benzine and gasoline, 50c; pure oxide paints, in barrels, 90c per gallon; coal tar \$6 a barrel; Portland cement, \$4.90 a barrel; Michigan plaster, \$3.25 a barrel; putty, in bladders, 3½c a pound, bulk in barrels, 3c; whiting in barrels, \$1.50 a cwt; Crown pure white lead, \$7.25; Royal Charter, \$6.75; Railroad, \$6.25; Elephant pure white lead, \$7.25; Elephant No. 1. do., \$6.25; Bulls head do., \$5.75; Calsomine, \$6 per 100 pounds; Alabastine, \$7.25 per case of 20 packages. Window Glass, first break, \$2.10.

LEATHER, LEATHER GOODS AND FINDINGS.

Leather holds very firm. The upward tendency in hides continues and leather must go higher unless there is a change soon. Prices in this market are lower now than new stocks could be sold for, at present quotations outside. Prices are as follows: Spanish sole, 26 to 30c; slaughter sole, 26 to 30c; French calf, first choice \$1.25 to \$1.50; Canadian calf, 75c to \$1.00; French kip, \$1 to \$1.10; B Z kip, 85; Bourdon kip, 70c; slaughter kip, 55 to 65c; No. 1, wax upper, 40 to 45c; grain upper, 50c; harness leather, 26 to 30c for plump stock. English oak butts, 60c; buffe, 17 to 21c a foot; cordovan, 17 to 21c; pebble, 21c; colored linings, 12c; shoe uppers, from \$1.25 to \$2.75. Horse collars—Short straw, \$22 der dozen; long straw, \$53 per dozen; long straw bodies, \$22; Boston team (thong), \$27 per dozen.

WINES AND LIQUORS.

Quotations are unchanged and as follows: Canadian rye whiskey, five year old, \$2.40; seven year old, \$2.80; old rye, \$1.85; Jules Robin brandy, \$4.50; Bisquet Debouche & Co., \$4.50; Martel, vintage 1885, \$6.50; vintage 1880, \$7.50; Hennessy, \$6.50 to \$7.50, for vintage 1885 to 1880; DeKuyper gin, \$3.50; Port wine, \$2.50 and upwards; Jamaica rum, \$4 to \$4.50 DeKuyper red gin, \$12.00 per case; DeKuyper green gin, \$7.00 per case; Tom gin, \$9.00 to \$10.00; Martel and Hennessy's brandy, one star, \$15.00 per case of 12 bottles; v. o., \$20.00; v. s. o. p., \$22.50.

HARDWARE.

It was reported from Montreal that there was some shading in prices on nails, though quotations were not changed. British iron and metal markets are firm, and any recent changes have been in the direction of higher prices. In some lines British markets were active and excited. Pig iron warrants have been active. Tin plates have been active and strong. Prices

in this market are steady and trade dull. Quotations here are as follows:—Cut nails 10d, and upwards, \$3.25; I. C. tin plates, \$5.75 to \$6.25 as to grade; I. C. tin plates double, \$11.75 to \$12.50; Canada plates, \$4 to \$4.15; sheet iron, \$4.25 to \$5.50, according to grade; iron pipe, net prices, 1 inch, 10¢; 1½ inch, \$13½; 2 inch, \$16; 2½ inch, 25¢ per foot; ingot tin, 30¢ per lb; bar tin, 31¢ per pound; sheet zinc, 7½ and 8¢ per lb.; galvanized iron, 28 gauge, 7½ to 8½¢ lb; bar iron, \$3.50 per 100 lbs; shot, 6 to 6½¢ per lb.; tarred felt \$2.30 to \$2.40 per 100 lbs.; barbed wire, 6½ nett.

WHOLESALE PRODUCE MARKETS.

WINNIPEG.

WHEAT

Wheat experienced a number of ups and downs last week. The general situation was nervous, irregular and weaker. All markets averaged lower, and Chicago averaged from 4 to 7c lower than the top prices of the previous week. One of the strongest features was the continued wet weather in the northern wheat belt, where harvesting is not finished. Wheat has had a long and steady upward movement, and the sharp declines which have occurred during the past two weeks, are perhaps the result of the reaction which is liable to follow a movement of this nature. There has been no doubt fears in some quarters that the advance had been carried too far. The reaction has been helped on by later crop reports from Europe, which have shown a great improvement in crops there over the general tenor of earlier estimates. The United Kingdom is now given about an average crop, though earlier reports were very gloomy.

There has been nothing doing in Manitoba markets to speak of. The wet weather has greatly delayed harvesting. A few loads of new wheat, threshed from the stook between the showers, have been brought in, but there is practically nothing doing locally, nor likely to be for some time with the present outlook. The quality of new grain, so far as can be ascertained from samples shown, is decidedly poor, and the incessant downpour of rain does not give much encouragement as to the quality of the bulk of the crop which is still in the stook.

FLOUR.

There has been no further changes in local prices. The decline in wheat has been a weakening factor in flour, and in United States markets lower prices are reported. Trade was dull. Local prices were steady on best qualities but quotations are not strictly adhered to on low grades. Jobbing prices to the local trade are as follows:—Patents, \$3.05; strong bakers, \$2.85; second bakers, \$2.55; XXXX, \$1.60 to \$1.70; superfine, \$1.50; middlings, \$3.05; Graham flour, \$2.85 per 100 pounds.

MILLSTUFFS.

Bran and shorts were in very short supply last week. A number of the mills are closed down for the annual overhauling, previous to commencing on the new crop, hence the scarcity. Prices were firm at \$14 for bran and \$16 for short per ton.

GROUND FEED.

Very little in the market, and no demand. Ground corn chop held at \$28 to \$30, and selling only in retail lots.

MEALS.

Demand dull. The Manitoba oatmeal mills, which have not been doing much for a long time, are now being put in order to resume

work shortly. The large crop of oats of fine quality, combined with high prices elsewhere, will make the season a favorable one for the home mills. Prices are firm as follows: Oatmeal, standard, \$2.50; granulated, \$2.65 per 100 pounds; rolled oats, \$2.75 per sack of 90 pounds; Rolled oats are also obtained in 80 pound sacks at \$2.65. Cornmeal is held at \$1.50 per 100 lbs. Pot barley, \$2.75 per 100 lbs.

OATS

Stocks of old oats are practically exhausted. New oats have been coming in slowly into the city and country markets, and the supply has been barely equal to the demand. Prices therefore keep up to above a shipping basis. Had the weather been favorable, there would have been large offerings of new oats by this time, and a spell of dry weather would soon greatly increase offerings. The crop of oats is turning out very heavy and the sample fine, the unfavorable weather for wheat having been rather favorable to oats. Some very fine plump samples have been received. The city has been barely supplied by offerings by farmers on the market, which brought from 40 to 45c. Offerings at country points have so far been taken mostly for local purposes at 35 to 50c, according to local needs. As soon as offerings increase to above immediate local wants, prices will come down to a shipping basis, which will be considerably under present values.

BARLEY.

Nothing doing in this grain to speak of. Weather having been so unfavorable to threshing as to delay offerings. One lot of new was offered in the Winnipeg market and taken for local purposes.

BEANS AND SPLIT PEAS.

White beans are jobbing at \$2.25 per bushel in small lots. Split peas are held in the same way \$2.75 per 100 pounds.

BUTTER.

Very dull, scarcely anything doing, as local trade is mostly supplied by farmers. Receipts light. Advices from some points confirm previous reports that there is likely to be some falling off in the make this year. The cheese factories are being more largely patronized this year by farmers, who are sending their milk to the factories, instead of making butter, while the lower price being paid has had a tendency to reduce the make. Good to choice dairy brings 12 to 13c, and sometimes up to 14c is obtained for something very choice, common to good 10 to 12c.

EGGS.

Unchanged at 18 to 20c per dozen.

CHEESE.

Jobbing lots have been selling at about 9½ to 10c, and some sales have been reported at under the lowest figure, but perhaps of quality. The make promises to be large this year, and there will be a surplus of the Manitoba article, which will have to find an outside market. About 9c seems to be about the price being bid at the factories in Ontario, and sometimes a small fraction better is offered. Manitoba cheese could be shipped to an export market at Montreal at nearly as good a rate as from western Ontario factories to Montreal. Consequently prices should be nearly as good here, for the same quality.

LARD.

Held at \$2.15 per 20 lb. pail.

CURED MEATS.

The general tendency is firm and prices are well held. Prices are: Dry salt bacon, 10c; smoked long clear, 11c; spiced rolls, 12½ to 13c; boneless breakfast bacon canvassed, 13½ to 14c; smoked hams, 14½ to 15c. Mess pork \$18 to \$18.50 per barrel. German sausage, 9c per lb.; Bologna sausage, 8c lb.; ham, tongue and chicken sausage, 9c per ½ pound package.

DRESSED MEATS.

Prices are holding fairly steady. It is not expected that beef will go as low as last year, as the brisk exports of cattle will keep down

the surplus and help to keep up local prices. Good to choice beef is jobbing at 5 to 6c per pound, the latter being the very top price. Some poor stuff is sometimes selling at under the lower quotation, but it is not fairly marketable stuff. Mutton keeps up to above last seasons prices, as the local supply is barely sufficient to meet requirements. About 11c is the regular jobbing price for mutton, though some is occasionally offered as low as 10c per pound. Pork holds fairly steady at 8½c, though sometimes obtainable down to 8c per pound. Veal goes at 6 to 7c per pound. A really choice article might bring a little better than the top price quoted.

POULTRY.

There is a good demand for turkeys, at about 12½c per pound, live weight. Chickens are worth 60 to 65c per pair, and spring chickens 35 to 50c per pair. Wild ducks are now coming in and are worth about 25 to 35c per pair, according to size and quality. The change in the game laws allows the sale of prairie chickens this year, though the sale of these birds has been prohibited for several years past. Some few have been offered at 40 to 50c per pair.

LIVE STOCK.

Buying up cattle for shipment goes on briskly all over the country, and car lots are being made up at points all along the railways. Eastern shipments are mostly two to three year old stockers steers, for which about equal to 2½c per pound is paid for good animals, and sometimes up to 3c for a choice steer. Some very good lots have been sent out of the country. Local butchers' cattle may be quoted at the range of 2 to 3c. The sale of a lot of good animals was reported at 2½c, and 3c would be the outside price for anything choice. The cool weather of late and fine feed has made a noticeable difference on cattle, which are now improving fast. No hogs are coming in, and local trade is supplied with lots held here, bought earlier. Live hogs would be worth between 5 and 5½c per pound, sheep between \$4 and \$5 per head, and lambs \$3 to \$4 per head. Good lambs will bring \$4.

SENACA ROOT.

Bringing about 20 to 23c per lb.

POTATOES.

There has been quite a demand for potatoes for shipment to United States markets, but few have been obtained. Farmers are busy with their harvest yet, and do not care to sell potatoes, as they are not fully grown yet. A couple of car lots were being made up on track and are about ready for shipment. The drop in potatoes in United States markets has made the feeling here easier. Potatoes declined 20 to 25c per bushel at Minneapolis within a week, and at last reports were quoted there at about 65c per bushel. Shippers here were trying to buy at 25c per bushel, but did not obtain many at this price. Some were offering 30c. One buyer reported that he had secured a lot of 400 bushels, to be delivered later, at 27c, which was the lowest he could purchase any for. Shippers are contracting with growers to buy lots still in the ground, at about the prices stated, delivered at the cars. It was reported that up to 35c had been offered, but outside markets would hardly warrant this figure at present. On the market potatoes were bringing 30 to 40c per bushel for local requirements, 35 to 40c being the usual range for small lots for local use.

VEGETABLES.

Prices tend lower. Offerings are large and quality very fine. In fact the crop in this district is immense. There is some talk of shipping cabbage south, but the duties are too high to make it profitable. A good many car lots of vegetables could easily be made up here for shipment to United States markets were it not for the high duties. Quotations here are as follows: Cauliflower 30 to 50c per dozen head for choice. Cabbage 25 to 60c per dozen. Cucumbers, 15 to 20c per dozen. Tomatoes—Minnesota, per bushel basket, \$2.25; green

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WINNIPEG.

tomatoes per bushel, 75c to \$1.00. Ontario tomatoes, \$1.25 per 20 lb. basket. Onions, 2½ to 3c lb. Green beans, 50 per bushel; peas in pod, 50 to 60c per bushel; celery, 30c per dozen heads; vegetable marrow, 75c to \$1.00 per doz. Citron, \$1 per dozen. Green stuff in bunches is quoted: Radishes, 10c per dozen bunches; beets, 20c; lettuce, 10c; green onions, 20c; rhubarb, 25 to 30c; turnips, 20c; carrots, 20c. Green corn is worth 7 to 10c per dozen ears. Pumpkins 50 to 75c per dozen.

HIDES.

Locally the market is unchanged. Eastern markets report strong prices and further advances. Montreal reports sales of No. 1 local green hides at 8c. Quotations in the Winnipeg market are: No. 1, 5c; No. 2, 4c; No. 3, 3c per pound. Calfskins, No. 1, 5c; No. 2, 4c. Sheep pelts, are now worth 30c each for fresh killed; lamb skins, 40c each for new. Tallow, 2½c for rough and 4½ to 5c for rendered.

WOOL.

Nearly all in and prices hold their own. Ordinary unwashed is quoted at 10½c and up to 11 and 12c for fine downs; washed 13 to 15c.

HAY.

A good many reports of damage to hay from the wet weather are reported, and dealers expect a considerable quantity of poor stuff to be offered during the coming season. It is believed that a good deal of hay in stook has been about ruined. Hay put up on very low ground is said to be surrounded with water in some cases. However, there is lots more hay which can be secured if the weather would turn more favorable, as it has been growing right along and the quantity of good prairie hay which may be obtained is unlimited. On the market here loose hay still brings \$4 to \$5 per ton, with pressed rail lots held at about \$8 per ton.

Mr. Powis, of McKenzie & Powis, Winnipeg, went east last week.

Manitoba Crop Report

The outlook is serious. Another week of unfavorable weather has been experienced, and to-day (Saturday, Sept. 6), one of the worst storms of the season is prevailing. When we closed our last report the day was clear, and it was hoped that a season of favorable weather would be enjoyed, but a few hours later it was again raining. Saturday evening, Aug. 30, the rain started again. The following day was oppressively close, cloudy and showery, Monday and Tuesday were dark and damp, with drizzling rain on Tuesday afternoon. Wednesday the drizzle kept up for a great portion of the day. Thursday it cleared up, and Friday was clear and warm until toward evening, when light rain again started accompanied with thunder. During the early morning and Saturday forenoon the rain fell in torrents.

There were reports of sprouting as early as the first day or two of the week, and later conditions would not improve the situation. Harvest has dragged along slowly. A great deal of cutting was done during the week. Although the weather was dark and cloudy nearly all the week the amount of rain that fell was not very great up to Saturday morning. With the exception of Wednesday and Saturday, there were only very light sprinkles, and cutting went on between the showers. Stacking, however, could not be carried on to any extent, and the bulk of the grain is still in the stook. Threshing was also delayed, and very little grain of any kind has yet been marketed. A few loads of oats, and less wheat have been received. It is feared there may be considerable damage from stacking grain on the damp side, and threshing damp grain from the stook. Un-

less there is an immediate change in the weather the outlook will be serious. The hope is that the heavy electric storm of last night and to-day will be the wind up of wet weather for a short season. This (Saturday) afternoon the down-pour of rain has ceased, and a brisk, cool breeze is blowing, but it is dark and misty.

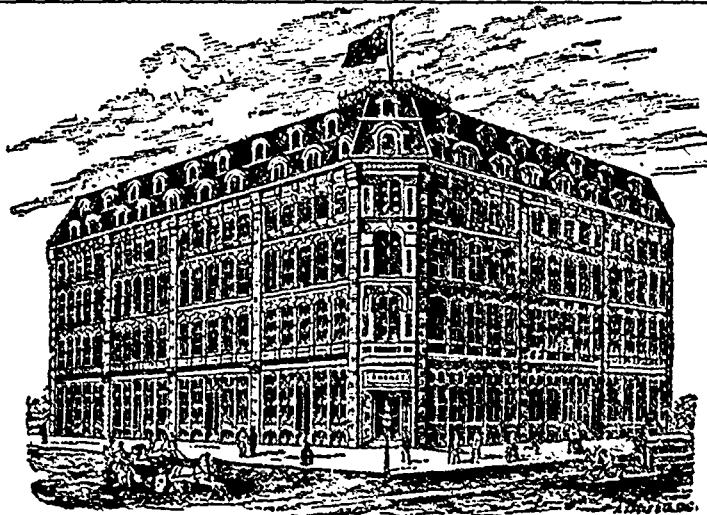
British Grain Trade.

The *Mark Lane Express* of Sept. 1st, in its weekly review of the British grain trade, says: "The offerings of new wheat are scarce. Best whites are quoted at 42s. Old wheat is extremely scarce. The highest quotation is 49s. The sales of English wheat during the last week were 26,525 quarters at 35s 9d, against 26 842 quarters at 31s 2d during the corresponding week last year. Foreign wheat has advanced 6d. Flour has risen 6d. English oats have declined 1s. Barley is firm. At to-day's market there were larger supplies of new wheat. Finest white was quoted at 40s. Foreign wheats were irregular. California advanced 6d and Indian 3d. Russian was weaker. Flour was slow. Oats were scarcer, and prices recovered 1s. Corn rose 6d. Mixed American was hardly obtainable, and prices advanced 1s. Rye and beans rose 6d."

Lake Freights.

Chicago *Daily Business* of Sept. 3 says:—All efforts on the part of vessel agents to advance freights have thus far been abortive. Jag lots have been taken this week, it is true, at 1½c for wheat, 1½c for corn and 1½c for oats to Buffalo, but for full cargoes shippers refuse to pay over 1½c for corn. The rate to Kingston is 3½c for corn and to Montreal 6c. Georgian Bay freights are dull at 1½c for corn and 1½c for oats.

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Pigs Feet, Bologna and Sausage Casings.
PACKERS AND COMMISSION MERCHANTS.

23 Jemima St., WINNIPEG.

Chicago Board of Trade Prices.

The opening prices for wheat on Monday, Sept. 1, were 2½ to 3c lower than the closing prices a week ago, and 4 to 6c lower than the highest prices of the previous week. September opened ½c lower than Saturday's close, and ranged from \$1.01 to \$1.03½. December ranged from \$1.03 to \$1.05½, and May from \$1.07 to \$1.09½, the latter option closing at \$1.07½. Corn was weak and 1½c lower. Oats 1c lower. Closing prices for futures were:—

	Sept.	Oct.	Dec.	Jan.
Wheat	1.01	—	1.03½	—
Corn	45	45½	45½	—
Oats	34½	34½	35½	—
Pork	10.15	10.30	—	12.02½
Lard	6.17½	6.30	—	6.05
Short Ribs	5.22½	5.37½	—	5.77½

On Tuesday wheat was stronger and recovered most of the decline of Monday. No. 2 spring wheat closed about 1½c higher. No. 2 sold at \$1.02½ to \$1.02½, and ranged at \$1.01 to \$1.02½, and closed about \$1.02½. Spring wheat by sample was in moderate demand and market steadier. No. 4 spring sold at 78c to 90c for fancy. No. 3 spring sold at 88½ to 92½c and up to 95 to 97c for choice. Corn and oats also recovered some of the decline of the previous day. Closing prices for futures were:—

	Sept.	Oct.	Dec.	Jan.
Wheat	1.02½	1.03½	1.01½	—
Corn	46½	46½	46½	—
Oats	35	35½	35½	—
Pork	10.10	10.10	—	12.00
Lard	6.20	6.30	—	6.07½
Short Ribs	5.27½	5.40	—	5.82½

Wheat ruled lower on Wednesday and closed 1½ to 2c lower. December ranged from \$1.03½ to \$1.05½. May option ranged from \$1.07½ to \$1.09½, closing at the lowest point. Closing prices for futures were:—

	Sept.	Oct.	Dec.	Jan.
Wheat	1.01	—	1.03½	—
Corn	45½	45½	45½	—
Oats	35½	35½	35½	—
Pork	10.35	10.30	—	12.10
Lard	6.22½	6.27½	—	6.70
Ribs	5.32½	5.45	—	5.82½

Wheat was weak and lower on Thursday, though toward the close there was a slight recovery. The market closed 1½c lower. Corn closed ½c lower; pork declined 22½c to 60c; lard 2½c and ribs 7½ to 10c. Closing prices were:—

	Sept.	Oct.	Dec.	Jan.
Wheat	99½	—	1.02½	—
Corn	45½	45½	—	—
Oats	35½	35½	—	—
Pork	9.75	9.85	—	11.77½
Lard	6.17½	6.27½	—	6.67½
Short Ribs	5.22½	5.35	—	5.75

Wheat opened weak and 2c lower on Friday. At the decline there were heavy buyings on the theory of a natural reaction, and before the close the loss had been fully recovered. The market closed at about the same prices as the previous night. Pork closed 30 to 50 cents lower, lard 2½ cents higher, and ribs 5 cents lower.—Closing prices:—

	Sept.	Oct.	Dec.	Jan.
Wheat	99½	1.00½	1.02½	—
Corn	45½	45½	—	—
Oats	34½	35½	—	—
Pork	9.20	9.60	—	11.52½
Lard	6.20	6.30	—	6.05
Short Ribs	5.20	5.32½-35	—	5.70

Montreal Live Stock Market.

Very large receipts came to hand during the first of the week, among these being a train load of 200 head of Manitoba cattle, mostly

good stocker steers. Sales were reported of 150 head at 4c and 50 head at 4½c. Export cattle were quoted at 4½ to 5c and stockers at 3 to 3½c, butchers' cattle, medium to choice, 3½ to 4½c. Cables from Liverpool at the first of last week reported lower prices, the temporary advance of the previous week having been lost, owing to increased receipts. Cables quoted finest steers at 12½c, good to choice at 12c, poor to medium at 11c, and inferior and bulls at 8½ to 10c.

Minneapolis Market.

Following were wheat quotations on Thursday, Sept. 4:—

	Sept.	Oct.	Dec.	On track
No. 1 hard	98	—	—	1.06 07
No. 1 northern	94½	95	98½	101.02
No. 2 northern	90	—	—	—

New wheat on track quoted—No 1 hard 99c, No 1 northern 95 to 96c, No 2 northern 90 to 92c. These quotations were 5 to 7c lower than a week ago on old wheat, and 6 to 10c lower for new wheat on track.

Flour—The flour market continued dull with steady demand for domestic distribution of patents at \$5.50 to \$5.85. Some fair sized late sales have been made but they are the exception, as flour buyers have asked for more off in prices, on the late break than millers can afford. The wheat used is old crop and has held up above new crop. Bakers' went well for domestic and foreign account at about \$4.35 to \$4.70. Low grades were quoted at \$1.90 to \$2.35.

Bran and shorts—Bran was easy and offered at \$11.25 to \$11.75, shorts \$13.25 to \$13.50, middlings \$14.25 to \$14.50

Corn—The demand for corn was slow with quotations at 45 to 46c

Oats—Business was steady with the general range from 33 to 36c. Sales included: 3 cars 3 white oats old in store at 36c, 1 car No 3 oats 34½c, 1 car 2 white oats at 35c.

Barley—Good barley was picked up quite well at 50 to 55c, and choice samples, bright and plump at 50 to 60c. Sales included: 1 car No 3 barley at 53½, 1 car 4 barley f.o.b. at 51½.

Feed—Demand was fair only with millers asking from \$18.25 to \$18.56 for mixed feed and coarse meal.

Eggs—Market is weaker with larger supplies. Most sales are at about 15 to 15½, including cases, with an occasional one a fraction higher.

Potatoes—The market is weaker with less demand and larger offerings. Shippers holding off and not bidding over 60c. New potatoes are quoted at 60 to 65c. These quotations are 20 to 25c lower than a week ago.

Cabbage—70 to 80c per crate of 50 lbs.
Apples—Held at \$2.50 to \$3.75 per barrel as to quality for choice sorts. Crab apples \$1 to \$1.15 per bushel.—Summarised from *Market Record*.

Duluth Wheat Market.

On Thursday, Sept. 4, No. 1 hard wheat at Duluth ranged between \$1.01½ and \$1.04. These quotations are for December option.

Chicago Barley Market.

Cash sales of barley on the Chicago Board of Trade on Wednesday, September 3, were as follows:—
Free on Board and Switched—New No. 3—

1 car at 55c, 1 at 56c, 1 at 50½c, 1 at 50½c, 3 at 57c, 2 at 58c, 2 at 59½c, 8 at 60c, 6 at 61c, 2 at 61½c, 10 at 62c, 5 at 63c, 2 at 64c, 6 at 65c, 2 at 63c.

New No. 4—2 cars at 50c, 1 at 52c, 1 at 53½c, 1 at 55c, 1 at 56c.

Furs.

The New York *Fur Trade Review*, of Sept. 1, says: "Present indications favor an active season. The reported decrease in the catch of seals has led to an increased demand for garments, higher prices being readily paid. As a result of the decreased catch of Alaskas it may be accepted as certain that skins will advance considerably at the autumn sales in London. The demand continues for Astrakhan, wool seal, skunk and Persian; the variety of small furs in favor is larger than at the opening of the manufacturing season. Mink is advancing in favor and is being placed at prices which promise extended popularity. There are very good reasons for believing that mink will steadily advance in favor, eventually entering very largely into consumption. The New York market is reported to be closely sold out on seals of all kinds. While prices are pretty certain to advance in London, it would be wise not to place orders without limits."

British Columbia Trade.

Your correspondent having taken wings for a brief visit to new fields and pastures far away can only speak in general terms of the state of trade, etc., in the province. Business continues brisk in all lines on a general state of contentment prevails.

Hay, at \$9 a ton, is being shipped from the landings in large quantities. Also fruit of all kinds. Plums are a drug on the market and more are coming in than the fruit dealers know what to do with. Good apples are in demand, though there is plenty of the inferior quality to be had. Pears of excellent quality are in abundance. Threshing in the Delta and in Chilliwack is in progress and the yields are surprising. Oats weighing 50 lbs. to the bushel, and going over 100 bushels to the acre is a common thing. Wheat is turning out from 40 to 75 bushels to the acre and it is too bad that some better use could not be made of it than that of feeding chickens with it. There is a grand crop in the Okanagan Valley. In the interior points there are also fine peaches, grapes, tomatoes and melons. The opportunities for mixed farming are so good in British Columbia that one wonders how it is that farmers do not take greater advantage of them. Fancy a cattle rancher buying wheat for his chickens, or an ordinary farmer making purchases of eggs, potatoes, butter and other farm commodities for domestic use. It is, however, no uncommon thing to see. It is certainly not economy and denotes poor husbandry, even if it must be said at the expense of somebody's feelings.

Butter is still plentiful but will soon be in good demand. Eggs are scarce and dear and will remain so now until next year.

Two or three important events have marked the past few days, important from a historical point of view as marking stages of progress. One is the opening of direct overland communication between

Revelstoke (on the C. P. R.) and Spokane Falls. Steamers now run regularly down the Columbia to Little Falls, on the American side to which point the Great Northern from Spokane Falls has been extended. It is pleasurable to note that the steamship line is a Canadian one of which Mr. Mara, M.P., Kamloops, is president, and Commodore Irving, of the C.P.N. Co.'s fleet, a principal stockholder. When the Kootenay and Columbia River Railway has been completed from Nelson to Sprout's Landing the Columbia river will be a busy mining thoroughfare and towns of importance are sure to spring up as a consequence in the Kootenay district. The new short line referred to will be in operation in about two months. Next year this will be a scene of busy speculation. Visions of a new Denver are already in the mind's eye of the boomer. The smelter at Revelstoke is expected to open up about the first of November, or just as soon as a sufficient supply of ore for a long run has been secured. It doesn't pay to run a smelter for a week or two and then shut down. It is now receiving ore from the Alaska mines, at Vancouver, from the Field mine and from Illecilawaet, and just as soon as the railway reaches Nelson, where many tons are now on the dump, large shipments will be received from there. A good deal depends upon "when the smelter starts," a stock term now in real estate circles in Revelstoke, which is not yet moving as though it were going to be a Denver in six months. The death of Mr. Atkins, who was a big mine owner and an enterprising man in that district is regarded as a great blow to the mining interests just at the present time. Another event of some importance to Westminster and district was the arrival the other day of the first express car and engine for the Westminster & Southern Railway which is really a part of the great Northern. Track laying is now going on and trains will be running to Liverpool, a point opposite New Westminster, before snow sets in. Undoubtedly this line will be extended to Vancouver next year. Indeed, it is whispered around that the Great Northern and the C.P.R. have already consolidated their interests. It would pay the C.P.R. to bonus another railway to come into Vancouver, rather than oppose it as might appear a natural course for a railway company to take, because it has large real estate interests in the terminal city which must increase as the city progresses and another railway would make a boom.

And still another event of importance was the ordering of its first cargo of raw sugar for the sugar refinery at Vancouver, now approaching completion. This enterprise has been carried on with commendable vigor and dispatch from the outset and not a single delay has occurred from any cause.

The British Columbia exhibit car left Sunday for Toronto and St. John, N. B. The British Columbia exhibits consist of about 125 cases of fruits, vegetables, grains, mineral specimens, photographic views, natural history specimens, canned salmon, grasses, native flora, manufactured woods, etc., etc. It is the largest exhibit of British Columbia products that ever left the province and cannot fail to attract attention to its immense and rich natural resources. The only omission was that the car was not labled with glowing adjectives like those from the neighboring provinces, and passed on its way unnoticed. It will show up, however, at the proper time and place.

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Some Victoria Business Houses.

Victoria is the wholesale trade centre of British Columbia, and a solid and wealthy centre at that. The official returns for the fiscal year ended June 30th last, which have recently been published, will serve as an index to the business of the place. Collections at the port of Victoria by the customs department for the year named were as follows: Import duties, \$815,663; other revenues, \$13,267; total, \$828,930. The total for 1889 was \$797,336; the increase for 1890 being \$31,594. The item "other revenues" was made up as follows: Bonding warehouse fees, \$360; examining warehouse fees, \$315.75; petroleum inspection, \$297.40; sick mariners fund, \$1,256.48; steamboat inspection, \$1,076; seizures, \$1,724.12; fines and forfeitures, \$3,757.95; copyright, \$189.58; Chinese immigration fees, \$1,110. The value of goods imported, entered for consumption, and collections for the last fiscal year, as compared with the previous one, were as follows:—

	Imports.	Entered for Consum'n.	Duty.
1889.....	\$2,862,803	\$2,913,193	\$789,158
1890.....	3,193,225	3,215,568	815,663

These figures show that the trade of Victoria is not falling behind, but rather that it is keeping pace with the general advancement of the province. Exports from the port of Victoria show even a greater augmentation than imports. Total exports for the fiscal year ended 30th of June last were \$3,143,178, these figures showing an increase of about \$300,000 over the previous year.

In shipping returns, the figures show that 707 vessels of 662,217 tons entered the port during the year, with crews aggregating 35,412 men. These figures do not include vessels employed in the coasting trade, the arrivals of which latter class amounted to 994 vessels, with a tonnage of 628,260, and crews numbering 26,264 men. During the year there were built at the port of Victoria four screw steamers, of 330 tons, and three were registered of 534 tons; one schooner of 50 tons was built, and four registered aggregating 324 tons.

Wholesale trade is represented in about every line of business by one or more substantial houses. In fact the general stability of the business institutions of Victoria is one of the features of the place. A good many of the houses have been established for many years, and they can be considered wealthy, thereby showing that business has been profitable in the past. In wholesale dry goods there is the well known house of Lenz & Leiser, which is this year erecting a fine new warehouse to accommodate increasing business. This firm are importers of dry goods, furnishings, etc., and also handle domestic goods largely. Lenz & Leiser are sole agents for the New Westminster woolen mills, the only institution of the kind in the province. It is claimed that these mills make the finest blankets in Canada, as well as good qualities of tweeds and flannels. There is a large demand from the Indian population for blankets, and strangely enough the Indians will have nothing but the best goods. They know a good blanket and will have nothing else. Some Australian wool has been imported, but the bulk of the wool used is the provincial clip.

The Hudson's Bay Company is no doubt the best known business concern in the province. The company carries on a wholesale business at Victoria and handles all kinds of merchandise, the bulk of which is imported direct by the company's own ships. The company has trading posts established all over the province, even to the most remote parts, and in addition to supplying these, a large wholesale trade is done with dealers throughout the province. The warehouse in Victoria is a large and substantially built brick structure, having dimensions of 100 by 60 feet, with five floors. It is located on the water front, where goods from the ships can be unloaded right into the warehouse. The first warehouse of the company was a log building, and it is still in use for storage purposes. It is the oldest building in the city. The brick warehouse was the first brick building erected in Victoria. It was designed more for strength than beauty, and the massive walls and timbers make the floors capable of carrying almost any weight. The company has also another warehouse of four flats leased, as the present buildings do not afford sufficient space. The wharfage of the company on the Victoria harbor affords accommodation of 400 to 500 feet. A visit to the warehouses of the company affords a curious sight. Everything from the proverbial needle to an anchor can here be obtained, and everything as a rule of the best quality. The building is fitted with hydraulic elevators. The company's ships come out from London and Liverpool with loads of merchandise every year, and carry back cargoes of canned salmon from the B. C. canneries, furs, etc. Almost anything required either to eat, drink or wear, or for any other purpose can be had at the Hudson's Bay Company's warehouse, and if anything wanted cannot be found there it is hardly worth while looking for it further.

The firm of R. P. Rithet & Co. is another well known wholesale house, which stands high as one of the solid concerns of the city. This house carries on business as wholesale grocers and commission merchants and in various other ways the firm is interested in the business interests of the city and province. The Columbia Flouring Mills, the only roller flour mill at present in British Columbia, are controlled by Mr. Rithet. This mill is located at Enderby, thirty miles south of Sicamous station, on the C.P.R. main line. The mill has a capacity of 190 barrels, and enough wheat is now grown in the district to keep it running. The Enderby region is well adapted to growing a fine quality of wheat, both as regards soil and climate. Red fye wheat has been brought in for seed, and it is believed that in the dry interior climate of the Enderby region it will maintain its superior quality. The product of the mill meets with a ready sale in the coast markets. There is navigable water between Enderby and the railway, on the Spallumcheen river, which last year did not close until December. This year the Shuswap and Okanagan railway is being built through the district. Mr. Rithet is also president of the Moodyville Saw Mill Company, which operates the large mill on Burrard Inlet. The firm is also interested in shipping, salmon canning, etc.

J. H. Todd & Son is another old established firm, doing a general wholesale trade. This firm is also largely interested in salmon canning, and operates two canneries on the Fraser river.

The "Horseshoe" and "Beaver" are two well known brands of canned salmon which are packed by J. H. Todd & Son.

Marvin & Tilton do a wholesale trade in hardware, implements, etc. Their heavy imported goods, such as iron, steel, chain, etc., are brought direct by water via Cape Horn. They report the sale of domestic goods as increasing in some lines, there being a growing demand for Canadian-made axes, tools, etc. Freight charges and duties combined are a heavy item in the hardware trade at Victoria, and sometimes amount to two-thirds the value of goods which must be paid out in cash before the goods are placed in warehouse. This firm has been established since 1862.

Among the most popular of Victoria's business men is Mr. Robert Ward, of Robert Ward & Co., commission merchants, shipping and insurance agents, etc. Mr. Ward takes a lively interest in anything having for its object the advancement of the business interests of Victoria and the province at large, hence it is that he has long been a prominent member of the board of trade, and has been president of this organization for several terms. The firm of Robert Ward & Co. have the handling of a considerable portion of the salmon exports of the province.

Langley & Co. represent the wholesale drug trade in Victoria. The firm has an extended trade throughout the province, and is known as a reliable house in every sense. E. J. Anderson & Co., carry on business as manufacturers' and importers' agents. Jos. Sears does a jobbing trade in paints, wall paper, glass, etc. In the produce line J. & A. Clearhue handle butter, cheese, eggs, etc., and fruits. A. Williams & Co. also handle produce in a jobbing way. The grain, flour and feed business is represented by Brackman & Korr, R. Baker & Son, McLaughlin Bros., Sore & Co., and others. Henry Saunders, whose fine new building was recently described in these columns, does a large retail and jobbing trade in groceries. B. Gordon and Carne & Munsie do a brisk retail trade in groceries. There are a number of wholesale houses in various lines besides those mentioned. Quite a number of the establishments which were referred to in these columns recently under the head of "Victoria Industries," would also be classed as wholesale houses.

The Bank of British Columbia is the leading financial institution of Victoria. William Curtis Ward is the manager. The bank building is one of the finest structures in the city, in point of appearance and solidity. The Bank of British Columbia has branches at Vancouver, Kamloops, New Westminster and Nanaimo, all in British Columbia besides at Victoria. Branches have been established at San Francisco, Portland, Tacoma and Seattle, the leading cities of the Pacific State. The Seattle branch has not been long established. The Bank of British Columbia was first established under Royal Charter in England. The managers have resolved upon a progressive policy on the Pacific coast, as is shown by the extension of the business of the bank to all important points. In England the bank stands high in the stock market, where its shares command a heavy premium.

The Bank of British North America, another well known financial institution, has a Branch at Victoria, and there is also the banking business of Garescho, Green & Co.

British Columbia.

Hon. Thos. Basil Humphreys, of Victoria, is dead.

McGirr & McCoskery, Vancouver, style now McGirr & Son.

W. W. Evans & Co., pork butchers, Victoria, have given up business.

W. E. McCartney, druggist, Kamloops, has sold out to A. W. Harding, of Vancouver.

J. D. Kelly, baker and confectioner, New Westminster, has assigned to T. J. Armstrong.

The preliminary steps have been taken towards establishing the University of British Columbia.

Louis Widen has resumed proprietorship of the Greyhound Hotel, Vancouver, lately conducted by H. Cole.

A new daily mail route has been established between Vancouver and Nanaimo. Heretofore mails for Nanaimo went around by Victoria.

The telegram reporting a fire in a shaft of the Wellington coal mines has been denied. The trouble simply amounted to a break in the fan.

The second annual exhibition of the Inland Agricultural Association will be held at Kamloops this year. The first exhibition of the association was held at Ashcroft last year.

The Westminster *Columbian* says: Mr. Harding, a Lulu Island farmer, has made the good record this season of raising over 62 bushels of wheat per acre.

James D. Kelly, New Westminster, has assigned. Assets amounted to about \$2,000; liabilities \$2,500. W. & G. Wolfenden are said to be the heaviest creditors, the amount being about \$1,200.

J. Abrams, president of the British Columbia Tanning Company, Nanaimo, has gone east for the purpose of purchasing machines for the manufacture of boots and shoes, which industry will be carried on in connection with the tannery.

Munn & Co., salmon canners, have this year made a new departure, and have commenced to put up canned fruits at their canneries near New Westminster. The Fraser river country furnishes a large supply of fruits, and the industry of canning will further stimulate fruit growing.

The smelter at Golden has been delayed by the passing of the machinery through the customs. The machinery was detained for some time by the authorities, but it is understood matters have now been arranged to the satisfaction of the smelter people.

The *Victoria Colonist* reports that two years ago P. T. Johnson, nurseryman, near that place, imported from Japan a number of young plum trees as an experiment. The trees flourished beyond expectation. This season although not three feet high they are laden with fruit of the finest flavor.

The Pacific Coast Fire Insurance Company has been organized with the following board of directors: J. W. Horne, Dr. D. H. Wilson, Chas. Hay, R. H. Alexander, R. W. Harris, Robert Grant and H. J. Foote. The company was incorporated by special Act of the Legislature at the last session of the provincial legislature with a capital stock of \$500,000, with power to increase it to \$1,000,000. The necessary deposit with the Government has recently been made.

James Hill, general storekeeper, Nanaimo, is opening at Northfield.

New Westminster *Truth* of Aug. 31, says:—"During the week ending last evening, about 20 carloads of canned salmon have been shipped from this city over the Canadian Pacific to different eastern houses. Each car contains on an average about 350 cases of salmon, which means that 7,000 cases in all have been shipped. The value of these is somewhere in the neighborhood of \$40,000.

The close season for sockeye salmon on the Fraser river extends from September 1st to October 1st. Spring salmon are still being caught. A large run of white fleshed salmon is reported from New Westminster, which latter are useless for canning purposes. These white fish belong to the class called spring salmon. The cohoes, another variety of salmon, follow the sockeyes, but it is not likely that the canners will do anything with these fish this year, owing to low prices. The canneries are now all closed.

The *British Columbia Gazette* announces the incorporation of the "New Eureka Silver Mining Company, limited," with a capital stock of \$150,000 in \$1 shares. The object is to acquire the "Eureka Silver Mining Company, limited," situated near the town of Hope. A board of trustees consisting of Hugh Nelson, Robert Patterson Rithet, George Washington Haynes, John Robson, Charles Edward Pooley, and Joe Heywood, are to manage the concerns of the company for the first three months. The principal place of business is to be in the city of Victoria.

At a recent meeting of the Vancouver board of trade, the board passed a motion "directing the secretary to point out to the Department of Agriculture that in view of the fact that this city is now in direct communication with Japan, where cholera prevails, and the numerous vessels which arrive here within 12 days after leaving Japanese ports, that it is important that steps should be taken for the establishment of a quarantine station. A communication was also ordered to be sent to the city council urging that in view of the prevalence of cholera, active measures should be taken to put the city in a proper sanitary condition."

Victoria, B. C., is a city of homes. The residents, as a rule, own their own buildings. Since the electric street railway has been established, suburban properties convenient to the railway, have materially advanced in value. As high as one to two thousands dollars per acre has been paid for suburban property, and to \$1,000 per foot for business property. The rapid growth of Victoria during the last year or two has had the effect of greatly increasing the price of city and surrounding property and there has been considerable speculation in real estate. This is shown by the great increase in the number of real estate offices during the past year. Among the investors are many who are not residents of the city, but who have been attracted by the pleasant surroundings and prospects of Victoria, while visiting the place. F. G. Richards, who carries on one of the principal real estate agencies, reports business quieter at present, though quite a number of visitors are investing. Victoria expects to become the Saratoga of the Pacific coast, and attention is being directed to providing facilities for entertaining strangers, with the object of encouraging tourist travel.

Items About Trade.

The *Toronto Empire* of Aug. 20 reports a sale of No. 2 hard wheat at \$1.30.

Advices by mail say that the French prune crop is a short one and high prices are expected.

The opening of Malaga raisins was last week cabled at a little lower prices all around than last year. Valencias were firmer abroad.

At Nanapanee, Ont., on Aug. 27 the cheese board met; 1,100 boxes were boarded; 9½¢ was offered for all; 350 sold.

At Stratford, Ont., on Aug. 28 the offerings at the cheese market were 575 boxes July make and 800 boxes August; sales, 315 boxes July at 8½¢.

The *Montreal Trade Bulletin* says: "The situation remains very firm on both sole and black leather with an upward tendency in prices. Sales of waxed upper have been made at 30¢."

At Woodstock, Ont., on Aug. 27, twelve factories offered 3,345 boxes of cheese on the board; first half of August; 150 July sold at 8½¢; 9½¢ offered for August and refused. Market quiet.

Holders ask 7½ to 8¢ for dried apples says the *Toronto Empire*, the recent purchases for export appear to have cleared up this market. Evaporated are nominal at 11 to 12¢. Very few offered.

At Brockville, Ont., on Aug. 28, offerings on the cheese board were 3,631 boxes white, and 1,783 colored; a total of 5,414, nearly all August make. Sales were:—White cheese, 1,720 at 9¢; 525 at 9 1-16¢; colored cheese, 418 at 9 3-16¢.

A Montreal exchange says: "During the past week there has been a somewhat easier feeling in the mail market and there are rumors around to the effect that sales have been made down as low as \$2.40, but we still quote the market price at \$2.45."

At Toronto last week beans were reported as scarce, and in demand, at \$1.75 to \$1.80. Eggs quiet at 15 to 16¢. Hay steady, with sales of new timothy at \$9.25 to \$10. Hops scarce and firm at 15 to 17¢. Potatoes held at 90¢ per bag. Green hides were quoted at 6½¢ for No. 1 cows and 7½¢ for No. 1 steers, wool, 21 to 23¢, sheepskins, 70¢.

The *Montreal Trade Bulletin* of Aug. 28 says that a further advance has taken place in city strong bakers', sales of which have been made at \$6 per bbl. Less desirable brands of Manitoba strong bakers', however, have been selling at \$5.75. A good deal of low grade flour has been placed in Quebec recently in bags at \$1.60 to \$1.85.

The *Montreal Gazette* says: "Although there has been no alteration in glass a change is bound to result shortly, the firmness that has been noted recently in Great Britain materializing recently under the influence of the chemical market in a reduction of discounts. Therefore, although no actual change has occurred in spot it is very likely that an advance will be shortly. In fact some expect it next week; in the meantime we quote the old basis, viz., \$1.40 to \$1.50 for first and \$1.50 to \$1.60 for second break."

J. S. Crerar and Buchanan & Co. are erecting grain warehouses at Saltcoats.

The Lake of the Woods Milling Co. is erecting a 35,000 bushel elevator at Virdon, Man.

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SAMUEL HOOPER, DEALER IN MONUMENTS, HEAD Stones Mantle Pieces, Grates, Etc. Special designs furnished on application. Corner Bannatyne and Albert Streets, Winnipeg

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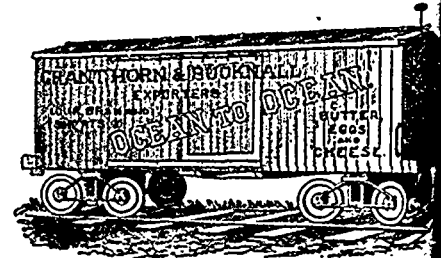
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Eastern Business Changes.

ONTARIO.

Geo. Ewing, grocer, Toronto, has sold out.
Strachan Shoe Co., Toronto, have dissolved.
John Jackson, hotelkeeper, Sundridge, burnt out.
A. Saxon, hotelkeeper, Manchester, has sold out.
M. McLean & Co., dry goods, Lindsay, have assigned.
F. H. Ferguson, tobacco, St. Thomas, has sold out.
Wm. Peace, general storekeeper, Arkona, has assigned.
G. F. S. Bentley, fancy goods, Brockville, has assigned.
F. Smith & Co., boots and shoes, Chatham, have sold out.
Segrist & Wright, saw mill, Colpoys Bay, are out of business.
W. H. Wooley, grocer, Belmont, has sold out to J. G. Fawcett.
A. S. Raiche, general storekeeper, Plantagenet, has assigned.
Jas. Corcoran, groceries and liquors, Stratford, is out of business.
N. P. Finch, general storekeeper, Springfield, is moving to Aylmer.
Kastner Bros., general storekeepers, Mitchell and Sebringville, have assigned.
Gavin & McIlraith, general storekeepers, Watson's Corners, have assigned.

QUEBEC.

St. Amour & Bourbonnais, roofers, Montreal, have dissolved.
Price & Hartwell, glass benders, Montreal, have dissolved.
A. Bayard, trader, Montreal; meeting of creditors called for Sept. 20,

The North Country.

Gradually, but none the less surely, the advantages of the northern country are again attracting the attention of the outside world. Twenty years ago, or even longer, these advantages were more widely recognized than they are to-day, because during that time they have been overshadowed by the booming of the southern side through the influence of railway and other corporations interested in attracting immigration thither. These influences, added to the fact that the south is traversed by a first class railway, naturally attracted settlers and led them to take up land along its route. They seemed to think that nearness to a railway was the only condition needed to ensure success. They knew that in many sections where settlements were formed fuel and water were only to be had at great cost, but did not seem to know, or knowing failed to fully realize that other sections of the Territories had as good land as the best they had seen, with the inestimable blessings of abundant fuel and water in addition, to be had almost for the taking, lying open for occupation.

Granting that these northern districts were not near a railway, there had always been a market for the produce they had raised; and in the event of a local surplus accruing before a railway had reached them, it would have taken the farmer less time and been less expensive to haul his surplus crops to market than to live close to a railway and have to buy his wood and spend a small fortune in getting a supply of water.

But times are changing. Railways are opening up the northern districts, and a knowledge of their agricultural wealth and other resources is breaking through the dense ignorance that has lately prevailed.

Every little while some observant man ventures off the beaten path and faces the dreaded dangers of "the North." The assumption is that the country to the north of

where they happen to be is necessarily colder, and consequently less suited to agricultural pursuits, less adapted to the raising of stock, less pleasant as a place to dwell in.

But those who do come north find things altogether different. The winters are more steady but not more severe than they are in the south, and the seasons generally not so liable to severe climatic disturbances. Blizzards are unknown. Horses winter out, and even when turned out poor in the fall come in fat in the spring. Cattle winter out when left to themselves, and a comparison of the winter death rate with that in the most prosperous ranching districts is very largely in favor of the north.

In the north there is summer pasturage and an abundance of hay beyond the dreams of those who have not seen it, and numerous lakes and countless streams and never-failing springs give a full supply of the purest water, conferring advantages that cannot be over-estimated.

In another column we give extracts from a letter to the *Toronto Saturday Night* from the pen of a gentleman who visited the Saskatchewan several years ago, and recommend their perusal to all who have a desire to know something about the magnificent country so soon to be brought into easy reach of outside travel by means of the railways now in course of construction.

Since the date of the writer of the letter visited the north the establishment of ranches where a few hundred head of cattle and horses are kept has proved the country of which he spoke so highly to be as well suited to their support as it is pleasing to the eye, and we are satisfied that if the cattlemen of the south could realize the value of the north as a range country many of them would send over at least a portion of their herds. Hay is so abundant that even if they have to put up some to help the cattle through stormy weather, the cost is but a trifle.—*Battleford Herald*.

In Southern Manitoba.

As promised, I forward you a report of the condition of the crops in, with a slight sketch of the progress of that part of southern Manitoba traversed by the Northern Pacific Railway between Winnipeg and the Pembina Mountain station of Swan Lake. Some ten years since, I went over this route for the first time, taking sixteen days to reach my destination, six miles north of the present village of Swan Lake, enduring many hardships, which commenced immediately outside of Winnipeg, when we had to swim the animals and float our effects across the river, a performance we found it necessary to repeat on several occasions. This journey I have just performed with much comfort in the well appointed cars of the Northern Pacific in five hours.

Most of the crop between this city and Morris is in the stook, and the number in each field indicates an average Manitoba crop, but one cannot help noticing the extremely weedy condition the land was in, evidenced by the stooks, which in numerous instances were perfectly black with the maturing rank growth of weeds. This was particularly observable in the Mennonite settlement. Between Morris and Miami harvesting was well advanced. The grain in this district suffered from the early growth, but the sample will be No. 1, with an average of twenty-five bushels of wheat, thirty-five of oats, and thirty of barley, per acre; further back I understand the yield is much heavier.

Miami is a thriving village, containing several substantial buildings, with others erecting. Conspicuous is a spacious and comfortable hotel and pretty church belonging to the Presbyterians. Between Miami and Somerset, the road passes through a densely wooded and very picturesque district, which, in a few weeks, when the autumnal tints are developed, will present to the traveller a phantasm of bewildering beauty. The land, before arriving at Somerset, is rich meadow interspersed with poplar bluffs and patches of wheat and oats, few and far between.

Around Somerset station are some fine fields of grain. In comparison with other parts considerably backward, but luxuriant in growth. There is, however, a considerable amount of grain in stook. A station is in course of building and the nucleus of a village already exists. Several of the farmers here suffered severely by hail, especially Messrs. Clouston and O'Malley, who lost their entire crop. On leaving Somerset the line at first passes through an uninteresting country, but on emerging from the bush the smiling expanse of the Swan Lake settlement greets the eye. Luxuriant fields of grain standing and in stook cover the landscape. But here also the standing crop is backward, owing to the rankness of growth, for probably no soil in the world is richer than that prevailing here, indeed the same may be said of the whole of that magnificent valley, bounded on the north by the Tiger Hills and on the south by the Pembina River, a stretch of about twelve miles. It requires but a few days of harvest weather for the farmers of this district to secure a crop of phenomenal yield, the continued rain is no doubt a very serious matter, and has started a second growth, so that fields which appeared to be ready for the reaper a few days since are now quite green again. But no sensible farmer will wait for this to mature. Jack-frost, not Old Sol, would ripen it.

In the Norguey district the crops are ripe and the yield large, but there is a great scarcity of labor. I saw a field of Mr. C. Holland's wheat, close to the village, containing about ninety acres, dead ripe and promising a yield of at least forty bushels to the acre. Though offering large wages, he has up to the present been unable to hire help, and the class of men seeking employment may be judged by the following story told to me by the gentleman to whom it occurred, so that I can vouch for its truth. Having engaged an Ontario laborer at thirty dollars a month permanently, he thought he was all right. But he and his wife being invited to a tennis party and the hired man not being included, and a few days afterwards on a few friends coming to early dinner and the same gentleman not being taken from his work to join the party he packed up his traps and left giving these instances as his reason for doing so. I might say as an illustration of the Swan Lake yield, that I saw one farmer who was using a ball of binding twine to the acre. These balls weigh about four and a half pounds and the weight required to bind an ordinary field of wheat is from two and a half to three pounds. It must be a matter of fact to all interested in the progress of the country to notice, comparatively speaking, the absence of animal life. The herds of cattle are very scarce, proving how much the farmer still depends on his grain produce. The forecast in the early part of the year as to the probable scarcity of hay is entirely disproved. Hay stacks dot the country, and there are hundreds of thousands of tons waiting for the mower, which will be allowed to rot under the winter frosts. No doubt the want of help is a just excuse for many a farmer not putting up sufficient hay to last him for two seasons, but its scarcity in the past year should prove a warning not to neglect securing a commodity which nature has so bountifully provided for him, and call to his recollection the old adage, "Old hay is old gold."

The Northern Pacific Railway has been a great boom to the farmers in the districts it has opened up. Occasional growls are heard at the tariff rates, but increasing population and consequently increased production will remedy this. The construction and operation of a line of railway is attended with vast expense, and those who risk their capital must look for some return.

In conclusion, I may truthfully say that barring the autumn being so unprecedentedly wet as to ruin the crop, from what I have seen and heard the grain crop of 1890 will compare favorably with any in the previous history of Manitoba.

JOHN PENNEFATHER.

The above interesting letter from Dr Pennefather was held over from last issue on account of short space. The trip taken by the doctor was during the week ending August 23.

Four thousand seven hundred and sixty boxes of cheese were boarded at London, Ont., on Aug. 30. The market was dull throughout. Two offers at 9½ declined, and no sales.

The total area under potatoes in the United Kingdom is about 1,370,000 acres, say 580,000 acres in Great Britain and 790,000 in Ireland. France grows over 3,500,000 acres, and Germany about 7,250,000 acres of Potatoes.

Lumber Cuttings.

Thompson's new mill at Rapid City, Manitoba, was tested last week and found satisfactory.

Christie, of Brandon, and Tait, of Birtle, have made arrangements to lease the saw mill at Birtle, Man., from the town council for the balance of the season, and will commence cutting lumber at once.

N. Slaughter & Co., a Michigan firm who recently acquired timber limits in British Columbia, have purchased a mill site from M. M. English, at Sycamore, near the mouth of the Fraser river, and intend erecting a mill of large capacity.

The Rat Portage lumbermen claim that they will procure all their logs from Minnesota for next season's cutting, unless they can make some arrangement with the Ontario Government at once regarding timber limits. They say that the sales of timber lands at Toronto will be held too late to allow them to get in supplies before it freezes up.

W. L. Johnson & Co., of Gambier Island, Howe Sound, whose shingle mill and machinery were completely destroyed by fire some seven weeks ago, have rebuilt and are running again on a larger scale than ever. Since starting up over a million shingles have been turned out, for which a ready market has been found. The new mill is larger than the old one, its capacity is greater, but so great is the demand for its output that the establishment has to be kept running night and day.

The McLaren-Ross mills on the Fraser River, near Westminster, B. C., are rapidly being got into condition for cutting operations, says the *Columbian*, and only the finishing touches remain to be added to the works. The monster band saw and its mass of machinery has come to hand and is now being set in position; and when this machine is ready for use, which will be in about a month's time, the whole establishment will commence running with a full complement of hands. The manager of the company says that, besides supplying the local and continental trade, the mill will load at least one vessel every week for foreign ports. This means that four or five large, deep sea vessels will be constantly in port, which, apart from the value their trade will be to our merchants, will give to the harbor a busy and prosperous appearance, and go far to convince visitors of the importance of Westminster as a shipping centre.

Hides.

The *Montreal Gazette* reports the hide market at that place as follows:—"Business in hides during the week has not been of very extended dimensions, solely owing to the fact that holders are offering very sparingly, while stocks generally are light. In local green hides the ½c advance noted last week has been maintained, and there has been business in No. 1 at 8c, with some sales of inspected at an advance of ½c on this price. Western buffs and upper No. 1 are higher, some fair sized lots changing hands during the week in a small way at 8½ to 9c, while heavy steers are quoted stiff at 9½ to 11c. On the whole the position of the market continues as firm as ever, and it is being reflected on the leather market as evidenced by tanners' actions."

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Combined Authorized Capital - - \$3,000,000

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Absolute Security Offered in a Live, Prosperous and
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—William Bell, Esq., Manufacturer, Guelph.
—S. F. McKinnon, Wholesale Merchant, Director of the Traders Bank.
JOHN F. ELLIS, MANAGING DIRECTOR.

WM. SCOTT, Provincial Manager, Winnipeg

AGENTS WANTED IN UNREPRESENTED DISTRICTS.



Toronto Hide & Wool Co

Wholesale Dealers in

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SHEEPSKINS AND WOOL

JOHN HALLAM

88 Princess St., WINNIPEG

83 and 85 Front Street East, - TORONTO.

PROPRIETOR.

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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For the Province of Manitoba, under the recommendation of the Board of Trade of the City of Winnipeg.

Insolvent and Trust Estates Managed with Promptness and Economy.
Special attention to Confidential Business Enquiries.

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S. Walker & Co.
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Pays the highest price for Fat and Tallow All the Year Round.

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The most conveniently located Hotel in Toronto.
One Block from Union Railway Depot.
A First-class Family and Commercial House.

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WHOLESALE GROCERS,

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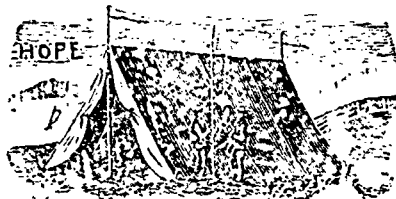
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Manufacturers of Harness, Collars, Boot and Shoe Uppers, etc

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BRASS & IRON FOUNDERS,

Light and Heavy Forgings, Engine and Boiler Works Millwrighting,

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All Kinds of Machinery.

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Fine Finish, Fine Toned, Easy Touch.

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British, French, German and American Dry Goods, Small Wares and Fancy Goods.

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FAST TRAINS with Pullman Vestibuled Drawing Room Sleepers, Dining Cars and Coaches of latest design, between CHICAGO and MILWAUKEE and ST. PAUL and MINNEAPOLIS.

FAST TRAINS with Pullman Vestibuled Drawing Room Sleepers, Dining Cars and Coaches of latest design, between CHICAGO and MILWAUKEE and ASHLAND and DULUTH.

THROUGH PULLMAN VESTIBULED DRAWING ROOM AND COLONIST SLEEPERS via the NORTHERN PACIFIC RAILROAD between CHICAGO and PORTLAND, ORE.

CONVENIENT TRAINS to and from Eastern, Western, Northern and Central Wisconsin points, affording unequalled service to and from WALKESHA, FOND DU LAC, OSHKOSH, NEEAH, MENASHA, CHIPPEWA FALLS, EAU CLAIRE, HURLEY, Wis., and IRONWOOD and BESSEMER, Mich.

For tickets, sleeping car reservations, time tables and other information, apply to Agents of the line, or to Ticket Agents anywhere in the United States or Canada.

S. R. AINSLIE, General Manager, Milwaukee, Wis.
J. M. HANNAFORD, Gen'l Traffic M'gr, St. Paul, Minn.
H. C. BARLOW, Traffic Manager, Chicago, Ill.
LOUIS ECKSTEIN, Gen'l Passenger and Ticket Agent, Chicago, Ill.

February 1st, 1890, the St. Paul, Minneapolis & Manitoba Railway and Branches became the

Great Northern R'y Line

With 3,300 miles of steel track it runs through 62 counties in Minnesota, North Dakota, South Dakota and Montana, reaching all principal points from St. Paul, Minneapolis, West Superior and Duluth.

It furnishes through close connections, the best and cheapest route to all points in Idaho, Utah, California, Oregon, Washington, British Columbia, Alaska, the Canadian Northwest and Manitoba.

It is the only American line west of Chicago having a track laid with 75 pound steel rail and owning its entire magnificent equipment of elegant Dining and Sleeping Cars, handsome Day Coaches and Free Colonist Sleepers.

It is the only line running through the great Milk River Reservation, with solid trains without change to Chinook, Benton, Great Fall, Helena and Butte.

It has three lines in the Red River Valley, is the only line to the Turtle Mountains and has three lines in South Dakota.

It reaches the largest area of free Government land of agricultural value now remaining in the country.

It is the principal line to Lake Minnetonka and the of Minnesota.

It is the direct route between St. Paul, Minneapolis, Anoka, St. Cloud, Duluth, West Superior, Fergus Falls, Crookston, Moorhead, Fargo, Grand Forks, Grafton, Winnipeg, Devils Lake, Ellendale, Aberdeen, Huron, Watertown, Sioux Falls and Sioux City.

For pleasure, fishing and hunting resorts of the Park Region For rates, tickets, maps and guides apply to H. G. McMICKEN, General Agent, 378 Main St., Corner Portage Avenue.

F. I. WURRY, Gen. Ticket and Pa. Agt., St. Paul

THESE VESTIBULED TRAINS go in service May 15th.

Chicago, St. Paul, Minneapolis & Omaha Ry THE NORTHWESTERN LINE, The best equipped line to CHICAGO, OMAHA AND KANSAS CITY.

The only line to Chicago running Pullman and Wagner Vestibuled Trains.

These Vestibuled Trains are limited as to time but not limited as to number of passengers. All classes of Passengers carried, with separate apartments for each class, and NO EXTRA FARES.

Trains Eastward will run as follows: Leave Minneapolis 6.50 p.m.; St. Paul 7.30 p.m. Arrive Milwaukee 7.40 p.m.; Chicago 6.30 a.m.

The Sleeping Cars on these trains have been prepared especially for this service, and together with the Vestibuled Dining Cars, Coaches and Baggage Cars are the finest equipped trains of their class in the world.

Tickets at Lowest Rates, and good on these Vestibuled Trains, can be secured at the following offices: St. Paul, 159 East Third Street; Minneapolis, 13 Nicollet House Block; Duluth, 112 West Superior Street; also at St. Paul and Minneapolis Union Depots and at offices of connecting lines. Sleeping car accommodation secured in advance.

NOTE - The above advertised time is the actual running time, and the motto of the Northwestern Line is "ALWAYS ON TIME."

E. W. WINTER, General Manager. F. B. CLARKE, General Traffic Manager. T. W. TEASDALE, General Passenger Agent

Canadians, Attention! Minneapolis & St. Louis Railway

Albert Lea Route

In connection with the Northern Pacific and St. Paul, Minneapolis & Manitoba Railways, will during the months of November, December, 1889 and January, 1890, run a series of

CHEAP EXCURSIONS To Ontario and Quebec Points.

\$40 - FOR THE ROUND TRIP - \$40 TICKETS GOOD 90 DAYS.

Avoid delays and detentions in Chicago and other points by purchasing your tickets via the "Albert Lea Route."

For detailed information call upon your nearest railway agent or write to C. H. HOLDRIDGE, Gen. Ticket and Pass. Agt., MINNEAPOLIS.

Northern Pacific And Manitoba Railway.

TIME CARD.

To take effect at 6 a. m. Sunday, June 15, 1890. (Central or 90th Meridian Time.)

Table with columns for North Bound, South Bound, Stations, and Time. Includes stations like Winnipeg, Portage Junction, St. Norbert, St. Agatha, Union Point, Silver Plains, Morris, St. Jean, Lethbridge, West Lynn, Pembina, Grand Forks, Winnipeg Junction, Brainerd, Duluth, Minneapolis, and St. Paul.

Table for Portage La Prairie Branch with columns for Eastward, Westward, Stations, and Time. Includes stations like Winnipeg Junction, Bismarck, Miles City, Livingstone, Helena, Spokane Falls, Pascoe Junction, Tacoma, via Cascade div., Portland, and St. Paul.

Table for Morris-Brandon Branch with columns for Mixed, Stations, and Time. Includes stations like Morris, Lowe's, Myrtle, Roland, Rosbank, Miami, Decrood, Alta, Somerset, Swan Lake, Indian Springs, Maricapolis, Greenwood, Balder, Belmont, Hilton, Wawanesa, Rounthwaite, Martinville, and Brandon.

Table for Morris-Brandon Branch (continued) with columns for Mixed, Stations, and Time. Includes stations like Morris, Lowe's, Myrtle, Roland, Rosbank, Miami, Decrood, Alta, Somerset, Swan Lake, Indian Springs, Maricapolis, Greenwood, Balder, Belmont, Hilton, Wawanesa, Rounthwaite, Martinville, and Brandon.

Meals. Nos. 117 and 118 run daily. Nos. 119 and 120 will run daily except Sunday. Nos. 5 and 6 run daily except Sunday. No. 7 will run Mondays, Wednesdays and Fridays. No. 8 will run Tuesdays, Thursdays and Saturdays.

Pullman Palace Sleeping Cars and Dining Cars on No. 117 and 118. Passengers will be carried on all regular freight trains. J. M. GRAHAM, General Manager, Winnipeg. H. SWINFORD, General Agent, Winnipeg.

Manitoba and Northwestern Ry.

TIME CARD

Taking Effect Monday, June 16th, 1890.

Table with columns for Pass, Miles from Winnipeg, Stations, and Pass. Includes stations like Winnipeg, Portage la Prairie, Gladstone, Neepawa, Minnedosa, Rapid City, Shoal Lake, Birtle, Binserth, A Russell B., Langenburg D, and Saltcoats D.

Meals. A Thursdays and Saturdays. B Wednesdays. C Thursdays and Saturdays. D Mondays and Fridays.

If any passengers for stations between Winnipeg and Portage la Prairie, train will stop to let off, and when flagged to take on passengers. W. R. BAKER, Gen. Super't. A. McDONALD, Asst.-Gen. Pass'gr Agent.

N. W. C. N. Co's Railway

TIME TABLE.

Table with columns for Read Down, STATIONS, and Read Up. Includes stations like Lethbridge, Woodpecker, Purple Springs, Grassy Lake, Cherry Coulee, Winifred, Seven Persons, and Dunmore.

E. T. GALT, Manager, Lethbridge. J. BAILEY, Supt., Lethbridge.

THE Northern Pacific

And Manitoba Railway.

Can now give passengers the choice of going to Eastern Canada or the United States by either

ALL-RAIL OR LAKE AND RAIL.

According to recent changes in time tables, passengers can now make a continuous trip to the East via the all-rail route, making better time than by any other route.

It is the only line by which connection can be made with the magnificent steamers of the Lake Superior Transit Co. and Northwest Transportation Co. five days out of the week, affording passengers a pleasant trip through the lakes.

All baggage destined for points in Canada checked through, doing away with Customs troubles.

Ocean Passage and Berths Secured To and from Great Britain and Europe. All first-class Steamship Lines represented.

Round Trip Excursion Tickets

To Pacific Coast. Good for Six Months.

For full information call on or write to any of the Company's Agents.

H. J. REICH, City Ticket Agent, 486 Main Street, Winnipeg. H. SWINFORD, General Agent, General Office Building, Water Street, Winnipeg. J. M. GRAHAM, General Manager.