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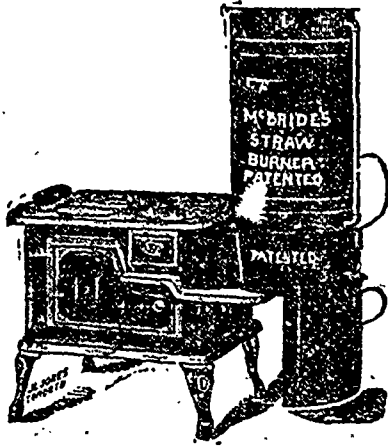
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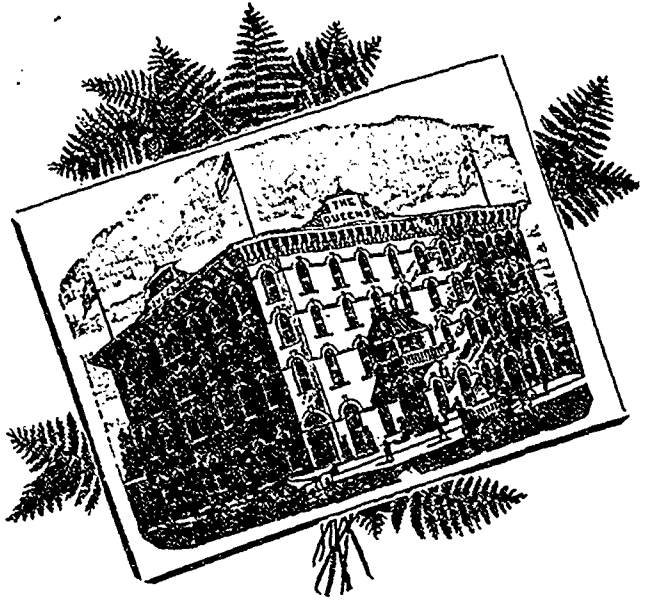
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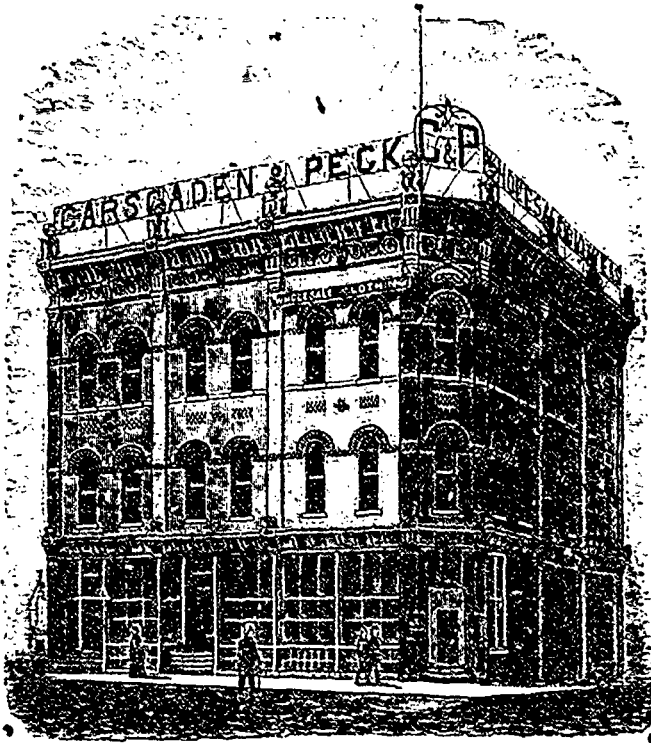
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# The Commercial

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 Col-  
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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. The Commercial also reaches the leading wholesale, commission, and manufacturing houses of Eastern Canada.*

WINNIPEG, FEBRUARY 13, 1888.

JOHN WOOD, baker, Portage la Prairie, has sold out.

CHAS. B. EDIE, proprietor Edie hotel, Brandon, is dead.

JOSEPH KERR, furniture dealer, Manitou; style now Kerr & McGee.

THOMPSON BROS. & FORREST, jewellers, Winnipeg; style now G. R. Thompson & Co.

TAYLOR & MARSHALL, general storekeepers, Dominion City, Man., have assigned in trust.

JOHN ANDERSON and John Bethune have entered into partnership and established a dry goods business at Manitou, Man.

THE Morden House, Morden, Man., has changed hands, and is now conducted by Harry Brown, who bought out Neobart.

HOLMES & McCROSSAN, publishers of the News, Rat Portage, have dissolved partnership. J. A. McCrossan will continue the business and paper.

STENNETT, GENMEL & Co., of Winnipeg, who have been doing an extensive business in handling raw furs on commission, have decided to enlarge their field, and in future handle hides and skins, and general produce. THE COMMERCIAL cheerfully recommends this firm to the trade.

W. D. COOK, of the Walseley, Assa, flour mill, writes to the effect that there is a good opening at that place for a harness maker and shoemaker. J. P. Dill has gone east to purchase engine and other machinery to start a cheese factory on a large scale in the spring. Cattle and sheep are doing well, and the number in the district is rapidly increasing. The wheat is pronounced to be the "finest hard wheat in the world."

THE committee of the Toronto board of trade has reported on the wheat samples brought by Prof. Saunders from the Northwest. They recommend strongly the cultivation of red fife wheat as the best, if found to stand the climate. If some other variety be resorted to for climatic purposes they recommend that Ladoga wheat be tried.

J. E. THOMAS, who commenced business about a year ago in the general store line, at Portage la Prairie, has assigned in trust to R. J. Whitla. Thomas was formerly in business at the Portage, and was afterward with Geo. Craig & Co. He has had no connection with the latter firm since undertaking his last venture at Portage la Prairie.

THERE was a large gathering of ratepayers at the railway meeting held at Souris lately. The meeting adopted resolutions respecting the railway situation, similar to those passed at the recent Brandon convention. A petition is to be signed and sent to the president of the C.P.R. and the Minister of Railways, urging the necessity of immediate action in extending the railway system of southwestern Manitoba.

THE annual meeting of the Northwest Fire Insurance Company was held at Winnipeg on Thursday. Duncan MacArthur, president, presided. Reports were submitted, and a dividend of 8 per cent. was declared. The directors for the coming year were elected as follow: D. MacArthur, Alex. Logan, A. H. Whiteher, C. Inkster, Hon. J. Sutherland, D. S. Curry, G. H. Ralfour, J. Mulholland, W. R. Dick, W. R. Allan, Hon. J. A. Smart, J. A. Christie, T. Gilroy, J. S. Hough and G. W. Girdlestone.

Brandon Times: An average of over 11,000 bushels per day for the past week places Brandon at the head of the grain markets not only for the province but of the Dominion. Few if any changes have taken place since our last issue. The week ending last Saturday was the best of the season for the delivery of wheat. Although the price was low—51 cents a bushel being the price paid—there was no less than 67,143 bushels marketed. This makes the total for the season's crop marketed here 306,872 bushels.

It is understood the barb wire monopolists will not prosecute their case against the Winnipeg barb wire works on the claim of infringement of their rights. The monopoly has recently been worsted in a suit in Ontario, and now it appears that the patent has been extinguished in the United States, which probably means the effectual breaking of the barbed wire monopoly there. The proprietors of the Winnipeg concern have every confidence in the justice and triumph of their case, and it now seems certain, as previously urged, that the threats against the local industry were only made to frighten the trade from purchasing the home manufactured wire. Their threats, however have proved entirely ineffectual the local company being kept busy in supplying its customers.

THE President of the Brandon board of trade was heard before the city council of that place in reference to the matter of immigration. He thought that action should be taken at once, that circulars or map folders should be issued and that a man should be sent to Port Arthur

to distribute them. A select committee, composed of Mayor Fraser and Ald. T. F. Kelly was appointed to take some action with a view of inducing immigrants to settle in Brandon and vicinity. The committee has since recommended that the sum of \$100 be granted to assist in getting out 10,000 map folders to be distributed to representative men in the district, who would forward them to friends in the east. The idea of sending a man to Port Arthur was dropped.

It is proposed that the Government should purchase the herd of buffalo owned by Warden Bedson, of the Manitoba penitentiary, and transfer them to the Canadian National Park in the Rocky Mountains. The idea seems a good one. The climate of the park would be well adapted to the buffalo, and they would thrive there. Tourists to the great natural pleasure resort would then be able to see the only remaining specimens of the famous wild cattle which once roamed in thousands over the prairies of the west. The buffalo would prove a great attraction at the park, and beyond this it would be a laudable undertaking to preserve this great animal from utter extinction.

NOTICE is given in the Canada Gazette that letters patent have been issued to a company known as the Shuniah Manufacturing Land and Development Company, with the following comprehensive objects in view: To develop the mineral, agricultural, timber and other natural resources of Thunder Bay district; to carry on the business of mining, milling, manufacturing, farming, stockraising, ranching, forwarding, smelting, treating ores and mineral substances, buying selling and dealing in all kinds of minerals and mineral substances, wool, lumber, materials, timber, implements, machinery, stock-in-trade, general merchandise and all kinds of personal property. The capital to do all this will consist of \$25,000, in 5,000 shares. The incorporators are Geo. Cosgrove, of Fort William; A. W. Darby, Thos. Ryan, A. Keefer, F. H. Keefer, of Port Arthur.

THERE is no better proof that the wholesale trade of Winnipeg is established on a solid foundation, than to note the many handsome and costly warehouses which have been erected during the past few years. Several of these have been described from time to time in these columns. A few weeks ago reference was made to the large wholesale warehouse of G. F. & J. Galt, then just completed. Now another fine building has just received its finishing touches, and will be fully occupied in a few days. This latest addition is the fine wholesale hardware warehouse recently erected by Miller, Morse & Co., on Princess Street. The building is 35 feet frontage with a depth of 100 feet, and is constructed of massive stone and brick. The building comprises four floors and is fitted with all modern improvements, including an hydraulic elevator, complete system of hot water heating, &c., being considered on the whole one of the most complete and modern buildings in the Province. The first floor is utilized for offices and sample room and the remaining portion of the building will contain a stock of general hardware unsurpassed in the country. The building reflects credit upon the enterprise of the firm, and is an indication of the faith which they have in the future of the city's wholesale trade.

Editor's Table.

The February number of *Woman*, the new monthly magazine for the ladies, was on the Table last week. *Woman*, as its name implies, is a home journal, devoted to the interests of womankind. It is the only magazine of the kind published, and the number received indicates that it will fill this high sphere of journalism in a praiseworthy manner. It is interesting in matter, chaste in tone, and nicely illustrated. The bill of fare for February presents a long list of articles, each of which should furnish a few moments of pleasure for the refined, intelligent and cultured womanly intellect. *Woman* has undoubtedly entered upon a worthy and apparently successful career. *Woman Publishing Co.*, 122 Nassau St., New York.

Copies of the Manchester, England, *Courier* have been laid on the Table, containing a series of able letters on Commercial Union, from the pen of Major Bolton, of Russell, Man. The question is argued at length, and conclusions are drawn favoring free trade between all portions of the British Empire, as an offset against a high tariff compact with the United States. Major Bolton favors the appointment of an Imperial Commission, to visit British colonies and gather trade information, which would be of value in throwing light upon the subject. The ultimate object of this commercial union in the Empire would be the conversion of the world to free trade principles, leading to a commercial union of the world.

Volume one, number one, of *Den Skandinavisk* has reached the Table. This is a monthly journal published at Winnipeg, by Emanuel Ohlen. Being interpreted the name of the paper is *The Canadian Scandinavian*. It is the first and only Scandinavian paper published in Canada.

The Allan Steamship Line has issued a little book called *A Handbook of Information and Advice for Emigrants*. The book deals principally with Western Canada, giving the experience of settlers, an article on the Harvest of 1887 in Manitoba, etc. Its circulation throughout the United Kingdom will no doubt produce good results. Allan, Bros. & Co., Liverpool.

From Britain to British Columbia, or, Canada as a Domain for British Farmers, Sportsmen and Tourists, by Professor J. P. Sheldon. This is a neat little work, published by the Canadian Government, giving the observations of the able author during his recent trips and studies in Western Canada. The cover gives lithographic views of Winnipeg, Montreal and Vancouver, B. C.

The special number of the *Victoria Colonist*, which reached the Table some time ago, is worthy of more than passing notice. Such a handsome work of art coming from Victoria, will be a surprise to the people of Eastern Canada. The number was prepared throughout in the *Colonist* building, including the many excellent lithographic engravings of Victoria and British Columbia scenes. Two large engravings of Victoria in 1860 and in 1887, are attractive. The letter press is exceptionally fine. A number of interesting articles are given, descriptive, historical, trade and commerce, re-

sources of the province, etc. Anything approaching this number in excellence has never been attempted in Winnipeg. Messrs. Ellis & Co., of the *Colonist*, have reason to feel proud of their effort, and the people of Victoria can share in the same feeling.

The *Leather Gazette*, of St. Louis, Mo., has just celebrated its fifth birthday. The *Gazette* is a welcome weekly visitor to the Table, particularly owing to its spicy editorials, which are usually the essence of common sense. In the field of special trade journalism the *Leather Gazette* is one of the brightest lights.

Farm Lands Around Winnipeg.

It is a matter of astonishment to new arrivals in Winnipeg to learn, that while the population of the city exceeds that of all the other cities and towns of Manitoba put together, the lands around it are more sparsely settled, and a smaller proportion of them under cultivation, than is the case with the lands around any other town of any prominence in the Province. The astonishment increases, when the fact is learned, that among all the fertile lands of the Canadian Northwest, none are richer from an agricultural point of view, and in few districts are they more fertile as are these same sparsely settled and almost unbroken prairie lands around Winnipeg.

It requires a little study of the history of Manitoba, to learn the reason for this sparsity of settlement around the Manitoba capital. It is necessary to go back to shortly after Manitoba and the Northwest Territory were added to the Dominion of Canada. One of the conditions upon which the Government at Ottawa assumed control of this vast country and its lands was, that every white and half breed resident of the country at the time of its being embraced in Confederation, should receive a free grant of 240 acres of land. Thus every man, woman and child was entitled to this grant, and so eager was the Ottawa Government to secure the peaceful possession of the country, that the grant to every one was unconditional beyond their being residents at the time stated.

The bulk of the lands thus granted were located near the city of Winnipeg, or Fort Garry as it was formerly called, and in the days when people looked forward to long years of waiting for railway communication, it could not be expected that they would be considered of great value. There being no conditions of cultivation attached to the land grants, and the recipients being largely a people whom generations of isolation from the outer world had deprived of enterprise, as might be expected very little in the way of cultivation was done, and thus the virgin prairie sod was but little broken, when railway construction connected Winnipeg with the eastern world.

In the interval a crowd of far-seeing speculators had been gradually gaining possession of these lands which their first owners did not cultivate, and the prices paid for them were never very high. There are those here who remember of many a half-breed claim to 240 acres being traded off for a pair of blankets. By the year 1880 the majority of these lands were in the hands of speculators living in this Province and the East, and when the "Boom"

of 1881 was at its height, no class were so greedy in their extortions for high figures for these lands, as the men who had secured them for the price of a song. In fact they overreached themselves, and all the immigration of 1881 and 1882, which was larger than during all the balance of the history of Northwestern settlement, passed on westward where free lands could be had from the Government, or where improved farms could be bought at reasonable figures.

Towards the close of 1883 the speculative holders of lands around Winnipeg began to discover that they had been killing the goose that would lay the golden egg. Many of them were in a bad fix financially. Mortgages on these lands were falling due, and to sell in time to meet these they found it impossible. It was scattered broadcast over the eastern provinces and in Europe that lands around Winnipeg were held at fabulous prices. Offers to sell at reasonable figures were folly, and would not bring any one to make enquiry about such lands. The settler looking for lands flew through Winnipeg as he would through a city struck with an epidemic, and gazed at every land agent much as he would at a card sharper or one he suspected of being a confidence man. The evil work had been done through greed, and it has taken years of time to clear away only partially the reputation no longer merited.

Extremes always bring a reaction, and one came with a vengeance in connection with the price of lands around Winnipeg. In 1884-5 and 6 the foreclosing of mortgages, and other work of closing out margin land speculators went on at a lively rate, and those unable or unwilling to hold longer had to let go and loose heavily by so doing. The consequence is that at the present time lands in the vicinity of the Manitoba Capital are now as far or almost as far below their natural value, as they were above it six years ago, and to agricultural settlers they furnish at the present time, probably the best opportunity to secure what can in a few years be made a valuable farm, that ever was offered in the history of any new country.

The inquiries of the committee of the Winnipeg board of trade and the committee of the Winnipeg city council working in conjunction with each other bring out the fact, that within 30 miles of the city from 1,500,000 to 2,000,000 acres of the most fertile land in the world can be had by settlers at unprecedentedly low figures. At least a quarter of a million of acres of the low lying and wet portion of these lands can be bought for \$2.50 an acre, or less. Another quarter of a million of a better quality comprising mixed prairie and grazing lands can be bought for \$4 an acre or lower, and another quarter of a million of the best of the lands, where settlers can commence breaking sod at once, can be had at from \$5 to \$7 an acre.

These prices we are prepared to demonstrate to intending settlers are correct, and during the coming spring it is the intention that maps of land for sale shall be placed in the Board of Trade rooms, where intending land purchasers will be able to see that these statements are not misleading. These arrangements will be under the supervision of the Secretary of the Board, and as the officer of the Board and the City Council he will have power to look after the interests of intending settlers, and protect them from any fraud that unscrupulous parties might try to practice upon them.

There can be no doubt, but during the present year there will be opportunities of securing valuable farm lands around Winnipeg, such as will never occur again in the history of the province.

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**PORK PACKERS,**



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**CLOTHING MANUFACTURERS,**

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**IMPORTERS OF GREEN & DRIED FRUITS, NUTS, &c.**  
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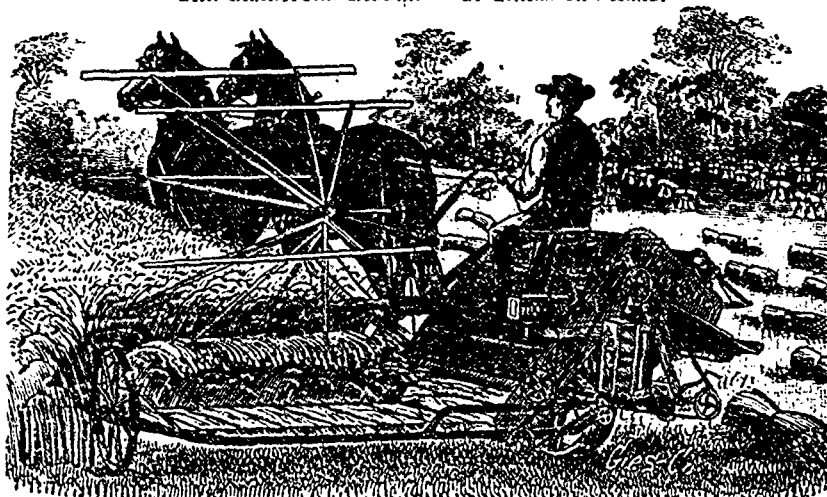
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BRANTFORD RAKES,  
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Immigrants and Intending Settlers will find it to their interests to call upon us before purchasing their Outfits. SEND FOR CIRCULARS. CORRESPONDENCE SOLICITED. ADDRESS,

**A. Harris, Son & Co. (Ld.), 76 Princess Street, WINNIPEG.**

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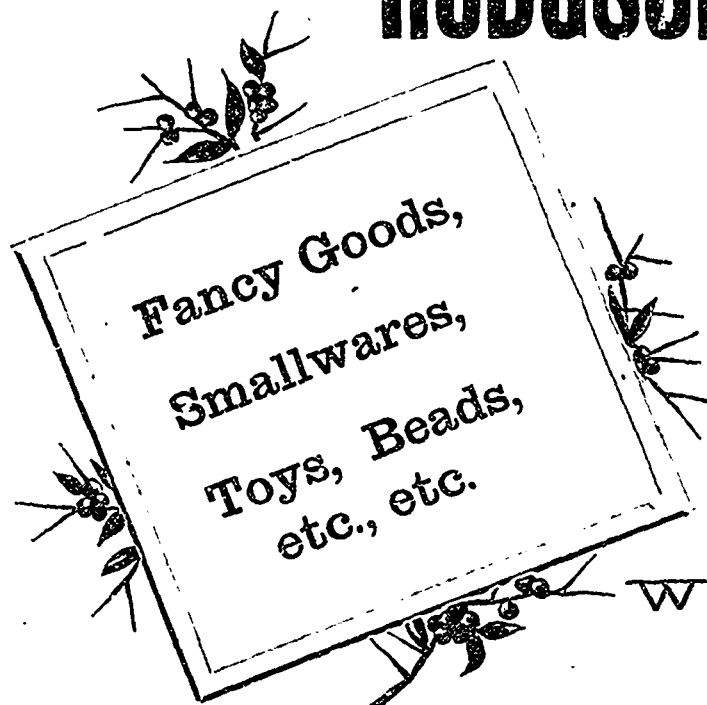
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SAINT PAUL STREET, MONTREAL.



**Winnipeg Board of Trade.**

The annual meeting of the above board was held on Tuesday afternoon of last week. About seventy-five members were present. The annual report of the council, which will be found appended, was adopted.

The treasurer's report was presented and adopted, as follows:

RECEIPTS.	
By cash on hand.....	\$443 19
" entrance fees and subscriptions.....	1,655 00
" interest on bank account.....	10 93
	\$2,109 12
DISBURSEMENTS.	
To address to J. M. Egan.....	\$47 00
" Secretary's salary.....	900 00
" expenses of delegates to Ottawa, re "Disallowance".....	180 00
" James E. Steen, printing account.....	242 10
" postage, advertising meetings, etc.,.....	177 77
" telephone subscription.....	30 00
" furniture.....	169 48
" rent to 31st Dec., 1887.....	48 01
" collecting grain samples in 1885.....	10 00
	\$1,824 00
Balance in bank.....	504 96
	\$2,109 12

The report of the secretary, in substance as follows, was read and adopted:

Seven meetings of the Board, twenty of the Council and over forty of committees were held during the year in addition to a large number of sub-committee meetings. The calling together of these bodies necessitated the issuing of 1,900 notices.

Over 300 statistical and general letters were mailed, some of which it required days of steady work to compile the information given.

Over 500 letters were received and filed, many of these being from correspondents in Europe, the United States and Eastern Canada, seeking information regarding the natural resources and mercantile and manufacturing interests of Manitoba. Others were answers to circulars sent out from my office.

The large number of 26,000 pamphlets issued over the name of this Board on disallowance and Winnipeg's vacant lands were distributed at the cost of much labor and time.

Circulars on the subject of hide inspection, car shortage, grain estimates, grain movement, disallowance, etc., to the number of 3,000 were mailed.

The difficulty of obtaining access to data relating to the resources of this country and to statistical records, such as are constantly required in compiling petitions, memorials, etc., on matters affecting the Province, has long been experienced by members of this board. During the year I have donated, or collected without cost to the board, 370 volumes of Canadian and United States Government reports of value, with 109 volumes of annual reports of boards of trade in Canada and the United States, which are full of valuable statistics for business men. Most valuable maps to the number of 73 have also been procured from many sources without cost to the board. The list of pamphlets, daily, weekly, and monthly newspapers, trade journals, official gazettes, weekly prices current, etc., regularly received is a considerable one.

Though there were two deaths and fifteen members vacated their seats by default in dues or by leaving the Province, the membership, through the addition of new members,

stands the same as last year, namely, 148 paid up members.

President J. H. Ashdown then delivered an interesting and stirring annual address, which was received with enthusiasm, and a vote of thanks was unanimously voted him. The address will be found in another column.

A bonus was voted to the secretary on account of last year's work, and George Hastings and Jos. Davis were elected members of the Board.

**ELECTION OF OFFICERS.**

The election of officers was then proceeded with and resulted as follows, W. J. Aikin and J. H. Brock acting as scrutineers:—

Geo. F. Galt, President; Jas. Redmond, Vice-president; Ed. Powis, Treasurer; Chas. N. Bell, Secretary; Council—J. H. Brock, J. H. Ashdown, R. J. Whitla, G. R. Crowe, K. Mackenzie, Wm. Hespeler, L. M. Lewis, W. F. Luxton, F. W. Stobart, Alex. Macdonald, J. E. Steen, S. Nairn.

The following resolution was carried unanimously:—

That a committee composed of the president, secretary, Messrs. Ashdown, McKilligan, Whitla, Brock, Lewis and Steen be appointed to draft resolutions on the question of the present unsatisfactory state of the country, the same to be submitted to the adjourned meeting of this Board.

The board then adjourned until Thursday, the 9th February.

**REPORT OF THE COUNCIL.**

Your Council have much pleasure in presenting this their Ninth Annual Report.

Twenty meetings of the Council and seven of the Board were held, with about forty meetings of Committees, so that your Council can assure the Board that great activity has been shown in carrying out the objects for which the body was organized.

On every occasion offering, your Council has announced that it is a fixed principle of this Board to do all in its power to advance the interests of the farmers, recognizing that the commercial interests of Winnipeg are wrapped up with those of the agricultural community.

**DISALLOWANCE.**

Your Council will not attempt in their report, to enter into a full description of the steps taken by the Board generally on the question of the disallowance, by the Dominion Government, of our local railway charters. Several pamphlets have been issued by this Board which cover the matter very fully, and a mere reference to the Council's action in the premises will suffice at this time.

In April, a request was made to your Council to nominate a delegate, to act with a joint deputation appointed by the City Council and the Liberal Conservative Anti-Disallowance League, to proceed to Ottawa to endeavor to induce the Dominion Government to allow the charters for railways reaching to the International Boundary Line, granted by the Legislature, to stand.

The President was appointed by your Council to act as delegate. He proceeded to Ottawa, and on his return made a full report of the action taken by the deputation. His report was adopted by a unanimous vote.

In July, owing to the many misstatements

made by interested parties both in this and in the eastern provinces, that the freight and passenger rates in force in the Northwest on the Canadian Pacific Railway were fair and not excessive, your Council caused a pamphlet to be prepared, which, under the title of "Plain facts regarding the disallowance of Manitoba Railway Charters," clearly exposed the injustice and wrong done to the people of the Northwest by the exorbitant charges made by the Canadian Pacific Railway Company. Tables of rates were given, and the tariffs quoted from referred to. The correctness of the statements advanced in this pamphlet were uncontrovertible and have never been seriously challenged nor contradicted. Ten thousand of these pamphlets were rapidly circulated in Manitoba, the Territories, the Eastern Provinces and Great Britain, and the issue caused a clearer understanding of our true position to be arrived at by thousands of people, who before had seen only the misstatements promulgated by that portion of the press in the Dominion interested in supporting the Canadian Pacific Railway.

In August, Mr. Van Horne, the vice-president of the Canadian Pacific Railway Company, after a visit to Manitoba made publicly gross attacks on members of this Board, in regard to their position on disallowance, and also to the object this Board had in view in agitating for the cessation of the disallowance policy of local railway charters. Your Council immediately replied to Mr. Van Horne's misstatements, and as on former occasions, took care to publish the facts that the people of Manitoba were only desirous of getting roads to the International Boundary to meet connections that would give lower freight rates to the eastern provinces, so that greater purchases might be made there, and a closer business connection established. A circular letter on this subject, which was mailed to the principle newspapers of Canada, was widely read and commented on—especially that portion drawing attention to the fact that under the high tariff now in force, it would be impossible for us to import most lines of goods from the United States, even if they were carried free of freight charges.

About the first of October your Council was called upon to answer an open letter addressed by Sir George Stephen, president of the Canadian Pacific Railway Company, to the shareholders of that Company. Many of his statements were so utterly devoid of fact and so many misquotations from the terms of the Canadian Pacific Railway contract were made, that your Council had no difficulty in preparing an answer that was so conclusive, that the eastern press, with the exception of a few papers, acknowledged the justness of our contention. Four thousand copies of this pamphlet were printed by the Manitoba Anti-Disallowance Association, the Board of Trade of Brandon joining with our Board in publishing it over their names, an answer of itself, to the untrue statements made by wire pullers, that the agitation was confined to Winnipeg. Copies of these pamphlets were mailed to all the Shareholders of the C. P. R.

**VACANCIES.**

A fortnight after the annual meeting, Lieut.-Colonel Mackeand, a member of your Council died very suddenly. The Board attended the



funeral as a body, in token of their respect for the deceased. At a subsequent meeting, Mr. F. B. Ross was elected to fill the vacancy in the Council, caused by the death of Lieut. Colonel Mackeand.

In December, Mr. Reid, a member of this Board, died suddenly at his home in Selkirk, whence he had removed from this city.

BOARD OF GRAIN EXAMINERS.

In July the Board of Grain Examiners presented to the Board their regular yearly report, which your Council recommended should be published as an appendix to this report. In September the Grain Examiners procured samples from all parts of the Province, after considerable difficulty, owing to the fact that with such an enormous yield of all grains, it was well nigh impossible to get threshing done in that month. As provided for in the Inspection Act, a deputation of three of the Examiners proceeded to Toronto and assisted in selecting samples to serve as standards for the season's crop. A full set of standard samples are on file in the Secretary's office, for use in the case of boards of arbitration being called for.

HIDE AND LEATHER COMMITTEE.

The Hide and Leather Committee presented their Annual Report in July, with the returns made by His Inspector, who made suggestions regarding the distribution of information respecting the requirements of the Inspection Act. As ordered by the Board, the Committee prepared a circular addressed to country dealers, butchers and farmers, explaining the necessity of greater care being taken in the marketing of hides, as well as in the skinning of animals. This circular, to the extent of 1,000 copies, was distributed throughout the Province, and judging from the favorable comments made by the provincial press, and the fact that many papers have reproduced it more than once, your Council consider that the outlay was amply repaid.

THE GOVERNMENT EXPERIMENTAL FARMS.

Immediately after the last Annual Meeting of the Board your Council was called upon to take steps to secure, if possible, the locating of the Experimental Farm, which the Dominion Government proposed to establish in Manitoba, in the vicinity of Winnipeg. A large committee was appointed to act jointly with one from the City Council. Information was secured regarding several eligible sites, in the immediate neighborhood of the city, which might be purchased at, in each instance a very moderate cost. A deputation waited on the Hon. Thos. White, Minister of the Interior, who was in Winnipeg in March on a visit, to press upon him the advantages of this locality as a site for the farm. A strong memorial was prepared and forwarded to the Minister of Agriculture, and copies of it to the senators and representatives of Manitoba in the House of Commons. The position of this city as a railroad, educational, commercial and agricultural centre was pointed out to the Minister, and after the visit of Prof. Savaders, Director of the Experimental Farm Department, when he consulted with the committee, and was accompanied by its members to different suitable sites close to the city, your Council have every confidence that the proposed Experimental Farm will be located in the immediate vicinity of Winnipeg.

This committee held six meetings, all of which were largely attended:

THE DRAINAGE OF LANDS.

Your Council appointed a committee to collect all the information possible regarding the extent to which the lands, within a radius of twenty miles of the city, might be most thoroughly drained by a comprehensive and economical system. The committee waited on Hon. Dr. Wilson, Minister of Public Works of Manitoba, and conferred with him on this subject. It was determined by the committee that the first thing requisite was the preparation of a topographical map of the district, which would show in detail the altitudes and natural waterways of the area. An estimate was made by the Chief Engineer of the cost of a topographical survey and the preparation of a suitable map of the lands situated within twenty miles of the city, the amount estimated being about \$7,000.

The committee was to have again waited on the Hon. Dr. Harrison, but the agitation in political matters rendered the attempt useless. Your Council leave to their successors the further investigation into this matter, which is of extreme importance to the city.

COLONIZATION AND IMMIGRATION.

A strong standing committee was appointed by your Council from amongst the members of the Board to act with a similar body appointed by the City Council, to take up the matter of devising the best means available for attracting the attention of settlers to the vacant lands in the vicinity of the city. After application the City Council provided the sum of \$500 to be expended in carrying out the object aimed at. Under the direction of the committee a brief description of the lands within a radius of twenty miles of the city, with a statement of the advantages offered to settlers by the Winnipeg markets, was issued, and under an arrangement with the Minister of Agriculture, distributed in Ontario to the extent of 12,000 copies. It is satisfactory to know that many enquiries have been made regarding our lands, in consequence. Attention may be drawn to the fact that during the past summer a considerable quantity of the lands in this vicinity has been settled on; and the abundant harvest, marketed at the highest provincial prices, will, without doubt, induce many farmers to secure these lands at the low price for which they are offered. The committee will submit a report to this meeting.

GRAIN ESTIMATES.

Your Council, in September, collected data regarding the yield in various grains throughout the Province, and from the information secured, prepared an estimate of the quantities of each description available for export. While exercising great care in compiling the figures, it was considered advisable to rather under-rate the totals, so that no imputation might be made of an attempt to boom the country on unreliable figures. It is satisfactory therefore to know that every indication at present confirms the estimates made by your Council of a grain yield per acre that is probably without a parallel in any country on the globe. The estimate as published was widely circulated in Canada, the United States and Europe, with the result that much attention has been drawn

to Manitoba as a grain producing province. Wherever commented upon, the figures given have been accepted as trustworthy, and your Council suggest that steps be taken each year to obtain necessary information required to issue an estimate of the amount of grain produced in the Province.

GRAIN STANDARDS.

In December a report was received from the Board of Grain Examiners concerning changes that were required in the Inspection Act of 1886, covering the legal standards of Manitoba hard wheats. Much discussion on the subject of our grain standards had taken place in the columns of the city and country newspapers, the consensus of opinion being, that they were too high, and placed the grain producers of Manitoba at a disadvantage, as the standards of Minnesota and Dakota do not necessitate the fixing of grades at the same altitude as in Canada. The Board of Grain Examiners recommended that your Council should memorialize the Minister of Inland Revenue to endeavor to secure a reduction of the percentages of Red Fyfe Wheat called for in Extra Manitoba Hard and Nos. 1 and 2 Manitoba Hard Grades, and also to establish a new grade to be known as "Manitoba Hard White Fyfe" wheat, which was not provided for in the Inspection Act of 1886. After fully considering the question, the Council adopted the report and recommendations and forwarded to Ottawa a memorial embodying the proposed changes as asked for. The memorial was in all its essential points at once acted upon by the Minister of Inland Revenue and by an Order-in-Council, dated 22nd December, 1887, the following grades were gazetted:—

SPRING WHEAT.

Extra Manitoba Hard Wheat shall be sound and well cleaned, weighing not less than 62 pounds to the bushel, and shall be composed of not less than 85 per cent of Red Fyfe Wheat grown in Manitoba or the North West Territories of Canada.

No. 1 Manitoba Hard Wheat shall be sound and well cleaned, weighing not less than 60 pounds to the bushel, and shall be composed of at least two-thirds (2/3) of Red Fyfe Wheat grown in Manitoba or the North West Territories of Canada.

No. 2 Manitoba Hard Wheat shall be sound and reasonably cleaned, weighing not less than 58 pounds to the bushel, and shall be composed of at least two-thirds (2/3) of Red Fyfe Wheat grown in Manitoba or the North West Territories of Canada.

No. 1 Hard White Fyfe Wheat shall be sound and well cleaned, weighing not less than 60 pounds to the bushel, and shall be composed of not less than three-fourths of Hard White Fyfe Wheat grown in Manitoba or the North West Territories of Canada.

GRADES.

Immediately after the appearance of the Official Gazette, the Boards of Trade in Toronto and Montreal appointed a deputation to wait on the Dominion Government with strong protests against the carrying into effect at once of the provisions of the amended act. The result was that another Order-in-Council was issued, bearing date of 4th of January, 1888, cancelling that of 22nd of December, 1887, thus leav-

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Containing pure COFFEES, MILK and SUGAR One spoonful added to a cup of boiling water makes a delicious cup of  
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**Truro Condensed Milk and Canning Company (Limited)**

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are on the road with Samples of CANADIAN  
DRY GOODS, also of GERMAN HOISERY  
and GLOVES for Special Importations.

We request your careful inspection of our  
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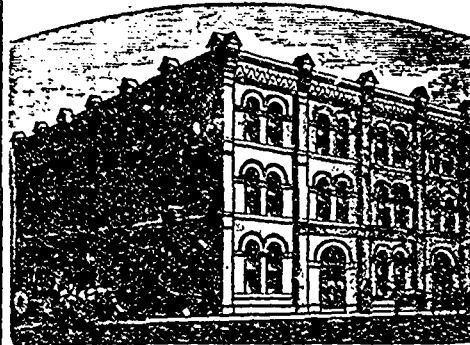
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Receive on Consignment all Kinds of Produce.  
Agents for the Dundee Sacks of the Toronto Bag Works.

All kinds of Flour and Grain Sacks, Stencilling Inks, etc.

New and improved process of Printing Flour Bags.

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ing our standards as they were. There is no doubt but that a certain amount of confusion would have resulted to exporters who have placed their samples and sold from them, but it certainly is a great pity that through the grades in force being extremely high the export figures will show a comparatively small amount of No. 1 Hard Wheat as going out of the country this year, the bulk of the crop ranging but very little below the standard for No. 1 Hard, which calls for not less than 85 per cent. of pure Red Fife Wheat.

Your Council are of opinion that a strong protest should be made by this Board against the principle that Eastern Boards of Trade, or other organizations, shall determine on and decide on the standards of wheats grown only in Manitoba and the Northwest Territories; and that the Dominion Government after, at the request of this Board, gazetting changes in the standards of Manitoba wheat, should cancel those changes at the request of the Boards of Trade of Toronto and Montreal, without even consulting this Board.

GRAIN MOVEMENT.

Your Council opened up a correspondence with business men at most of the principle grain shipping points in the province, with the object of securing from them authentic information of the movements of grain and the facilities offered by the railways to handle the business. In most cases returns have been received and a fair understanding of the car supply rendered has been kept up.

The returns of the Grain Inspector show the amount of wheat and other grain inspected at this point, where the C. P. R. require that all grain shipped "all rail" to the east should be inspected, but as much of the wheat inspected here is re-inspected at Port Arthur, and practically all of the wheat shipped during the season of open navigation on the great lakes passes Winnipeg without inspection, the Winnipeg Inspector's returns give no indication of the total exports. On account of the re-inspection of a good percentage of the wheat inspected here, on its arrival at Port Arthur, no total of the complete returns of the two inspectors will represent the actual exports, a state of affairs which is very unsatisfactory. The Canadian Pacific Railway tonnage returns would supply all the information required but access to these is denied by the railway authorities.

CUSTOMS MATTERS.

Your Council have to express their thanks to Lieut.-Colonel Scott, Collector of Customs, for the prompt assistance he has given to your Council, in supplying customs statistics and information on several occasions.

A memorial was addressed by the Council to the Minister of Customs on the matter of discrimination in the extension of time to importers in British Columbia, in which to make entries of dutiable goods "in transit" when the duties were increased. An explanation was made to your council that the discrimination applied only to goods "in transit," via Cape Horn, to British Columbia.

The question of the duty charged on certain descriptions of fishing twine also occupied the attention of your council.

COMMERCIAL UNION.

An invitation was extended to the Hon. Mr.

Butterworth and Erastus Wiman, Esq., to address a public meeting on this subject, which was accepted by both gentlemen, but unfortunately, circumstances have since prevented them from visiting the Province. No action has been taken by this Board to place on record any endorsement or rejection of the Commercial Union movement, which has been the cause of much discussion in the Eastern Provinces, and especially with Boards of Trade. Mr. Goldwin Smith addressed a public meeting in the city on the subject, which was well attended.

POSTAL MATTERS.

In February last, many complaints were made to the Board concerning the unsatisfactory state of the mail service between Winnipeg and the points on the main line of the Canadian Pacific Railway westward, on Wednesday and Thursday of each week, there being no mails despatched to the west on Wednesdays and none coming east on Thursdays. Your Council took immediate action and appointed a committee to wait on the Post Office Inspector. After consultation with him a memorial was prepared and forwarded to the Postmaster-General, which represented the serious inconvenience to the business community caused by the existing arrangements, and asked that the local passenger trains should carry mails on days when no through trains ran. No notice was taken by the Post Office Department of this memorial, the receipt even not being acknowledged, but in the month of August the Hon. Mr. McLellan, Postmaster-General, visited the city, and was waited upon by a committee appointed by the Board to again take up the matter. The result of the visit of this deputation was, that an order was issued to send mails on the local trains between Winnipeg and Brandon on Wednesdays and Thursdays.

A petition was received from Glenboro, asking the Council to use its influence in securing for points along the Manitoba Southwestern Railway, the privilege of mail service on each day that an express train ran on that line. The Post Office authorities were communicated with but so far no change has been made in the service.

FIREWOOD SUPPLY.

In December last a deputation of the dealers in firewood, of this city, waited on your Council, and asked its assistance in procuring from the Canadian Pacific Railway some relief from the operation of an order, issued by the company, denying to firewood shippers, at points on the main line, east of Selkirk, the privilege of loading cars between stations. The deputation represented that as the privileges of cutting wood on government lands were only let for a period of one year, shippers could not afford to put in side tracks at their own expense for a year's trade, and under the new order issued by the railway company, shippers in cars would have to haul wood six miles for shipment. Your Council appointed a committee to wait on the railway company, with the result that an amicable arrangement was made, by which shippers will be enabled to load cars at convenient points. This matter was an important one, as it was estimated that under the order, firewood would cost, laid down in the city, fully one dollar per cord more than at the present.

OFFICIAL ASSIGNEES.

In June, it came to the knowledge of members of the Council that the Provincial Government intended to appoint an official assignee, and to make some changes in the Act regulating the mode in which assignments were made. Fully recognizing the importance such a change would have to the mercantile community, your Council after considering the proposed changes in the Act, appointed a deputation to wait on the Attorney-General. The deputation placed their views before the Government and secured certain modifications which made the provisions of the Act less objectionable. As the proposed amendment stood, it was compulsory on the part of persons assigning, to do so to an official assignee appointed by the Provincial Government. The deputation had this changed so that an assignment might be made either to the assignee, or to a person chosen at a meeting of the creditors of the estate, but disallowing the privilege of an assignor placing his estate in the hands of any person of his own choice outside of the above mentioned. A provision was also secured that the official assignee should not incur but a very small preliminary expense before a meeting of the creditors was held.

LOCAL INDUSTRIES.

A standing committee on industries appointed by your Council, held several meetings, and consulted with a number of persons desirous of acquiring information in relation to manufacturing and other industries. Numerous letters have been received during the year from persons desirous of ascertaining the feasibility of establishing works for the manufacture of implements, flax-twines, leather, etc., all of which have received attention, and information has been returned. We would suggest that every opportunity be seized for making known the natural resources of this country in minerals, fish and agricultural productions. The manufacture of the flax straw, which now is destroyed, offers a field for investors; as does the development of the coal beds of the west; the immense deposits of rich iron ore at Lake Winnipeg; the salt and petroleum deposits near Lake Winnipegosis; the building stone and lime materials, which, in unlimited quantities, are within easy reach of the city; the brick clays; the straw for paper making; poplar for wood pulp, etc., etc. Little effort has yet been made to draw attention to the value of our lake fisheries, though the whitefish from Lake Winnipeg are shipped to all the Western American cities, as far distant as Kansas City. Through a lack of appreciation of the immense area of Lakes Winnipeg, Manitoba and Winnipegosis (over 13,000 square miles), where fisheries are at present established, an attempt has been made to prevent the exportation of fish. Considering the fact that a large amount of capital has been invested in the tugs, fishing plant, etc., and that the exportation of whitefish only averages about one pound weight to every ten acres in the three lakes named, while a capable inspector superintends and enforces the fishing regulations, it is to be hoped that commonsense will be exercised if any changes are contemplated. In addition to the above three lakes, we have in the Northwest not less than 40,000 square miles of lake surface, affording an abundant fish supply, which has not yet been drawn on save by the Indians and fur traders.

WINNIPEG GRAIN AND PRODUCE EXCHANGE.

An event of great importance to the trade interests of the city was the organization in November, of the Winnipeg Grain and Produce Exchange, which body has for its object the centralization of the grain business, and the establishing of regular rules and methods for conducting the trade. With a membership of fifty, and an open change daily, the business already transacted gives every indication that the time was ripe for the establishment of such an institution. It is probable that at an early date a request will be made for an amalgamation of the exchange with this Board, as has been the case in Montreal and Toronto. It is significant that members of the largest grain shipping firms in Canada have openly stated on Change, that it is recognized, that after one or two crops like that of last year, the Winnipeg Exchange will rank as first in importance in the Dominion. Grain dealers throughout the Province, as well as from Montreal and Toronto, are sending in their applications for membership.

IMPROVEMENT OF WATERWAYS.

The importance of improving the natural waterways of the Northwest, and of connecting them by short canals, has been recognized for years past, but the settling up of the country, and the excessive freight rates imposed on the public by the Canadian Pacific Railway, has lately brought the matter into greater prominence. In conjunction with the City Council, your Council, last month, appointed several members of the Board to act on a joint commit-

tee to obtain all the available data regarding the extent and character of the improvements required to connect the waters of the Red and Assiniboine rivers with Lakes Manitoba and Winnipegosis, and through to the Great Saskatchewan, and also as to the probable cost of the work. Another object of inquiry will be the possibility of securing, by a system of dams in the Assiniboine river, sufficient power to run mills and other manufacturing establishments in the city.

REVISION OF CONSTITUTION.

In December the Board appointed a committee to review the constitution and by-laws governing the Board. Owing to the delay in obtaining from the Secretary of State's office, copies of the documents relating to the registration of the Board under the General Act of the Dominion, the committee has found it impossible to present to the annual meeting a draft of the proposed revised constitution and by-laws, but will be prepared to report at an early date.

Your Council wish to express their pleasure at the immediate response made by the City Council when requested to appoint committees to act jointly with similar bodies from this Board.

The Treasurer's report has already been placed in your hands and those of the President and Secretary will be presented with this.

The new Board room, with its central position and comfortable adjuncts, has been regularly used as an office by the Secretary, as well as for the holding of Board, Council and committee meetings. The beginning of a fair

statistical and commercial library has been collected by the Secretary without cost to the Board. Four hundred and seventy volumes of reports, many maps, papers, etc., are on the shelves, and have been of great service in the compiling of statistical letters and reports.

The number of applications made to the Board, both by letter and in person, for information regarding the country, its mercantile interests and natural resources, has been very large. Strangers visiting the city frequent the Board rooms for such information.

All of which is respectfully submitted.

J. H. ASHDOWN, *President.*  
CHAS. N. BELL, *Secretary.*

W. A. DIEN, who recently sold out his merchant tailoring business at Calgary, is still traveling for M. Fisher, Sons & Co., woolens, Montreal, throughout Western Canada. He will in future make his headquarters at Victoria, B. C.

THE Winnipeg city council has voted \$2,000 to be expended in making a survey of the rapids on the Assiniboine river, here, to determine to what advantage they can be turned in the direction of supplying water power for manufacturing purposes.

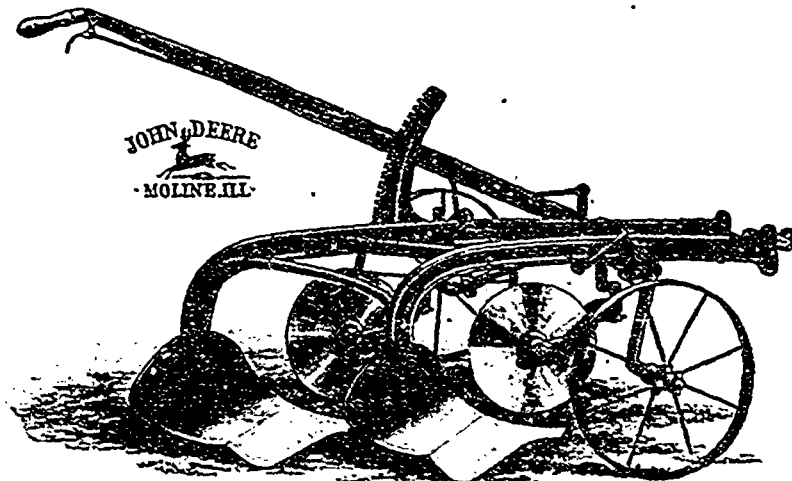
THE expenditure of \$400 seems a pretty large amount for collecting \$716, but these are the relative figures in the case of the book debts of the estate of Fishleigh & Dillon, of Indian Head. Aside from the stock, which was taken under a chattel mortgage, the assets realized ten per cent. of the balance of the claims,

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## AGRICULTURAL IMPLEMENTS, CARRIAGES, SLEIGHS, &c.

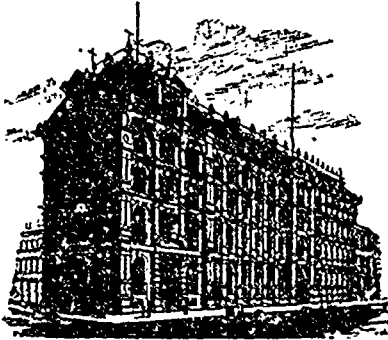
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SULKY PLOWS,  
GANG PLOWS,  
HARROWS,  
SEEDERS,  
FEED CUTTERS,  
CRUSHERS,  
WAGONS,



BUGGIES,  
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Fine Ales, Extra Porter  
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**Edward Drewry,**

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Highest cash price paid for good  
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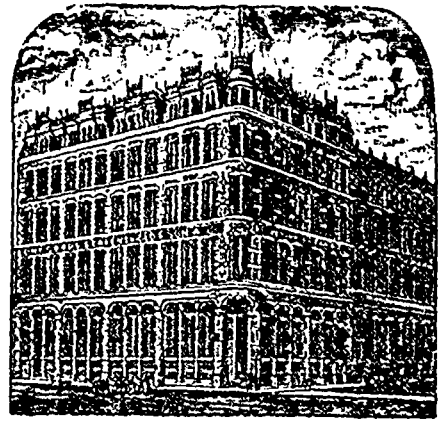
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**S. GREENSHIELDS,**  
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**DRY GOODS,**

17, 19 & 21 Victoria Square and 750,  
752, 754 and 756 Craig Street, **MONTREAL**

Complete Set of Samples with

McLean Bros.,

Also with Donaldson's Block, WINNIPEG

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Boot and Shoe Manufacturers,

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SAMPLE ROOMS, 496 MAIN ST. WINNIPEG  
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Complete Set of Samples with

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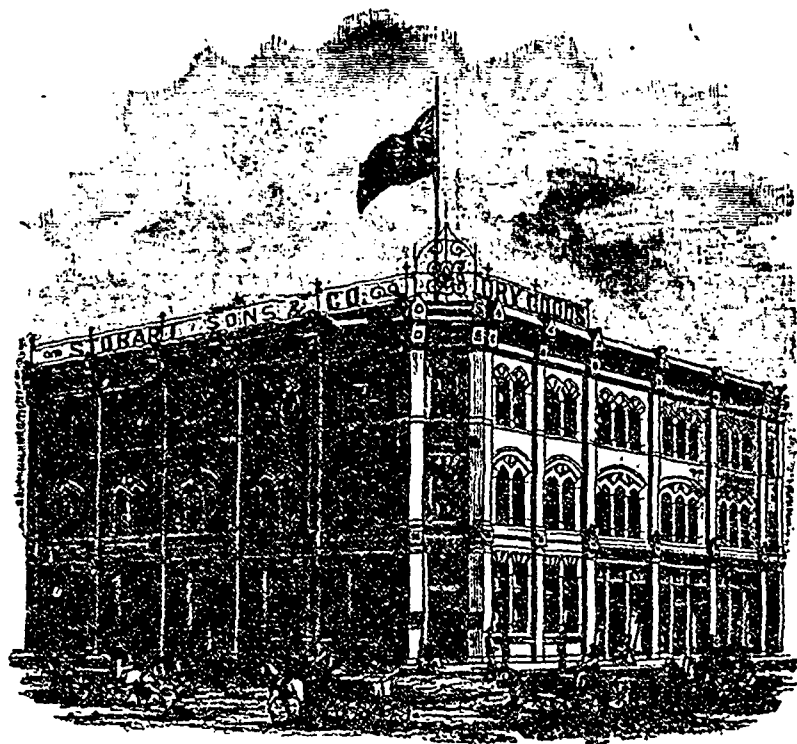
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Manufacturers of

Ready Mixed Paints, White and Colored Paints,  
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—OF—

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LONDON, ENGLAND,

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1888-SPRING-1888

## PORTER & RONALD,

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Crockery, Glassware,

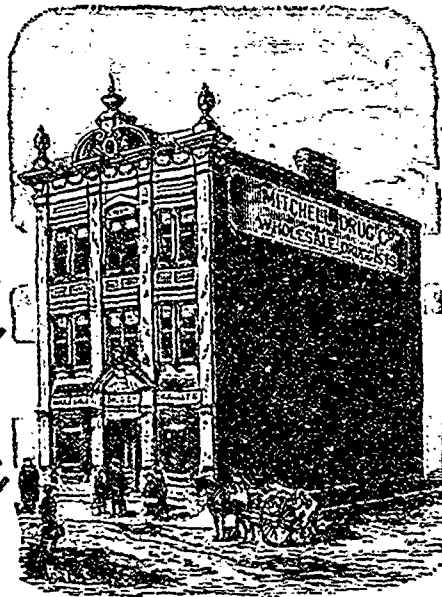
China, Lamps, Silverware,

CUTLERY, &c.

Our Stock for the Spring Trade is now complete in every department, orders by mail or through our travellers will receive our personal and prompt attention.

PORTER & RONALD,

330 Main Street, Winnipeg.



Drugs,  
Druggist  
Sundries,  
Patent  
Medicines,

Perfumery,  
Toilet  
Articles,  
Soaps  
and  
Sponges.

All General Store Requisites in the Drug and Patent Medicine Trade.

## MITCHELL DRUG COMPANY,

Wholesale Druggists and Manufacturing Chemists,

WINNIPEG, MAN

Correspondence Solicited.

# The Commercial

WINNIPEG, FEBRUARY 13, 1888.

## THE COMMERCIAL.

In accordance with our usual custom, this number of *THE COMMERCIAL*, containing the annual report of the board of trade, is issued in somewhat enlarged form. This is not a special issue of the journal, but simply the regular weekly number. The only difference which will be noticed by the regular readers will be in the addition of a number of pages of display advertising, and a few pages of special reading matter. The main feature of the present number is, that it will be given a very wide circulation, and will fall into the hands of a number who are not regular subscribers. Those who receive a copy of this number and who are not subscribers, are asked to give it a perusal, and consider if it would not be to their advantage to place their names upon our list. The regular weekly issue of *THE COMMERCIAL* now contains fully as much reading matter as any other weekly trade paper in Canada, whilst in make-up and general appearance a comparison will certainly be to the advantage of this journal. The very extended circulation which will be given this number, will certainly redound to the benefit of the city and country, and especially to those who have taken advantage of the opportunity to make announcements to the trade.

A glance over our advertising columns will convey a fair idea of the extent and importance of the wholesale trade of this western metropolis. Even the appearance of the journal itself is an indication of the commercial resources of Western Canada. *THE COMMERCIAL* claims a liberal share in bringing about the degree of prosperity and development which has been attained. All over the vast region stretching from Lake Superior to the Pacific coast, and from the United States boundary to the North Saskatchewan, *THE COMMERCIAL* goes its rounds, making its weekly visit to the desk of almost every merchant within the bounds described. It must therefore exercise a powerful influence in directing the movements of the mercantile community. There is probably no more valuable auxiliary to the trade of any city, than a progressive commercial journal. The very fact of a commercial journal existing in a city, is an indication in itself of the claims

of that city as a trade centre. Further the importance of a city as a wholesale centre may be largely gauged by the appearance of its commercial journals. A progressive journal, containing attractive announcements from the trade of the city which it represents, is a sure and certain indication that the place is advancing as a commercial centre, and that its merchants are men who are thoroughly alive to the interest of their customers. *THE COMMERCIAL* is sent out with the feeling that the people of Western Canada have no reason to feel ashamed of their special advocate in the field of commerce, industry development.

## THE FREIGHT BLOCKADE.

General Superintendent Whyte, of the C. P. R., has written a letter in reply to the many grave charges of incompetency made against his Company, in handling our grain exports. This letter may have some influence with those at a distance, who are neither acquainted with the actual situation here, nor with the geography of the country; but to those informed in either of these points, the lameness of the General Superintendent's reply will be at once apparent. The Superintendent bases his refutation on the statements of the paid agents of the Company at the different points, which statements, considering the source whence they came, will certainly be to place the Company in as favorable light as it is possible to do, either by absolute falsehood or distortion of facts. Now as to these statements, those acquainted with the country will at once discover that a great many of them come from points where little or no grain is marketed. For instance, where the agent reports "no wheat on hand, and no shortage of cars," it will be discovered that the report comes from a place where little or no grain has been marketed, and very often from places where there are no grain buyers. A car or two may have been loaded from the bags, by farmers, but nothing more than this. It is manifest, therefore, that where there is no grain storage and no grain buyers, there will be no wheat on hand, neither can there be a shortage of cars. At one point where there were neither buyers nor storage accommodation, the agent magnanimously reports: "Supply of cars exceeded expectations." This agent should be given an increase in salary at once. Again, at points where a considerable quantity of

grain has been marketed, only the features favorable to the Company are usually stated. For instance, at markets where prices had declined, or where buyers had actually withdrawn from purchasing at all, on account of the shortage of cars, the agent has usually forgotten to state these features. At other points, where prices have been kept up, the announcement is invariably made, though there be an admission that the supply of cars was "not always up to requirements." In many instances there is the most positive proof that the statements of the agents are utterly false. At Brandon, for instance, each one of the three papers reported a blockade last week, and announced that prices had dropped two cents in consequence, and buyers were withdrawing from the market. The agent reports: "Scarcity of cars not in slightest degree affected market. Farmers have always found a ready sale for their grain." At many points where it is known that thousands of bushels of grain are piled up in bags outside and exposed to the weather, the statement is simply made that so many bushels are on hand. The statement that the only "inconvenience" from lack of cars has been on the Pembina branch, is utterly untrue. The trouble has been general all over the Province, though perhaps felt more keenly on the branch referred to.

But even taking the report as furnished by the C.P.R. official himself, there is enough in it to condemn the company for either incapacity and incompetence, or wilful neglect of the interests of the west. The following are some of the admissions: At Sewell the price of wheat was reduced two cents for two weeks on account of blockade; at Douglas elevators full and farmers piling grain outside; Oak Lake elevator blocked for one week and price falling; at Virden price down two cents, on account of jam; at Elkhorn the deliveries were light on account of block; elevators blocked at Fleming. These are only a few reports from points on the main line, where it is stated no "inconvenience" has been felt. After such a statement followed by such damaging admissions, the public may be left to judge of the state of affairs on the branch roads, where it is admitted that some "inconvenience" has been felt.

And with all these admissions the half has not been told. To discover the real state of affairs, dealings must be had directly with the struggling pioneer



farmers who have suffered so much ; with the country merchants, who have felt so keenly the effects of the blockade ; with the wholesale merchants, who have been put to all manner of inconveniences ; with our banks and financial institutions, who are bearing such a heavy strain upon their resources ; and lastly with the grain dealers, who are conversant with the general situation. The grain shippers, who are at the mercy of the monopoly, dare not report openly, but in private conversation they state that there is practically no accommodation for moving grain and that the trade is perfectly paralyzed. These statements are borne out by the banks, and by wholesale and retail merchants all over the country. Even in Eastern Canada the damage to the trade of the country has been felt, and Eastern boards of trade are taking steps to move in the matter.

And yet in the face of these facts some even have the hardihood to propose that the people submit to monopoly for three years longer. The people of Manitoba saw what was coming long ago, and made every effort to open another outlet for our exports. In this they were defeated by the arbitrary action of the Dominion Government. At whose door should the blame be laid ? The railway authorities libel the country by proclaiming that the weather is the cause of the trouble, and that had it not been for the storm there would have been no difficulty. In answer to this it is only necessary to state, that the blockade commenced with the very commencement of the grain movement, and has been growing in intensity ever since. Though the storm of the first week of January was a severe one, it was the only one of the season, and lasted but two or three days. Aside from this one storm, the winter throughout the west has been a most favorable one.

In another column of this issue will be found the report of the board of trade on the blockade. The statements made therein are within the facts in every instance, and the whole question is presented in a very moderate light. The company has been given the benefit of any doubts, and the loss from the car shortage has been under, rather than over-estimated.

The result of the inability of the C.P.R. to handle the exports of the country is, that nearly one half of the wheat crop, and the bulk of the oats and barley crop is still in the hands of the farmers, and

another large portion is locked up in country elevators and warehouses, or piled up in bags outdoors and subject to destruction from weather changes. This state of affairs has brought about a loss of many thousands of dollars, and caused a monetary stringency which only the greatest forbearance all around has prevented from running into a financial panic.

Superintendent Whyte attempts to lighten the force of the charges against the railway, by representing that the grain storage accommodation at markets throughout the province is insufficient, and that this is the reason of the blockade. This is a poor line of reasoning, and besides is very untrue. There are some small points which have not sufficient storage room, but as a rule all leading markets are fully as well if not better supplied with elevators and warehouses than in the older settled districts of Dakota and Minnesota. Ample storage accommodation exists at most points, if the grain were moved out in anything like reasonable time. If the grain cannot be shipped any faster than the C.P.R. Co. has been able to take it out this season, the elevator capacity would require to be increased to a total of about equal to the entire grain production of the country. At the majority of the leading grain markets the grain storage capacity is already quite as large as could be profitably employed, with reasonable facilities for shipping out the grain. Nearly half a year has now elapsed since the crop commenced to come into market, and yet it is estimated that well on to over half the crop remains in farmers' hands, owing largely to the reason they have not been able to market it, from lack of shipping facilities and the crowded state of elevators and warehouses. This is in itself sufficient proof of the inability of the railway company to furnish anything like reasonable facilities for handling the grain.

### THE ORGAN.

It is the duty, or rather the business of an organ, to uphold and defend the actions of those to whom it is in bondage, by every means in its power, fair or foul. Every incident or occurrence is represented or misrepresented, turned, twisted, and distorted, to serve the same ends. It is a great pity that the organ is allowed to flourish in the honorable field of journalism, and that it does not only exist, but fre-

quently flourish in Canada, is an ill omen as to the inward morality of the people, for in an entirely honest community, the organ would be able to eke out but a very precarious living.

That Winnipeg should have an organ in the interests of monopoly, could hardly be conceived, in the present state of affairs here. One would think that the weight of public opinion would effectually crush such an institution, the first time it showed its serpentine colors. But such an organ is published in Winnipeg, and daily sends forth its distorted utterances. Not that it can have any influence at home ; but in Eastern Canada, where the true state of affairs existing in this country is not known, its falsehoods may be partially believed, and the work of preventing the people from rising and throttling monopoly is thus assisted. What can be more traitorous to the interests of Western Canada ?

The Winnipeg organ, in the face of actual knowledge, and the most positive proof to the contrary, seeks to thwart the efforts of the people in obtaining relief from monopoly, by misrepresentation. It even goes farther than the C. P. R. officials, and declares that there is no freight blockade. Following the same line, it stated the other day, that 90 per cent. of the paper falling due on the 4th of the month at the Winnipeg banks was met. The object is to show that everything is lovely and cash plentiful, and give the lie to the statements that the grain blockade is causing a great financial stringency.

Now what are the facts in this case. A careful investigation has shown that the maximum portion of paper met on the date named was not over 35 per cent. Payments which came in a few days behind time might possibly bring the total up to 40 per cent. but not greater. The universal complaint was that farmers could not market their wheat, and therefore had not wherewith to pay their store accounts. If wheat could be taken, almost 100 per cent. could have been paid. If the farmers could not pay, the country merchants could not pay. Notes must therefore be allowed to go to protest, or be carried by the wholesaler. Knowing the condition in which the country is placed, the latter course has been adopted. This is a true statement of the condition of things, and shows about how much confidence can be placed in the utterances of the organ.

# J. Thomson & Co.

WHOLESALE

AND RETAIL DEALERS IN

## FUNERAL FURNISHINGS



## THOMSON'S EMBALMING FLUID

THE BEST IN THE MARKET.

Try it once and you will never be without it.

TELEGRAPH ORDERS Promptly Attended To  
529 & 531 MAIN ST.,

**WINNIPEG.**

# STEPHEN NAIRN,

## Winnipeg Oatmeal Mills,

TRADE  
MARK



Rolled Oats, Granulated  
and Standard Oatmeal,

MILL FEED, FEED GRAINS, &c.

MILLS ON RAILWAY TRACK, POINT DOUGLAS

Office and Warehouse, MARKET SQUARE.



## HOME PRODUCTION.

We manufacture BARB WIRE, PLAIN TWISTED WIRE without barbs, and are agents for the WOVEN WIRE FENCING. We are in a position to fill all orders promptly. Ours is the only wire manufactured in the Dominion of Canada on which is found the GENUINE LOCK BARB. A personal inspection will convince you of this fact. Quality of wire, the best ENGLISH BESSEMER STEEL.

EVERY POUND GUARANTEED.

## MANITOBA WIRE COMPANY,

Winnipeg, - Man.



Wholesale Dealer and Importer of all kinds of

## JEWELRY,

Watches, Clocks, Diamonds

Spectacles, Jewelers Supplies, etc., etc.

WATCH REPAIRING AND MANUFACTURING.

W. F. DOLL, 525 Main Street, WINNIPEG.

**WINNIPEG MONEY MARKET.**

In connection with monetary affairs in the city, the same strain noted in our last report continues. In commercial affairs the tension is maintained at its full in every point, and that nothing has as yet snapped is due to the combined efforts of banks and their customers. The former confine their operations to carrying only the most necessary kind of business transactions, and refuse to furnish a dollar for any thing that savors of new enterprise, thus effectually checking any trade progress. In drafts on grain in transit between this province and the east the banks have over a million of dollars locked up, some of which has been locked up for over two months. These facts show the wisdom or rather the necessity for the course pursued, and clearly indicate that discount rates must be firm, as they are, 8 per cent. being the rate for the very best mercantile paper. The statement of a local daily paper that ninety per cent. of the paper due on the fourth of this month was paid, finds a prompt and emphatic denial both from banks and their customers, the proportion being under forty per cent., a phenomenally low record for the fourth of February. Every other symptom in commercial affairs indicates financial strain, and every indication can be traced to the grain block on the C. P. R. as its cause. When relief will come is a conundrum. In real estate mortgage loan business is almost as quiet and quite as unsatisfactory. Interest payments have fallen off amazingly within the past few weeks, and companies are undecided about new business until affairs here reach a more settled state.

**WINNIPEG WHOLESALE TRADE.**

To the wholesale trade of the city the grain blockade has continued to be the principal matter of interest, on account of the direct influence which it is exerting over all business matters. This interest is mainly in the direction of payments, which continue to be very backward. Several large dealers report that not over 30 to 35 per cent. of the amount of paper falling due is met, whilst open accounts are even much harder to collect. In some lines, where the accounts are usually for small amounts and spread over a great many customers, the percentage met when due is much larger, but the aggregate percentage met is not likely over 40 per cent. This rather unpleasant state of affairs is directly traceable to the inability of the railways to move the grain crop. The winter's sorting trade has been very largely reduced in volume from the same cause, and the effect is now commencing to be felt on spring business. In some instances orders taken some time ago for spring delivery, are being reduced in amount and cancelled. Farmers are unable to market their grain, and in many instances are not able to obtain enough money to purchase bare necessities, much less to pay back debts or buy goods not absolutely necessary. The hard-up state of the country for cash therefore continues, and is becoming chronic, whilst hundreds of thousands of dollars worth of grain is blocked up in the country. Wholesalers are now receiving their stocks of spring goods. Domestic goods are already well in hand, but imported lines have not yet arrived extensively. In some instances

the shipment of spring stock to retailers has already commenced.

**AGRICULTURAL MACHINERY.**

Dealers have been devoting their energies during the past few months mainly to collections, and in this they have succeeded better than those in other branches of trade. The implement man has about the first claim on the farmer, and the proceeds of the early rush of wheat to market brought a great grist in cash to the mill of the dealers. Many old back debts have been cleared off, and dealers will commence spring operations with a cleaner sheet than at any time for five or six years back.

**HOOTS AND SHOES.**

Goods are arriving in this branch and spring stocks are being forwarded to retailers. There is little or no trade doing for immediate requirements. Collections are at a low ebb.

**CLOTHING.**

Spring importations are now coming in at a lively rate, and it will not be long before stocks will be going forward to retailers. Shipping out spring orders will probably commence in about a fortnight. In the meantime only a few small packages are going out. The uncertainty and delay in payments caused by the wheat blockade, has rendered the outlook less favorable than it was a while ago, and dealers feel somewhat perplexed about commencing to ship out spring stocks with payments so backward. From 30 to 50 per cent. of paper falling due is met, and running accounts, which form quite a portion of outstanding indebtedness, are very much harder to collect.

**CANNED GOODS.**

No feature of importance to note. Prices steady, and are as follows: Tomatoes, \$3.25; peas, \$3.25 to \$3.45; beans, \$2.75 to \$3.00; corn, \$3.25 to \$3.40; peaches, (Canadian) \$7.00 to \$8.00; apples, \$3.25 to \$3.50; pears, \$3.25 to \$3.50; plums, \$4.50 to \$5.00; strawberries \$5.25; raspberries, \$4.75 to \$5.25; peaches (California) \$8.50; pears, \$8.00; Plums, \$7.50; apricots, \$8.00.

**CROCKERY AND GLASSWARE**

Business is quiet, and the movement is confined to a light sorting trade. Spring orders not expected to any extent before the first of March. Wholesalers are now receiving their spring importations. Payments are not as close as in many other branches of trade, accounts being mostly for smaller amounts.

**DRY GOODS.**

Importations are also coming in freely in this branch, and some shipments are already going forward to retailers. These latter include mostly staple goods, stocks not yet being complete enough to make up full orders. There is a great deal of grumbling about the way payments are being made of late, only about 30 to 35 per cent. of paper being met, and open accounts still slower. Letters are being received from customers all over the country by every mail, not only in this, but other branches all telling the same story of inability to obtain cash so long as the farmers are unable to market their wheat. Many of these country dealers describe the situation at their respective points, and their reports are often very much worse than the published statements regarding the wheat blockade. A sufficient number of

such letters could be found on file in almost any wholesale house in the city, to effectually refute the statements of C.P.R. officials and their hired organs. In some instances orders given earlier in the season for spring stocks, have been reduced and partially cancelled, on account of the state of affairs.

**DRUGS.**

Trade holds steady and fairly active. An advance in blue stone is noted, owing to a corner in the market. Prices are as follows: Howard's quinine, 75 to 90c; German quinine, 65 to 75c; morphia, \$2.75 to \$3.25; iodide of potassium, 65 to 75c; bromide of potassium, 65 to 75c; American camphor, 40 to 45c; English camphor, 45 to 50c; glycorine, 30 to 40c; tartaric acid, 70 to 75c; cream of tartar, 35 to 40c; bleaching powder, per keg, \$8 to \$10; bicarb soda, \$4.50 to \$5; sal soda, \$2.25 to \$2.50; chlorate of potash, 25 to 30c; alum, \$4 to \$5.00; copperas, \$3 to \$3.25; sulphur flour, \$4.50 to \$5.00; sulphur, roll, \$4.50 to \$5.25; American blue vitrol, 7½ to 8½c.

**FRUITS—GREEN, VEGETABLES, ETC.**

A few small lots of fruits, other than the staples given below, are arriving at intervals, but not in such quantities as to warrant quotations. Such sorts are in the market one day and out the next. Apples are firm in tone, and there is talk of an advance soon. Other sorts are unchanged. There was very little movement with country points last week, owing to the severe weather. Prices were as follows: Apples, \$5 to \$5.50 with a few poor quality at \$4.50; Florida oranges are worth \$7 to \$7.50 a box; Mesinas, \$6.50 to \$7; Mesina lemons, 360 count boxes \$7 to \$7.50; 420 count boxes \$8.50 to \$9; cranberries, \$10.50 to \$12 a bbl.

**FRUITS—DRIED, AND NUTS.**

Prices vary little and are: Dates 10c per lb., in 50-lb. boxes; Valencia raisins, \$2.50 to \$2.65 per box; Morand's Valencias, \$2.50 to \$2.75 per box; Malagas, London layers, \$3.50; Eleme figs, in different sized boxes, 18c per lb.; Walnuts, 18c per lb.; peanuts, raw, 15c; roasted, 17c; almonds, 20c; pecans, 17c; Filberts, 15c; Brazils, 17c per lb.

**FISH AND OYSTERS.**

No changes to note in this line. Prices are: Fresh cod and Haddock are in the market, and held at 8c per pound. Fresh white quoted at 8c, and Lake Winnipeg jackfish at 3½c per pound. Finnen haddies 10½ to 11c. Oysters are steady and quoted: Selects, \$2.10, and standards \$1.90 per gallon. Cans, selects, 40c, standards 35c.

**FANCY GOODS AND SMALLWARES.**

Domestic goods, including staple lines of underclothing, shirts, overhauls, etc., are now in stock, and dealers have commenced to ship out spring orders. Imported goods, fancies and smallwares mostly are not yet to hand. Little sorting trade doing, and collections slow.

**GROCERIES.**

In this branch there has been little change. Sugars maintain a very firm tone, and some lines of coffee slightly easier. Business is steady and rather quiet, and collections as usual of late, slow. Quotations are: Sugars—raw, 7c; yellow, 7½ to 8c; granulated, 8½ to 9c; lumps, 9½ to 10c. Coffees—Rios, from 24

to 26c; Java, 25 to 30c; Old Government 33 to 34c; Mochas, 32 to 35c. Teas, Japan New season's 25 to 46c; Congous, 22 to 60c; India teas, 35 to 60c; young hyson, 26 to 50c. Syrups, corn, \$2.25 to \$2.60; sugar cane, \$2.50 to \$2.75; T. and B. tobacco, 56c per pound; P. of W., butts 47c; P. of W. caddies, 48c; Honeysuckle, 7s, 55c; Brier, 7s, 53c; Laurel Bright Navy, 3s, 50c; Index d. thick Solace 6s, 48c; Brunetto Solace, 12s, 48c.

HARDWARE AND METALS.

There is yet no indication of the spring movement and business is quiet. Prices hold steady at quotations as follows: Cut nails, 10 and larger \$3.75; I. C. tin plates, \$6 to \$6.25; I. C. tin plates, double, \$12.00 to \$12.50; Canada plates, \$4.00 to \$4.25; sheet iron, \$3.75 to \$5.50, according to grade; iron pipe, 35 to 40 per cent off list prices; ingot tin, 40 to 42c per lb., according to quality; bar iron, \$3.00 to \$3.50 per 100 lbs.; shot, 6½ to 7; per lb.; tarred felt, \$2.75 to \$2.95 per 100 lbs. barbed wire, 6½ to 7c.

HIDES.

Prices are as follows: Winnipeg inspection, No. 1, 5c; No. 2, 4c; bulls, 3c; calf, fine-haired real veal, 8 to 11 pound skins, No. 1, 7c; No. 2, 5c; sheep pelts, 25 to 50c. Frozen lots of hides are taken at 3½ to 4c all around; tallow, rendered, 4c per lb; rough, 1½c per pound.

LEATHER AND FINDINGS.

Trade very slow, likewise collections. Prices are steady as follows: Spanish sole, 28 to 31c; slaughter sole, 30 to 32c; French calf, first choice \$1.25 to \$1.50; Canadian calf, 90c to \$1.00; French kip, \$1 to \$1.10; B Z kip, 85 to 90c; Bourdon kip, 75c; slaughter kip, 55 to 65c; No 1, wax upper, 45 to 50c; grain upper, 55c; harness leather, 31 to 34c for plump stock. American oak sole, 45 to 60c; buffe, 17 to 22c a foot; cordovan, 23 to 25c; pebble, 21 to 23c; colored linings, 12c.

STATIONERY AND PAPER.

February is usually one of the quietest months in the year in this trade, and dealers have not been doing much but taking stock. Payments have been much better in this branch than in perhaps any other line, due no doubt to the smaller nature of accounts, extending over a more numerous line of customers, and shorter credits.

PAINTS, OILS, AND COLORS.

The spring trade commences to show signs of movement, and orders coming in are in advance of the same time last year. The most important feature is a strong advance in dry paints. English vermilion has advanced from 80c to \$1.20. Other paints have advanced, though in a less proportion. Turpentine is up 5c per gallon. White leads have advanced 50c per 100 pounds, and further advance is talked of. Neatsfoot oil is down 25c. Quotations are this week, as follows: Turpentine, 85c in five-gallon cans, or 80c in barrels; harness oil \$1.25; neatsfoot oil, \$1.25; linseed oil, raw, 70c per gallon; boiled, 73c in barrels or 5c advance in five-gallon lots; seal oil, steam refined, \$1; castor, 12½c per lb.; lard, No. 1, \$1.25 per gal.; olive, oil, pure, \$1.50; union salad, \$1.25; machine oils, black 25 to 40c; olivine, 40c; fine qualities, 50 to 75c. Coal oils, silver star,

25c; water white, 75c. American oils, Ecene, 34c; water white, 31c; sunlight, 27c. Calcined plaster, \$1.25 per barrel; Portland cement, \$3 to \$3.50; white lead, genuine, \$7.25; No. 1 \$6.75; No. 2 \$6.25; window glass, first break, \$2.25

WINES AND SPIRITS.

Business is reported dull and collections hard. Prices remain fixed as follows: Canadian rye whiskey, five year old, \$2.40; seven year old, \$3; old rye, \$1.75; Jules Robin brandy, \$4.50; Bisquet Debouche & Co., 4.50; Martell, vintage 1885, \$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; Sherry \$2.50 and upwards; Jamaica rum, \$1.00 to \$1.50; DeKuyper red gin, \$11.50 per case; DeKuyper green gin, \$6.50 per case; Tom Gin, \$9.00 to \$10.00; Martell and Hennessy's brandy, one star, \$14 per case of 12 bottles; v. o., \$19; v. s. o. p., \$22.

THE MARKETS.

WINNIPEG.

WHEAT.

The car shortage still continues all over the province, and only at a few of the most prominent points is there anything of an attempt being made to move the crop. Dealers are in a demoralized state through this and the additional fact, that a very large proportion of the grain shipped in January, and quite a quantity shipped in December has not yet been heard of at its eastern destination. The business done on Chicago is very limited and no one will touch the filling of time contracts, even when the time is extended considerably into the future. Sales are made upon the principle of trust-to-luck for transportation and as might be expected, they are not numerous nor heavy. Near the close of the week No. 1 hard was quoted at equal to 55 to 56c at Winnipeg, but the quotations were in a great measure nominal. Street receipts of good milling wheat were taken at about 55c, but those have been light owing to extreme cold weather, which has also lessened receipts at outside points, and thus saved an aggravation of the general grain block which exists.

FLOUR.

Neither the supply of cars nor the state of eastern markets has warranted heavy exports during the week, and these have been at a low ebb. In the city and surrounding towns the demand has been slow, and prices have been forced down a little. Quotations now are: Patent, \$2.05; strong bakers, \$1.90; XXXX, \$1.30; superfine, \$1.10.

MILLSTUFFS.

Exports are going just as fast as cars can be had, but stocks are still increasing. City prices are still held up to \$12 a ton for bran and \$14 for shorts.

BARLEY

The movement has been limited to a few cars of No. 3, which grade sold on Friday at equal to 41c at Winnipeg. Street receipts of feed lots sold at 30 to 35c.

OATS.

Still no change reported. Receipts eased off a little during the week, but kept up sufficient for local demands. Good feed lots sold at 28c and milling lots at 30c.

OATMEAL.

The demand has been nominal, with prices unchanged. Quotations stand: Standard \$2.45; granulated, \$2.60; roller, \$3.

EGGS.

A few cases of country eggs are commencing to arrive, and a mild spell of weather would soon increase receipts of these. Those arriving are not always of good quality and can hardly be called fresh, sometimes being a mixture of fresh and limed. They usually sell at 25c per doz. in case lots, and when of extra quality 27c has been obtained. The importation of eastern eggs noted last week is said to have netted the shippers a loss of a few hundred dollars. Stocks of limed eggs sell at 20c in barrels, and 21 to 22c in cases.

BUTTER.

Some shipments of butter to British Columbia, the first in many weeks, have been made, but only to the extent of two or three small lots. Negotiations were going on for a large purchase from the same direction. Holders are now making a push to get out before warm weather, as stocks of old in hand then will certainly take a tumble in value as soon as new commences to come in the market. Stocks are not very heavy in the city, but there is plenty in the country, and dealers know where they can fill up on short notice, if more is desired. At present they are rather discouraging the shipment of lots in from the country. One dealer reports the sale of a lot at 17c which he was instructed to hold at 23c when first received some time ago, and sales were actually made at that figure. From 17 to 18c appears to be about the top price for best qualities, though we learn that some are inclined to shade these prices. Sales of fairly good have been reported at 15c, though probably not of really good quality.

LARD.

The prices of both local make and Chicago is \$2.30 in 20 pound pails.

CURED MEATS.

The home cured is in the market in limited quantity and at about the same prices as last week. Eastern Canada product is also coming forward freely. Prices are: Home cured quoted as follows: Long clear bacon, 11 to 11½c; breakfast bacon, 14 to 14½c; rolls, 13c; hams, 14½ to 15c; pork sausage, 10c per pound. Eastern Canada quoted: Long clear, 10½c; breakfast bacon, 14c; rolls, 13c; hams, 15c; Chicago mess pork, \$21 per bbl.

DRESSED MEATS.

Beef is in good demand, with the supply much less free than last season at this time. Owing to the plentiful supply of fodder, farmers are not anxious to market their cattle. The quality of beef offered is superior to last year. Farmers' sides are quoted at 6 to 5½c, and butchers' dressed sides at 6 to 6½c. Hogs hold at 7½c as the price which packers are paying, though ½c higher has been paid for good hogs for butchers' cutting. Mutton is held at 10c, and strong in price.

POULTRY.

The supply in the market last week was light, and prices are strong all round. Chickens are quoted at 9 to 10c; turkeys, 13 to 15c; ducks and geese, 12c.

HAY.

Pressed, in car lots on track is worth from \$8 to \$8.50 per ton.

PETER PAULSON, general store Gimli, Man., is burned out. Stock mostly saved, but loss on building and stock about \$1,400. No insurance.

THE Minota Farmers' Mutual Insurance Co. of Minota, Man., held its annual meeting lately. The following directors were elected: W. S. Simpson, D. D. Frazer, D. W. Cumming and James Elder.

**The Far West Territories.**

It cannot be said that the far western portion of the Territories was opened to settlement before the spring of 1884. Moose Jaw was practically the end of the track during the winter of 1882-3. In the following summer the railway was extended rapidly westward. It is no wonder then that the traveller through this region is seized with astonishment to find that a substantial town has sprung up since that date in the farthest western portion of the territory. Reference is made to the enterprising town of

**CALGARY.**

Calgary is located on the C. P. R., 838 miles west of Winnipeg, and about 60 miles east of the base of the Rocky mountains. It is the most western town of the prairies, and the gateway to the country from the west. The town has grown very rapidly since the arrival of the railway, and now has a population of about 3,000, some 115 business institutions mentioned in the commercial reference, and a number of splendid business blocks. Previous to the arrival of the railway Calgary was known as a Hudson's Bay Co's post, which had gathered around it a few additional trading institutions. Calgary is the distributing point for a large portion of the great territory of Alberta and the mountain country to the west. Freight for Edmonton and other North Saskatchewan points passes through here. The town also enjoys a considerable fur trade. The chief industry of the surrounding country is ranching—or stock-raising—though farming is receiving more attention of late. The first shipment of cattle from the ranches to Britain were made last summer. About 1,300 head of beef steers were sent out, some of which were sold in Montreal. This is only the commencement of a trade which is expected to reach great proportions. It is estimated that there are about 100,000 head of cattle in Alberta. Sheep and horses are also raised extensively. In the latter attention is being given to producing superior saddle horses especially. A number of thoroughbred stallions, Kentucky running stock, and Irish mares have been imported during last season. About 15,000 hides were handled last year, and it is thought a tannery might be made a profitable investment. Coal is abundant in the Bow river valley, west of town, in the valley of which river the town is beautifully situated, providing an abundance of excellent water. The place is now lighted by electricity, and schemes are on hand to provide water works, and to make a test for natural gas, of which there are excellent indications. A charter is out for a railway to run northward from here, to tap the rich Saskatchewan country. The many costly private residences which have been erected of late is a surprise to the visitor who has inspected other western towns, and noted the usual cheap style of buildings. Building operations in 1886 were carried on to the extent of \$205,000, and in 1887 \$270,000 were expended in buildings. Calgary affords a good opportunity for the establishment of a butter and cheese dairy, prices for these products being high, and the supply limited.

The lumbering industry is a leading feature. Jas. Walker has a lumber yard and planing

mill in the town, a large saw, shingle, lath and planing mill at his limits, 60 miles up Bow river. The mill was completed and put in operation last July. The cut this season will amount to 3,000,000 feet. F. Dick, lumber dealer, is agent at Calgary for the Beaver mills, in the mountains to the west. He also handles cedar shingles and British Columbia coast lumber. The Eau Claire Lumber Co. were the last to embark in the lumber business at Calgary. This company purchased limits west of Calgary and built a mill in the town, which was completed in the fall of 1886. The logs are floated down the Bow river to the mill. The mill has a capacity of 30,000 feet in 11 hours. The Calgary Lumber Co. was formed in 1887, but the business which they took over was established in 1885, namely: the Cochrane mill. The mill is located 25 miles up the river. W. H. Cushing is the proprietor of the Calgary sash and door factory, established in 1886. It has proved a very useful institution to the town.

Amongst the leading firms of the town are: Hudson's Bay Co.; Rankin & Allen, dry goods, clothing, millinery, etc. This firm has lately moved into its new stone block, size 32x80 feet, two storeys. The entire building is used for the business. I. S. Freeze & Co., groceries, boots and shoes, clothing, furnishings, etc., have also erected a very handsome stone block the past season, 28x64 feet, two storeys and basement. A. McBride, general hardware, formerly of London, Ont., had a new building erected last season, 25x60 feet, two storeys in height and basement, in which he has commenced business in his line. E. P. Rogers, hardware dealer, has largely extended and improved the appearance of his premises, making a total room of 45x60 feet. In addition he has a number of buildings used for storehouses, having separate warehouses for oils, paints and glass, iron, manufacturing department, wooden ware and bent stuff, etc. He will build a warehouse on the track, and also contemplates the erection of a large brick warehouse, 50x50 feet, in the rear of his present premises. He carries a very heavy stock, and does a jobbing trade. S. W. Trott, drugs, has also moved into a solid new brick building, erected by himself, size 25x50 feet, two storeys and basement. He carries a large stock. Geo. Murdoch, saddler and harness maker, is in new premises and has added a stock of saddlery hardware, in which he purposes doing a jobbing trade. A. Grant, hardware, stoves, tinware, etc., commenced business in May, 1887. He is now occupying temporary premises, and contemplates building a solid stone block in the spring, size 32x80, adjoining his present premises. E. H. Riley & Co., general dealers, commenced business in October last, selecting Calgary after inspecting Manitoba and the Territories. They have a large new building, well filled with goods. Jno. Sharples, flour, feed and provisions, does a considerable jobbing trade, and carries a large stock. He commenced business last spring. Ferguson & McMurtry also commenced business last spring. They purchased new premises, built an addition, and opened with a stock of groceries, provisions, etc. Jacques Bros. commenced business in the fall of 1886, in the furniture line. They occupy new premises and carry a good stock. Wellington & Mackenzie

opened in the general store line in the spring of 1887, also in new premises. They have since established a branch at the new coal mining town of Anthracite, to the west. Duncan & Ford carry on business as saddlers, manufacturing stock saddles, harness, etc. Fitz Gerald & Ellis, real estate and commission agents, auctioneers, etc., have lately completed a new building, with the object of extending their commission business. They have also started a live stock exchange, and will have weekly or monthly sales of stock, which will prove a great convenience to ranchers. Soules & York, and Hull, Trounce & Co., both do a large business in meats and stock, wholesale and retail. Calgary is well represented in financial institutions, the Bank of Montreal and Imperial Bank both having branches, established in the fall of 1886. They occupy premises adjoining in the handsome stone block of Dunn & Lincham. Smith & Lafferty also have a private bank here. They were the first in the field. James Smith is one of the latest to establish business, having opened a bazaar for the sale of Chinese and Japanese goods last fall. A. E. Sheldon is the pioneer furniture dealer, and Davidson Bros. are the jewelers. The old firm of I. G. Baker & Co. now occupy their handsome new block, size, 100 x 30 feet, two storeys and basement, furnished with elevator and hot air heating. T. C. Kitley has lately opened in the merchant tailoring line, and is finding a good trade. W. T. Ramsay, town site trustee for the railway section, reports \$400,000 worth of lots sold, mostly on building conditions, last season. A number of lots are reserved, which may be put on the market next season, of which due notice will be given. The best business property is worth from \$80 to \$100 per foot frontage, and best residence lots sell for about \$300. There is said to be but little business property in the market. The price of real estate has advanced steadily since the present town site was put on the market. Thompson Bros. carry a large stock in books and stationery, and have an attractive store. The firm of A. Ferland & Co., general dealers, is one of the old and well known institutions of the town. Lougheed & McCarthy are well known through the west as the representatives of the legal profession. In the hotel line the Royal, Reilly & Martin, proprietors, takes the lead. It is a large building, about 120 feet long and three storeys high, with special accommodation for the commercial trade. The foundation for a large stone hotel to be erected next summer, at a cost of \$30,000 has already been put down. Bain & Co. will also build an addition, size 75 x 30 feet, to their livery, sales and feed stables. The above list of leading houses shows that nearly all lines of business are well filled. It will also be observed that many of the houses were established last season. At present there are fully as many establishments in general mercantile lines as the requirements of the trade call for.

The press is ably represented by the *Tribune* and the *Herald*, both publishing daily and weekly editions. There is also a most excellent journal devoted to the stock raising industry, called the *Alberta Live Stock Journal*.

**MEDICINE HAT.**

Coming eastward from Calgary the enterpri-

ing little town of Medicine Hat is the first place of importance reached. Medicine Hat is in the Territory of Assiniboia, near the western boundary. It is located at the crossing of the South Saskatchewan river by the C. P. R. It is one of the principal division towns on the line, and a large number of men are employed in the shops and on the road in the vicinity. On account of the advantages of river and railway, the town has good prospects. Ranching is carried on in the vicinity. The climate is said to be the mildest in the Medicine Hat district of any portion of Canada. During the last week in January of the present year, plowing was going on in the vicinity. The place is about 600 miles west of Winnipeg. Coal crops out along the river bank, and a company has been formed to open a mine a few miles from the town, with which it will be connected by a short line of railway. The Saskatchewan coal mine, worked a couple of years ago, is situated near here. Through bad management the company was forced into liquidation and the mines are now closed. Medicine Hat has a population of about 600, and its business institutions number about thirty. These include a weekly paper, the *Times*, one of the sprightliest and most fearlessly outspoken papers in the west. The leading business houses are: Geo. McQuaig, Tweed & Ewart, Cousins & Scatterd and Hargrave & Sissons, general merchants; M. Leonard, baker and confectioner; T. Finlay, lumber; J. R. McInnes, shoes. The Cosmopolitan is the leading hotel, conducted by Hugh Dempsey. The general merchants carry heavy stocks, and their trade extends for hundreds of miles along the railway line. It is thought a bank would pay here. Ten miles east of Medicine Hat the Galt Railway connects with the C. P. R. This road runs in a westerly direction, some distance to the south of the C. P. R. The length of the road to its western terminus at

LETHBRIDGE

is 109 miles. At Lethbridge are located the well known Galt coal mines, which have been operated continuously and on a more extensive scale than any other mines in the Territories. The coal is supplied to towns all along the C. P. R., as far west as Calgary, and east to Winnipeg. The mines are operated by the railway company, which also has its work shops and a saw mill located here. Coal crops out all along the Belly river, near which the town is situated. Ranching is carried on in the district extensively. Lethbridge has a population of about 800, and some thirty-five business institutions are located here. The latter include a branch of the Union Bank of Canada and the local paper, the *Lethbridge News*, which is ably conducted. From Lethbridge a stage runs to

MACLEOD.

the central town and headquarters of the ranching industry of Alberta. This is one of the best known points in the territory of Alberta, and before the advent of railways was the leading point for general supplies. In the early days goods were brought in via the State of Montana, being taken up the Missouri River on steamers to Fort Benton, and thence by bull train. The town is 25 miles west of Lethbridge, on the Old Man River. The extension of the railway to Macleod would very materially im-

prove the prospects of the place. Macleod has a population of about 500, and some 35 business institutions, including the *Gazette*, a weekly paper published by E. D. Wood, one of the most ably edited and vigorous papers in the West.

Coming eastward from Medicine Hat the first settlement reached is Maple Creek. Considerable ranching is done in the vicinity. There are three general stores located here, owned by Dixon Bros., T. C. Power & Bros., and Jean Claustre. They carry large stocks and do a good trade. There are also two hotels, of which the Commercial is the leading house. The next point eastward is Swift Current, a division point on the railway. Here are six or eight business institutions, including Curry Bros., F. Fraser-Tims, J. A. Grant and N. McDonald, all general stores.

MOOSE JAW.

From Swift Current eastward there is no settlement of consequence until Moose Jaw is reached, a distance of 108 miles. This is another divisional point on the C. P. R., and round house and repair shops are located here. Moose Jaw, located 398 miles west of Winnipeg, was the terminus of the railway during the winter of 1882-83 and the town grew up rapidly, at one time having a population of nearly 1,000. This was largely of a floating nature, however, and a portion removed in the following two years. Moose Jaw is noted this year for being the most westerly wheat market in the country. Two buyers are purchasing grain here this season, which is practically the first year that grain has been shipped from the district. The wheat goes mostly to the mills at Regina and Qu'Appelle station. It is expected that nearly 50,000 bushels of wheat will be shipped from the crop of last year. The quality of the grain is very fine, being nearly all No. 1 hard. Barley and oats were also a good crop. Moose Jaw has a population now of about 600, and say 35 business institutions. The following are the leading houses:—R. Bogue, hardware and groceries; McLean Bros., general store; Wm. R. Campbell, stoves and tinware; J. M. Simington, baker and confectioner; F. J. Waghorn has charge of the very excellent dining station here, which is one of H. A. Perley's system of dining halls. J. H. Dickenson, who lately took charge of the Occidental Hotel, has refitted the building in good shape, and arranged for sample rooms for travellers.

SOME years ago the fuel question was one of the great problems in considering the settlement of the great prairie region of Western Canada. It was often urged that with the cold winter climate and the scarcity of timber, the cost of procuring fuel would be unbearable. The discovery of vast coal deposits underlying hundreds of miles of country, and at points many hundreds of miles apart, has generally been accepted as a most favorable solution of the fuel problem. But it may be that a less costly fuel than coal, even when this coal be found in the immediate vicinity, may be discovered. Of late a good deal of attention has been directed to the utilization of straw for fuel, and it has all along been apparent that if some convenient and successful mode of utilizing the straw could be invented, the prairie set-

tlers would be provided with fuel at a minimum cost. Such an invention it is claimed has been discovered in McBride's Improved Straw Burner Attachment. This attachment consists of an adjustable fire box placed on the stove hearth and fitted closely into the front door opening into the stove, and is open on top to receive the self-feeding drum. The drum is made of nicely finished heavy Russian iron, provided with a hinged damper and mounted vertically on the fire box. It is claimed for this arrangement that it is the most practical and serviceable invention ever offered to the prairie farmer of the West; that a single fire will last over an hour; that there is no litter or disagreeable features in connection with its use; that it is no more trouble to bring in a drum of fuel than an armful of wood; that any kind of straw, hay or weeds burn successfully without being pressed; that it is equally as serviceable for summer as it is for winter use; that it is a powerful heater and will save more than one half the expense of living. It is very simple, durable, easy to operate, cleanly, and apparently effective, and if it proves as successful as those who have already tested it declare, it will accomplish wonders for the prairie farmers, who instead of burning their straw in the stack, will now burn it for fuel, and thus save the money which they would pay for wood and coal. Van Allen & Agur, of Winnipeg, are handling this straw burner and they will more fully explain it merits to enquirers.

Business East.  
ONTARIO.

- B. Spain, tailor, Toronto, has assigned.
- W. H. Taylor, grocer, Paris, has assigned.
- Thos. Adams, jeweler, Drayton, has assigned.
- Jas. Goodall, tailor, Chatham, has assigned.
- E. A. Baker, grocer, Toronto, has assigned.
- W. A. Howell, druggist, Hamilton, was sold out.
- Kelly Bros., coal dealers, Chatham, have sold out.
- R. Wrigley, perfumery, Toronto, has assigned.
- Thos. Borbridge, clothing, Ottawa, has assigned.
- Geo. Ellwood, builder, Yarmouth, has assigned.
- A. J. Gilmour, tinsmith, Renfrew, has assigned.
- Ed. Lefebver, dealer in hardware, Bothwell, has sold out.
- Jos. T. Monteith, dealer in dry goods, Paris, has assigned.
- Donald Rose, general storekeeper, Princeton, has assigned.
- J. F. Ross, general storekeeper, Cobocok, has assigned.
- B. H. Unger, dealer in dry goods, St. Thomas, has assigned.
- J. S. Lillis, cigar manufacturer, Hamilton, has assigned.
- J. Madell, dealer in dry goods, St. Mary, has assigned.
- C. L. Van Wormer, hotelkeeper, Toronto, has assigned.
- John Connor, dealer in groceries and liquor, Dundalk, has sold out.
- Riggs & McGillivray, general storekeepers, Brussels, have dissolved.

**CANADA PERMANENT LOAN AND SAVINGS CO.**

INCORPORATED 1885.

Subscribed Capital....	\$3,600,000	Paid-up Capital....	\$2,300,000
Reserve Fund.....	1,180,000	Total Assets.....	9,301,015

Money Loaned on Real Estate at Lowest Current Rate of Interest.

DEBENTURES PURCHASED.

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GEO. F. R. HARRIS, Inspector. CARRUTHERS & BROCK, Chief Agents for Manitoba.

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ÆTNA, of Hartford; BRITISH AMERICA, of Toronto; HARTFORD, of Hartford; PHOENIX, of London; QUEEN, of London and Liverpool; WESTERN, of Toronto.

J. & J. Taylor's Fire and Burglar Safes and Vault Doors RENTS COLLECTED AND ESTATES MANAGED.

Address: No. 453 MAIN STREET, WINNIPEG

J. Dean, dealer in furniture, Oshawa, was burned out.  
 R. & J. Shoultice, tinsmiths, Pembroke, are compromising.  
 Monk & Greenwood, real estate, Toronto, have dissolved.  
 Pickering & McDonald, druggists, Toronto, have dissolved.  
 St. John & Putland, hotelkeepers, Stratford, have dissolved.  
 Gundlack & Co., furniture, Toronto, was damaged by fire  
 J. J. Blackmore, dealer in stoves, St. Thomas, was burned out.  
 Smith & Bryson, general storekeepers, Trenton, have assigned.  
 W. H. Millman, grocer, Woodstock, style now Millman Bros.  
 John Scobie, dealer in salt, Godrich, has sold out to Jos. Kidd, jr.  
 Leonard Bros., dealers in crockery, London, advertise to sell out.  
 H. C. Phillips, hotelkeeper, Lancaster, has obtained an extension.  
 G. R. Phillips, tinsmith, Cornwall, has obtained an extension.  
 Guelph Banking Co., Guelph, (W. H. Cutten, prop.), have suspended.  
 Flater & Thompson, clothing, Chatham, are offering to compromise.  
 J. H. Stanley, dealer in dry goods, Port Colborne, has assigned.  
 Kincaid & McWilliams, planning mills, Peterboro, have dissolved.  
 Sutherland & Siggins, carriage manufacturers Ingersoll, have dissolved.  
 W. R. Phillips & Co., dealers in dry goods, Brampton, have assigned.  
 J. W. Cuthbertson, pump manufacturer, Bothwell, was burned out.  
 Jas. Lockhart, general storekeeper, Newtonville, is offering 25c in the \$.  
 Fisher & Phillip, dealers in engineers' supplies, Toronto, have dissolved.  
 Wm. Keen, tobacconist, Stratford, stock sold to John Wilson at 45c it the \$.  
 P. W. Graham & Co., dealers in musical instruments, Toronto, have sold out.  
 Webster Bros., general storekeepers, Florence, style now Webster & Gordon.  
 Evans Bros. & Littler, piano manufacturers, Ingersoll, are offering to compromise.  
 Franklin & McCollum, grocers, Leamington, have dissolved; McCollum continues.

Martin, Toms & Co., dealers in physicians' supplies, Toronto, was damaged by fire.  
 E. Thompson & Co., dealer in dry goods, Woodstock, has removed to Orangeville.  
 Walter Woods & Co., room manufacturers, Hamilton and Toronto, have sold their Toronto business to Taylor, Scott & Co.  
 W. J. McClelland, carriage manufacturer, Stratford, has admitted William McKernan, under style McClelland & McKernan.  
 The following were burned out at Georgetown: Elias Clark, hotelkeeper; J. M. Buck, butcher; Mrs. Patterson, bakery.

**British Columbia.**

M. L. Campbell has opened a tobacconist store at Vancouver.  
 J. W. Jackson has opened a watchmaker's shop at Vancouver.  
 A. J. Brine has commenced business in the dry goods line at Westminster.  
 A pawnbroker's store has been opened at Westminster by Wm. Reidt.  
 Godfrey & Co., the new hardware merchants at Vancouver, have received their stock.  
 Thos. Wall has completed a very fine three story brick hotel at Wellington, Vancouver Island.  
 The ss. Mexico, which ran upon the rocks at Plumper's Pass in a dense fog, was got off without sustaining apparent injury.  
 Davidson Bros., jewellers, of Calgary and Vancouver, have bought out Reesor, also in the jewelry line at the latter place.  
 The stern wheel steamer being built at Westminster for G. Cooper, is nearly ready for launching, as is also the tug being built for W. D. Port & Co. The machinery for the tug is expected shortly.  
 The Parthia sailed from Vancouver for Asia on Saturday. Her cargo is about 2000 tons, and consists principally of Oregon flour for Hong Kong, and cotton goods, besides a quantity of electric light machinery.  
 The annual statement of the Vancouver Island Building Society has been distributed, showing that the society is in a flourishing condition; the entire capital stock of \$250,000 being subscribed and \$17,362 paid up; cash on hand \$3,326.25; and balance due on mortgages \$14,787.75.

The coal miners have agreed to return to work, if the Chinese are discharged. It is probable that an arrangement will be made on this basis.  
 Cochrane, Armstrong, Moody & Co., will shortly commence the construction of two new steamers to ply on the Columbia River from Golden to Windemere.  
 The customs receipts at Vancouver for the month of January were as follows: Duties, \$1,480.50; Chinese, \$457.50; minor revenues, \$178.29, a total of \$2,122.29.  
 The Hudson's Bay Company lately held an auction sale of teas and cigars at Victoria. Prices ranged from 15 to 32 cents per pound for tea, and \$31 to \$45 per thousand for cigars.  
 The output of coal at the Nanaimo collieries during the year 1887 aggregates 436,954 tons. Exported to the State of California, 424,949 tons; exported to other countries, 9,300 tons; home consumption, 99,215 tons.  
 The ice crop at Westminster has been a success this season. Seven hundred and fifty tons of ice has been put up by D. W. Port & Co.'s fish freezing establishment at Westminster. Some of it was eleven inches thick.  
 The customs duties collected at Victoria for the month of January were: Duties, \$66,965.26; miscellaneous, \$561.92; Chinese Immigration Act, \$260; total, \$67,787.18. Collections, Jan., 1887, \$39,088.25; increase, \$28,698.93.  
 Westminster Guardian:—Contractors are getting ready to proceed with their contracts, and should the fine weather continue, building operation will soon be very brisk. Several residences have already been commenced.  
 This seems an unjust discrimination against Victoria. The local fare between Victoria and Vancouver is \$3, and a passenger from Yokohama to Victoria will save \$12 by buying his ticket to Vancouver and then paying his fare back to Victoria, the fare being \$15 more to Victoria than to Vancouver.  
 The report of the Bank of British Columbia for the half year ended Dec. 31, shows an available balance of £31,184, which the directors propose to apportion thus: £20,625 in payment of a dividend of 6 per cent. per annum, and a bonus of 2 1/2 per cent; £5,000 added to the reserve fund, which will then amount to £10,000; and £5,559 carried forward as a dividend for the past three years at 8 per cent.

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McDonagh & Shea, Proprietors.

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AND INDIA PALE ALES.

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... WINNIPEG, MAN. ...

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EASY CHAIRS, LOUNGES,

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All Upholstered in first class manner by experienced workmen in the latest and newest designs of coverings. We have also a splendid line of Tees & Co's Celebrated Office Desks.

A few of Heap's Dry Earth Closets still on hand. Write for Photos and prices.

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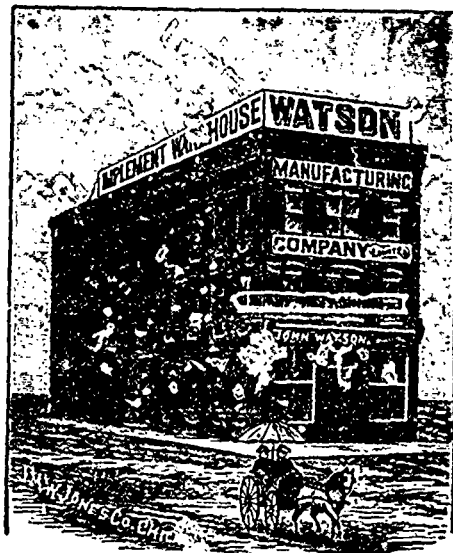
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## 92 PRINCESS ST., OPERA HOUSE BLOCK, WINNIPEG.



**President Ashdown's Address.**

The following is the address of the President, Mr. J. H. Ashdown, delivered at the annual meeting of the Winnipeg Board of Trade:

On this the occasion of the annual meeting of our Board, I propose to depart from the course hitherto pursued by our presidents and to lay before you a few thoughts in connection with the transactions of the year just ending.

In the beginning of 1887 you inaugurated the system of a paid secretary, believing as you did that the interests of your board could best be served by having not only a local habitation, but some one to gather facts and figures together and to be able at all times to do the work of the board. The result has been, in my opinion, decidedly satisfactory, and you now have in the rooms the nucleus of what in a short time must prove very valuable statistical records. The gathering of them together, so far as it has proceeded, has been a matter of considerable work, but happily to the board one of but little cost. It will, probably, be advisable in the future to go further in this respect, and where desirable material cannot be got without cost the same should be incurred in order to make the information as thorough as possible.

The work done during the past year has been very considerable, and I propose to add to the reports of your council by calling your attention to a few items connected with the same.

**FREIGHT RATES.**

Your board has, from the commencement, made it a cardinal principle that as this was an agricultural country it was to the interests of your members that every possible aid should be given the farming community in such ways as were within the power of your board. It was with a view to the benefit of that class in particular that in the fall of 1881 your board appointed a committee which waited on Mr. Van Horne in regard to the matter of rates and obtained from that gentleman the promise or statement that "the policy of the C. P. R. Company would be to carry lumber for the settlers' houses and fuel for their consumption at cost, and the grain which they produced at but little over cost," and further adding that "you must then expect to pay a fair rate on your merchandise." The policy thus outlined was a very satisfactory one to your committee, and it was then stated to that gentleman that such was the case, and that we would be well satisfied to pay fair rates on our merchandise as the people of the country would then have the means which would enable them to stand it. Time and again your board has endeavored to obtain the carrying out of the principles thus enunciated, but it is needless to say that up to the present moment it has not been successful.

**HIDE AND LEATHER INSPECTION.**

In carrying out the principle laid down by your board your council have taken up the major portion of the work which has been done during the past year. In the matter of hide and leather inspection the drawing of the attention of the public to the requirements of the Dominion Act has done much to bring the matter to a prominence and not without a result the benefits of which are yet only beginning to be felt.

**POSTAL FACILITIES.**

In the matter of postal facilities it was equally to the benefit of this city, as to the country through which railroad communication was opened, that the utmost benefits of postal facilities should be extended, and the efforts of your board in pressing matters of this sort on the Dominion Government have generally been crowned with success, and in this matter I may say much credit is due to the courtesy and extended by the inspector, Mr. McLeod.

**EXPERIMENTAL FARM.**

The importance of the matter of the Government's experimental farm was readily apparent to your board, and I think too much can hardly be said in that respect, as in a new country like this it is of great moment to know exactly what

can be done in the cultivation of the soil, and that without the expense and too often unsatisfactory results of private experiment. The visit of Prof. Saunders to this city, and the facts laid before him will, there is not much doubt, lead to the establishment of that farm in this vicinity. It is a matter of regret, however, that nothing has been done during the past season. That the experimental farm at Ottawa will be of use there is no doubt, but there is no portion of the Dominion in which so much benefit can be derived from an institution of this sort as in our own country, and it is to be hoped where everything is new and so much can be learned, that the coming season will not pass without the farm being established and a good commencement made in the matter.

**FUEL.**

On account of the length of our winters the question of fuel supply must always be a question of moment with us, and it was consequently without hesitation your council took hold of it at the request of the wood dealers and intervened on their behalf with the C. P. R. company, by which sidings between stations were obtained from that company, and a threatened additional cost of from a dollar to a dollar and a half per cord on firewood was averted.

**DRAINAGE.**

The question of drainage, though not pressing itself on our attention to such an extent in a season like the past as in others, still must always be a question of great moment to the people of Winnipeg, and especially in view of the vacant lands around the city. The question has however, been taken up, and a systematic plan of drainage pressed on the attention of the Government. To this end a topographical survey would be necessary, but so far the efforts of your council to obtain the co-operation of the Local Government have been unsuccessful. It is to be hoped that a more favorable result may be obtained as soon as the political atmosphere is to some extent cleared.

**INSOLVENT'S ASSETS.**

During the past year it has not been thought advisable to press the question of an act for the ratable distribution of insolvent's assets, but instead your council has contented itself with watching proposed legislation, and in the matter of assignments an act for the regulation of which was passed at the last session, considerable modifications were obtained and a debtor is no longer able to make an assignment to a relative or personal friend, but must do so if at all to an official assignee, or to such person as the majority of the creditors may designate. This latter is a very satisfactory provision and will, no doubt, be a remedy for many of the evils which have been found in practice in the past.

**GRAIN ESTIMATES.**

The recommendations of your council with regard to a system of grain estimates is one well worthy of your attention. The figures prepared by your council for the past season have been accepted as trustworthy wherever the facts have been known. That they were considerably within the mark, all information obtained since from the farming community, as well as from the C. P. R. and other sources, clearly established. It was desirable, however, that there should be no ground for thought that the figures were too high. It is much to be regretted that the movement of the large crop gathered has not been at all such as, in the interest of the country, could have been desired.

**REGARDING GRAIN STANDARDS.**

The price of wheat in this country is regulated by the price prevailing in Duluth, and in consequence of this fact it was deemed advisable to have the provisions of our laws as near as possible to those governing the standards at that point. The request, as seen by your council's report, was granted by the Department at Ottawa; but subsequently, upon the recommendations of the boards of trade of Toronto and Montreal, the modifications were with-

drawn and the law stands as before. On what principle the boards of the east should interfere or have to do with the establishment of grades for an article exclusively of Northwestern growth I do not understand, the amount in store at Duluth of nearly seven million bushels shows an average of 85 to 90 of No. 1 hard, while our own exports of certainly as good grain do not show one fifth of that percentage, in view of the difference in grading thus shown. It is a great injustice to our farmers that the present standards should be continued, and I would recommend to the board that the matter should be again taken up, and, if possible, the principle conceded of our own boards establishing the grades of Manitoba wheat.

**LOCAL INDUSTRIES.**

In the matter of local industries I feel it my duty to emphasize the report of your council. The question of the utilization of the flax fibre in the manufacture of twine is one of great importance. Difficulties have been found in the way connected with the rank growth, but it is to be hoped that these will be overcome and that the large amount of money annually sent out of the country for this article, and which during the last year was together with the freights on same not less than two hundred thousand dollars will yet be kept at home to enrich our own people.

The opening of pork-packing and beef canning factories and the building of elevators are matters of importance and should be profitably undertaken here.

The manufacture of soap on such an extensive scale as to prevent the import from other markets will yet no doubt be manufactured.

Hides which now go out of the country to be returned to us in the shape of leather and more boots and shoes, harness, etc., should be tanned and manufactured here with beneficial results to all concerned.

Building and wrapping papers will yet no doubt be profitably manufactured in our midst, and the commencement of these enterprises will probably be the day when we succeed in obtaining that healthy competition in railway carriage which is so essential to the success of every business, and which has such an assuring effect on capitalist and settler alike.

**THE DISALLOWANCE QUESTION.**

The questions I have spoken of and many others which occupied the attention of your board during the year just ending have been of great importance, but the one great overshadowing question has undoubtedly been that of the disallowance of Manitoba railway charters by the Dominion Government, and early in the year I had the honor of acting for you in the capacity of delegate to the Government at Ottawa, to press upon it the necessity of the discontinuance of the policy hitherto pursued by it in that respect, and it was my duty while acting with the other members of the delegation to lay before the Government the pernicious effects of the monopoly which it had created and was sustaining in this province. To reiterate the statement of Sir John A. Macdonald on the floor of the House when the C. P. R. resolutions were before that body "that we cannot check Manitoba," or that of the Hon. Thomas White on the same occasion when he stated:—

"There is nothing to prevent Manitoba now, if it thinks proper, granting a charter from Winnipeg to the boundary line. This provision does not take away from Manitoba a single right it possesses. There is nothing to prevent the Province of Manitoba from chartering a railway from Winnipeg to the boundary to connect with any other southern railway. The only guarantee which this company has under the contract is that the traffic shall not be tapped far west on the prairie section, thus diverting the traffic away from their line to a foreign line. But there is nothing to prevent a railway being built in Manitoba, within the Province, that would carry the traffic to any railway that may take it from the American side."

Or that of Sir Charles Tupper on the occasion of moving the resolutions granting further aid to the Canadian Pacific Railway, viz:—

I am glad to be able to state to the House that such is the confidence of the Canadian Pacific Railway Company in the power of the Canadian Pacific Railway to protect itself that when the line is constructed North of Lake Superior the Government feel it will no longer be

incumbent upon them to preserve the position they have hitherto felt bound to preserve, that of refusing to consent to the construction of lines within the Province of Manitoba, connecting with American railways to the south."

Of that of the Hon. the Minister of the Interior, in March last, in reply to an address in this city, namely:

"Your address refers to the question of disallowance, and the elections which have recently occurred, and the discussions to which they have given rise have added additional interest to this question. As you are aware the contract with the C. P. R. in no way interferes with the right of the Legislature of Manitoba to grant charters within the boundaries of the Province as they existed at that time. This was very clearly pointed out during the debate in Parliament, when the contract with the syndicate and the charter to the company were granted."

Or a hundred similar utterances of members of the cabinet; to reiterate these. I say, could have no result, but it was to be hoped that drawing the attention of the Government to the comparative progress of our own country and that immediately to the south of us; to the failure of the estimates of our progress made time and again by members of the cabinet; to the unjust action of the C. P. R. company in the arrangement of their freight tariffs, whereby the settlers in this new country, instead of being encouraged and helped, were charged from three to four times as much as that corporation carried the same articles for a similar distance in the east. And the strong feeling prevailing among our people here that a radical change would have to be made if the country was to be prosperous, as it ought, and as the ministers had expressed themselves as believing it would, that the Government might be induced to change a policy which had proved only baneful and injurious in its effects. The matter was simply one of policy, as the delegation was plainly told by the Hon. the Minister of Justice, who said:

"There is no legal or constitutional reason to prevent the Province chartering railways that may connect with American lines from the south, meeting them at the boundary; it is a question simply of the Government's trade policy."

The same statement, in other words, was made by the *Montreal Gazette*, the personal organ of the Hon. the Minister of the Interior, as follows:

The question of disallowance of railway charters within the old boundaries of Manitoba is a question of policy, and in no way either a legal or moral obligation.

And this has never been denied or taken in question by any member of the Government. The delegation also had the benefit of the language used by the Hon. the Minister of the Interior, while this country, on the effect of a change of policy, viz.:

"There will be trade enough in Manitoba and the Northwest to afford profitable results for both the Canadian Pacific and Grand Trunk railways if the latter should find entrance here; and it would be no small advantage to the country as a whole to have the large interests connected with these great corporations enlisted in the work of developing the great west, instead of—as there is too much reason to fear has been the case in the past—as to one of them, devoted rather to the prevention of that development."

But, as you are aware, the result was unsatisfactory. The leader of the Government professed to throw the responsibility on Parliament, while at the same time dictating to the majority of that body what their course should be. Since then there has been plenty of time in which to consider the argument used and facts adduced pro and con, and so far as all that has been said or written on behalf of your board is concerned, it can only be emphasized and added to; there is nothing to retract.

The policy of the C. P. R. Company has not changed; it continues to favor the east at the expense of the west. Its policy is opposed to any distributing centres west of the great lakes. Its rates to and from and in this country are exorbitant, and as has been shown very clearly by your board, out of all proportion to those charged for the same service elsewhere, and at the present time another illustration is given to this fact by the rates over the new Sault Ste. Marie route, which are on merchandise from Minneapolis to Boston, a distance of about 1,425 miles, less than one-half of those charged from here to Montreal, an equal distance; while

on wheat or its product 25c. per 100 lbs. is charged, and from here to Montreal 40 cents, or a difference in favor of the American producer of over 12½ cents per bushel of wheat. And this, in spite of the fact that from Minneapolis to the main line of the C. P. R., and from Montreal to Boston the lines are built with private capital, and consequently interest has to be provided for, as well as the cost of three separate managements to pay. While in the other case the road is under but one management, and was built mainly with the money of the Canadian people and with a view of developing Canadian territory, and has that only as a reason for its existence. It is almost incredible that such a suicidal policy should be continued, but such is the position.

The only remedy for this state of affairs is the establishment of competition to this point and through the whole fertile belt, and the adoption at the earliest possible moment of a policy of free trade in railways. In connection with this matter allow me to call your attention to Mr. Van Horne's evidence, given before the Railway Commission, as follows:

I believe in a general railway law, under which a railway company may be organized as readily and freely as any other joint stock company. Perfect freedom in the making of railways could not injure the public, and the result of the general railway laws in the United States has shown that this freedom, seldom, if ever, injures the older lines. Each new railway in a new country quickly makes a business for itself and something for the others. In Illinois, Iowa, Minnesota and in most of the states where railway building has been longest free, much the greater part of the railway mileage earns regular dividends. It is an old world fallacy that railways should be protected against the building of new lines. New railways give an impetus to the development of the country, and the old lines gain more than lose. The Canadian Pacific lines to Ontario have not injured and will not injure the Grand Trunk. I am convinced that the Grand Trunk has only suffered from these lines in peace of mind and not in earnings.

That this is the true policy is undoubted. That Mr. Van Horne, on the occasion mentioned, spoke his true conviction, is without doubt, and this country can never prosper as it should, or increase at the same ratio as our neighbors to the south—with the same and certainly no better climate—are increasing, until the policy of free railroads becomes a fact. Nor does there seem to be any good reason why a person or a corporation should not be allowed to spend his or its money in the construction of a railway as freely as in the building of a steamboat, or the going into any other enterprise, which in the opinion of the promoters will yield adequate results. That competition is the life of trade is as true of railroads as of any other branch of business.

The present position of our country is not satisfactory; the population gathered in our cities and towns is out of all reasonable proportion to that of the farming community. It was hoped that this discrepancy would be quickly reduced by the incoming settlers from the older provinces and from Europe, but such has not been the case to anything like the extent we had reason to hope for.

Our natural advantages are great, but the aversion of the intending settler and capitalist alike to a country supplied by only one corporation with the means of import for their merchandise or outlet for their produce is naturally great, and this aversion could only be overcome, if at all, by the most liberal policy on the part of the C. P. R. management. It is needless to say that that liberality has never been shown in this country, and the consequence is that the territory of Dakota, immediately to the south of us, contains tens of thousands of hardy settlers from the older provinces of Canada who should be among us, and the tide of immigration to that territory has increased until in the single year of 1886, it amounted to nearly, if not quite as much as the entire population of Manitoba.

The adoption of the policy I have spoken of. The ceasing of that of obstruction by the C. P. R. to the building of other roads, and the adoption by that corporation of the same vigorous enlightened policy which they carry out when catering for the American trade, or for trade wherever competition exists, would, I am convinced, have an almost magical effect upon the

development and prosperity of the country. Capital would come in and develop our towns and cities, manufactures and other enterprises such as I have before spoken of, and many not enumerated, would be established, and all would feel the impulse of new life. Our settlers would once more be contented and prosperous; each one an active emigration agent, inducing his friends and relatives to join him in his prosperity, and all would gain by the change.

On the other hand the present state of affairs cannot continue. No words of mine are needed to add strength to the facts published by your board on these matters, or to the report of the committee on grain movements now in your hands.

The whole country is paralyzed by the present state of affairs. The value of the farmer's produce is lessened by the difficulties in the way of disposing of it as well as by the excessive rates of transportation charged. And in consequence it is safe to say the farmer does not get more than four fifths of what he is entitled to as the fair value of his crop.

The statement of the C. P. R. superintendent, Mr. Whyte, that the crop of last year was four times that of the previous one, is no doubt correct, and as that company found so much difficulty in carrying out the comparatively small quantity of the year previous—more than once having been compelled to stop carrying beyond Port Arthur—the present blockade and stagnation are but natural. The experience of the two seasons has shown that it is physically impossible for the C. P. R. to carry out the crop in this country in anything like a reasonable time over their present route.

Should the Dominion Government attempt to continue the tyrannically restrictive policy hitherto adopted, it is a question for the authorities at Ottawa to consider how long—while hundreds and thousands of our fellow Canadians are scattered over the country to the south of us prosperous and contented; while many others from this side are continually joining them, and while the 1,200 miles of rock and morass between here and Pembroke has left little but sentiment to unite us to the east—how long that sentiment is likely to prevail against so many material interests and the feelings of exasperation so rapidly growing here. The situation is a serious one and it certainly seems the part of wisdom for the Dominion to withdraw from the untenable position now held by them and allow of the Province granting such relief as our people through their representatives deem necessary.

MISCELLANEOUS.

Your board has been able to accomplish much, during the past, and while members have one and all, as is usual in a new country, been fully occupied with their own affairs, they have still found time to devote to the work of the board.

Your numbers have increased because your influence has been felt, and I view it as a matter of importance that your president and council should be selected with care, and in view of this I think a provision by which nominations are received one week prior to the election would be an advantage, as thereby no good man would be overlooked in making your ballots simply for the reason that he was not before you at that moment.

I also think it would be advisable that you should continue the committee on constitution or appoint a new one so that your by-laws may be consolidated and put in the most workable shape possible. One change that I think would be advisable would be the more frequent meetings of the board and the transaction by it of much of the business that has hitherto been left to the council.

Trusting that the coming year may see a favorable settlement of the burning question of the day, and the establishment of that competition in railway carriage which we now lack and which is found throughout the continent a necessary factor in the growth of any place of importance.

**EASTERN MARKETS.**

**CHICAGO**

Wheat was speculatively very dull on Monday. May opened at 82½c. and the range was from that figure to 81½c., which last was the closing price. The visible supply statement showed a decline for the previous week of 675,000 bushels. Minneapolis decreased 14,000 bushels and Duluth increased 90,000 bushels. The decrease was mostly at seaboard points. The total visible supply now stands at 41,086,586 bushels against 61,769,520 bushels at the same time last year. Closing prices were:

	Feb.	May.
Wheat .....	75½	81½
Corn .....	47	52
Oats .....	—	32½
Pork .....	14.22½	14.47½
Lard .....	7.75	7.90
Short Ribs .....	7.65	7.72½

Grain was unloaded at a lively rate all around on Tuesday, and prices declined. Long wheat, oats and corn all came out. May wheat sold down to 80½c., May oats touched 31½c., and May corn 51½c. Closing prices were:

	Feb.	May.
Wheat .....	75½	81
Corn .....	46½	51½
Oats .....	—	31½
Pork .....	14.20	14.45
Lard .....	7.70	7.90
Short Ribs .....	7.55	7.72½

Wheat continued to decline on Wednesday, under heavy offerings by bears. May opened at 81c., and ranged from 80½c. to 81½c. There was heavy trading in oats and corn on a brisk down grade movement in prices. Provision quiet. Closing prices were:

	Feb.	May.
Wheat .....	75½	80½
Corn .....	45½	50½
Oats .....	—	31
Pork .....	14.05	14.25
Lard .....	7.65	7.82½
Short Ribs .....	7.45	7.62½

Wheat opened ¼c. higher on Thursday, and May advanced to 81½c. Corn and oats were also stronger. The market was affected by the failure of Bensley Bros., and there was considerable uneasiness manifested. Closing prices were:

	Feb.	May.
Wheat .....	75½	81
Corn .....	46½	51½
Oats .....	—	31½
Pork .....	14.12½	14.37½
Lard .....	7.65	7.85
Short Ribs .....	7.47½	7.65

On Friday wheat opened strong, but did not hold out long and became dull. Closing prices did not show much change as follows:

	Feb.	May.
Wheat .....	75½	80½
Corn .....	46½	51½
Oats .....	—	31½
Pork .....	14.10	14.35
Lard .....	7.65	7.82½
Short Ribs .....	7.47½	7.65

Prices closed on Saturday, as follows:

	Feb.	May.
Wheat .....	75½	81½
Corn .....	47½	51½
Oats .....	—	31½
Pork .....	14.17½	—
Lard .....	—	7.82½
Short Ribs .....	—	—

**MINNEAPOLIS.**

Prices show a decline of ¼c. on high grades and 1c. on No. 2 northern, as compared with one week ago. Closing prices on Thursday were:

	Feb.	May.	On track
No. 1 hard .....	70½	70½	77½
No. 1 northern .....	76	78	76
No. 2 .....	72	76	73

The *Northwestern Miller* says of the flour market:—This market is in the worst condition noted since the new crop of wheat was harvested. Foreign buyers seem utterly indifferent and their offers are far below the views of millers, while they seem to care little for acceptance of them. Domestic trade is very dull, with no indications of an early improvement, and light buying everywhere.

Quotations for flour at the mills for car or round lots were:—Patents, \$4.15 to \$4.25; straights, \$4 to 4.15; first bakers', \$3.50 to \$3.70; second bakers', \$2.85 to \$3.00; best low grades, \$1.80 to \$1.90 in bags; red dog, \$1.40 to \$1.50, in bags.

**DULUTH WHEAT MARKET.**

Closing prices for No. 1 hard on Saturday were as follows: Cash and February, 75½c.; May 80½c.; July 82½c.

**MONTREAL STOCK MARKET.**

The following quotations on February 10th as compared with prices on the same day of the previous week, will indicate the course of the stock market:

	Feb. 3.		Feb. 10.	
	Offered.	Bid.	Offered.	Bid.
Montreal.....	216½	215½	215	214½
Ontario.....	113	111	113	110
Toronto.....	198	190	195	190
Merchants.....	125	123½	124½	124
Dominion.....	—	—	—	—
Commerce .....	111	110½	111½	110½
Imperial .....	—	—	—	—
Federal .....	45	—	—	—
Molson's.....	140	133	147	137
Union.....	95	90	95	90½
N. W. Land Co.....	60	56	59	50
C. P. R. ....	57½	57½	57½	57½

**Grain and Milling News.**

Leitch Bros., whose flour mill at Oak Lake, Man., was recently destroyed by fire, have asked for tenders for the erection of a new mill building.

The mill elevator at Rapid City, Man., will be finished in about three weeks. A temporary conveyor from the mill has been set and grain is carried to the bins every day.

John Law, of Neepawa, Man., has purchased from J. A. Davidson three acres of land just opposite his warehouse, for a site for his proposed new elevator. He will also use a portion of the ground for his lumber yard.

Battleford, Sask. Territory *Herald*:—The grist mill of Prince Brothers is in working order and grinding every day. Messrs. Prince are paying a dollar a bushel for wheat, and the stores are retailing their flour at \$3.25 a sack.

Speaking of the new roller flour mill at Spaldumcheen, B. C., the *Victoria Times* says:—The fact is thoroughly established that a very superior article of flour is now supplied from the agricultural countries of Shuswap and Okanagan. Our consumption is large and rapidly increasing, an effort should be made to retain in the province the large amount of money annually paid for imported flour.

The Willford & Northway Mfg. Co., Minneapolis, the great manufacturers of flour milling and other machinery, has about concluded to erect an addition to its shops of the same dimensions as the present building. The present quarters are very much too small for the company's business, and doubling the room will not any more than meet its needs. If the improvement is determined upon, the work upon the same will be commenced in about sixty days.

**Western Trade Notes.**

H. Gibson, of the Gibson Hotel, Whitewood, Assa., has given up business, and will leave for Vancouver in a few days.

R. Crawford has received a communication from Whyte, that he has given orders for the building of a stockyard at Indian Head.

MARSH SNIDER has purchased the grocery and crockery stock of A. Wallace & Co., Portage la Prairie, Man., and is continuing the business.

A telegram from Clinton, B. C., states that district has been flooded with \$10 bills of the Consolidated Bank of Canada. This bank suspended years ago, and the notes are worthless.

ALEX. GALBRAITH has purchased the confectionery and fruit business lately carried on by J. Wood at Portage la Prairie, Man., and intends keeping on hand a full line of confectionery and fruit.

The four lots on the corner of Pender and Granville streets, Vancouver, B. C., have been sold for the sum of \$20,000 to capitalists in England. The lots have 120 feet frontage on Granville street, and 100 feet on Pender.

Roderick McKenzie, of Red Deer, Alberta, north of Calgary, has returned from the coal mines down the river and reports having discovered a new seam fifty feet in thickness and extending for eight miles down the river.

Calgary Tribune: There were \$270,000 spent in buildings in Calgary last year. A leading architect said to the Herald the other day that \$400,000 would probably be the cost of the private and public buildings which will be erected here before next winter's snow falls.

**Canada's Minerals.**

The first statistical report on the production, value, exports and imports of minerals in Canada during the year 1886 and previous years has been published. Its author, E. Coste, Mining Engineer to the Geological Survey of Canada, explains the unavoidable circumstances under which the delay in getting out the report occurred, and promises the early appearance of the report of 1887.

The total value of the mineral productions of the Dominion for 1886 was \$10,529,361. The largest item in the list is coal—\$5,017,225—the next, gold, \$1,330,442; petroleum, \$139,797; copper, \$354,000; phosphates, \$304,338.

The value of the minerals exported from Canada was \$3,830,821, of which \$1,720,939 was from British Columbia, \$1,010,240 from Nova Scotia, \$809,661 from Quebec, \$186,574 from Ontario, and \$101,349 from New Brunswick. The United States was the largest importer, the value being \$3,115,696, and the next largest great Britain—\$383,832. The report is a very valuable one and appears to have been prepared with much care.

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

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**Toronto Preserving House**  
 PACKERS AND PRESERVERS OF  
**FRUITS, VEGETABLES**  
 Jams, Jellies & Fruit Butters.  
 TOMATOES A SPECIALTY.  
**W. A. SNYDER & CO., - PROPRIETORS**  
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 ASK YOUR WHOLESALER FOR OUR GOODS.

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 Wholesale Dealer & Importer of all kinds of  
**Shelf and Heavy Hardware,**  
 STOVES AND TINWARE,  
 PAINTS, OILS AND GLASS,  
**RAILROAD and MILL SUPPLIES,**

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 Corner Main and Bannatyne Streets,  
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**CLOTHING**  
 NEW FIRM, NEW GOODS.  
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**Wholesale Boots and Shoes**  
 Cor. Craig & St. Francis Xavier Sts.,  
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 Samples with **W. B. McArthur,**  
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**WHOLESALE DRUGS,**  
 17 Owen Street, - - WINNIPEG.  
 A Full Assortment of Drugs, Patent Medicines and Sundries at Lowest Prices.  
 CORRESPONDENCE SOLICITED.

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**Manufacturers of Clothing**  
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**TORONTO.**

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 Canadian Agents for SPALDING'S BASE BALL GOODS and WHITNEY'S BABY CARRIAGES  
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**Mr. W. H. Smith, Sample Room, Clements' Block, 525 Main Street, Winnipeg**

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**STANDARD**  
**BRUSHES.**  
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 For Sale by all Leading Houses.

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 Manufacturers of & Wholesale Dealers in  
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 Near McGill Street,  
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**Manufacturers of Clothing**  
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 Importers of GENTS' FURNISHINGS,  
 HATS, CAPS AND FUR GOODS, GLOVES AND MITTENS.  
 72 and 74 Princess St., Winnipeg  
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**OGILVIE MILLING CO.**  
 Mill at Point Douglas.  
 Capacity - - - 750 Barrels per day.  
 OFFICE:—Corner King and Alexander Streets, Winnipeg.  
 A Full Stock of Patent Hungarian, Strong Bakers' and Spring Extra Flour; Oatmeal, Pot and Pearl Barley, Graham Flour, Cracked Wheat, Bran, Shortst, Ground Feed, Oats, Barley.  
 Wheat buyers at all C.P.R. Shipping Stations

**THE FEDERAL BANK OF CANADA**  
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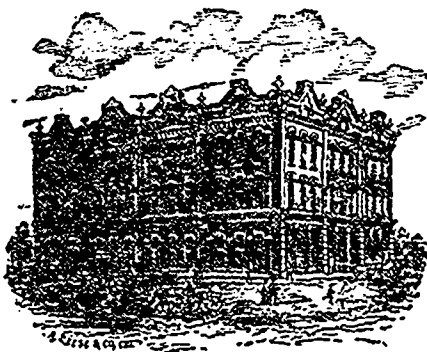
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TOILETS in  
great variety  
Try Our  
Cocoanut Oil  
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WORKS: ST. BONIFACE.

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## The E. & C. GURNEY CO.,

— MANUFACTURERS —

Stoves, Ranges & Hot Air Furnaces,  
HOT WATER BOILERS, also

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Dealers in Pressed Tin Goods & Granite Ironware,

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## THE PORTAGE MILLING COMPANY, LIMITED,

PORTAGE LA PRAIRIE,

### ASSINIBOINE MILLS

Capacity 350 Barrels per Day.  
FULL ROLLER SYSTEM.

We make and have constantly on hand a full stock of all grades of

Strong Flour in Patent Straight Grade, Strong Bakers',

XXXX AND XXX ALSO BRAN & SHORTS.

BRANCH HOUSE IN WINNIPEG.

From Brandon to Regina.

During the seasons of 1881-82, in which years there was a great rush of immigration to Manitoba and the Territories, the C. P. R. was building its line through the country described in the above heading. On this account the district was most favored by the incoming settlers. Homesteads and preemptions were in active demand, and sometimes fancy prices were paid to squatters in good localities to induce them to give up their claims. Railway and other lands also had a good sale. As a consequence this district is more thickly settled than any other portion of the Province and Territories, with perhaps the exception of a portion of Southern Manitoba, and some small sections in the old settled portions of Eastern Manitoba. Topographically the country from Brandon westward is more pleasing in its appearance than Eastern Manitoba. The soil is generally lighter and more easily worked, and the country is more of a rolling and diversified landscape, and little or no drainage is required. As the years of heavy immigration were wet years, it can readily be seen why incoming settlers would select this region in preference to the rich, though heavy and flat lands of Eastern Manitoba. The greater portion of this district as excellent farming and stock raising land, though some portions have suffered somewhat from drought during the last three years. The rain fall seems to be lighter than in the more eastern portion of the prairie country, still in average years it is believed to be sufficient for all purposes, the past three years having been exceptionally dry seasons. On account of the rush of settlement into this district, little towns have grown up all along the line at intervals of about fifteen miles apart. A person passing along the railroad now, unless previously informed, would be surprised to know, that up to the year 1881 there was hardly a settler in this entire region, yet such are the actual facts.

Going westward from Brandon, Alexander and Griswold, two small stations are passed in succession. There are two or three general stores at each of these places, and from their size one would be surprised to know that a few hundred thousand bushels of grain are marketed here, yet this is the case. Oak Lake, the next point, has about fifteen business places, and is a large grain market. A roller flour mill was established here, but was burned down a few months ago. It will be replaced at once.

VIRDEN

is the next point, a place with a population of about 350, and with about forty-five business institutions. There is a roller flour mill here, operated by Koster, Craig & Co. An elevator will probably be built in the spring for the mill. Ogilvie & Co. and McBean Bros., of Winnipeg, have elevators here, with a capacity of about 75,000 bushels each. It is expected that at least 600,000 bushels of wheat will be marketed here this season. Tapp & McDonald have a cheese factory here, which did a good trade last season, and will be operated on a more extensive scale next season. A. C. Freeborn carries on a wholesale trade here in liquors and cigars. The local paper is the *Advertiser*.

At the next point, Elkhorn, a lively little town with a population of 150 and a dozen or so business institutions, carrying large stocks, a good trade is done. About 100,000 bushels of grain will be shipped from here. Between Elkhorn and the next town—Moosomin—the western boundary of Manitoba is crossed and we enter the Territory of Assiniboia.

MOOSOMIN

is situated 219 miles west of Winnipeg. The town has a population approaching 700. It is the largest farmers' market in the Territories. About 20 new residences were erected here last summer. There are nearly fifty business institutions of all kinds, in the town. The principal industry is the new roller flour mill, owned and operated by Theodore Fletcher. This mill was completed in time to commence operations on last year's crop about the time it commenced to come into market. The mill has a capacity of 150 barrels daily, and an elevator adjoining has a capacity of 10,000 bushels of wheat. The mill was built by E. P. Allis & Co., of Milwaukee, on the latest improved principle. Two elevators are located here, and it is expected that about 300,000 bushels of wheat will be marketed during the season. Lafferty & Smith have a bank here. There is also a local paper, the *Courier*. Altogether Moosomin is as prosperous and bustling a little town as could be found anywhere in the country. Continuing westward, the next point reached is Wapella, a place with a population of about 100 and with a dozen business institutions. There were two grain buyers here, and about 75,000 bushels of wheat were expected to be taken in, of excellent quality.

At Whitewood, the next point, there is a population of something over 100 and about 15 business places, including a small flour mill. The place has a growing and prosperous appearance, and several new buildings are among the business places. A considerable amount of wheat will be marketed here.

The next point is Broadview, the second divisional town on the C. P. R. west of Winnipeg, from which it is distant 263 miles. The town has a population of about 200 and a dozen or more business places. There is a good market here for grain and produce, and is estimated that about 50,000 bushels of wheat will be marketed this season, about all of which will grade No. 1 Hard.

Grenfell is the next town on the westward course, a place of about 100 population, and with about a dozen business places and two grain buyers. Produce is also shipped from here to a considerable extent.

WOLSELEY.

This is the next town, a place with about 100 population and a dozen or so business places. There is a roller flour mill here, erected by Cook & Cole and completed last summer. The mill has a capacity of 100 barrels daily. There is also an elevator in connection. The wheat marketed here this season is about all No. 1 and 2 Hard. There is a very comfortable hotel here, the Wolsely House, of which E. A. Banbury is proprietor. Sample rooms for the commercial trade have been prepared.

Continuing westward Indian Head is reached. Here is located the celebrated Bell farm. The farm company has a mill and elevator

here, but the former has not been operated for some time. This place will stand next to Moosomin in the quantity of wheat marketed, which will amount to about 150,000 bushels. The quality will be mostly No. 1 Hard this year. The place has a population of nearly 100, and about a dozen business places, including grain buyers, etc. Westward from this place is

QU'APPELLE STATION,

a place with a population of 300 and say over forty business places. There is a flour mill here, owned and operated by D. H. McMillan & Co., with a capacity of about 300 barrels. It is a very complete mill throughout. The wheat marketed here this season is of excellent quality, nearly all running No. 1 Hard. Qu'Appelle is the point where freight for the Prince Albert, Saskatchewan Territory district, leaves the railway, and is hauled in wagons a distance of about 250 miles. One of the pleasant features of the place is its excellent hotels. The Queens, kept by G. S. Davidson, is a very comfortable house, with special conveniences for commercial travellers and tourists. Qu'Appelle Station is 323 miles west of Winnipeg. The next point on the railway is Regina, which will be found described in another column. Eighteen miles north of Qu'Appelle Station is

FORT QU'APPELLE,

situated in the delightful valley of the Qu'Appelle river. This is one of the best known points in the Territory. The Hudson's Bay Co. have had a post established here many years, and around it had grown up a little settlement of Half-breeds and others, previous to the construction of the C. P. R. There is a charter for a railway to connect the Fort with the C. P. R., and it is believed prospects are good for the construction of this portion of the proposed road this year. The place now has a population of about 250, and nearly 30 business establishments. One of the leading lines of business is the roller flour mill, operated by Joyner & Elkington. The mill has a capacity of nearly 100 barrels daily, and its output is of excellent quality. A sufficient quantity of wheat will be marketed to keep the mill going. There is a private bank, operated by Brino, McDonald & Co. The leading hotel, conducted by R. S. Smith, is a very good house. J. Thorburn, who bought out A. Atherton's livery and sale stables, has erected a large and substantial concrete building size 30x60 feet.

JOE. DIGRACHY, restaurant keeper, Port Arthur, has absconded, leaving \$1,000 liabilities.

THE annual general meeting of the Winnipeg Water Works Company was held Thursday. Audited statements of accounts were submitted, showing a satisfactory increase in the revenue during the past year. The directors submitted their report, together with the report of Joseph E. Hannah, resident engineer, upon the present state of the works, the extensions made during the year and the position of the new filter, which is nearly completed. The meeting elected the following directors: Alex. Moffat, R. G. Elwes, G. H. Balfour, F. H. Mathewson, Heber Archibald, S. A. Rowbotham, J. J. H. McEwen and William Clougher. The directors afterwards met and elected Alex. Moffat, president, and R. G. Elwes, vice-president, for the ensuing year.

Winnipeg Board of Trade.

The adjourned annual meeting of the board was held on Thursday, 9th inst. The council for the ensuing year was elected as follows: J. H. Brock, J. H. Ashdown, R. J. Whittle, G. R. Crowe, K. Mackenzie, Wm. Hespeler, L. M. Lewis, W. F. Luxton, F. W. Stobart, A. Macdonald, J. E. Steen and S. Nairn.

The following resolutions were then carried unanimously:

THE REFUSAL OF BONDING PRIVILEGES.

Whereas, the newspapers of Southern Manitoba contain the following statement:

"For over two months certain of our business men have been in correspondence with the customs department at Ottawa with a view to procuring the necessary authority to the collector here to issue the requisite bonding certificates for grain for export, but without the smallest shadow of success or even encouragement."

And whereas, the Ottawa correspondent of the Toronto Mail, under date of 29th January, 1888, writes that Hon. Mackenzie Bowell, Minister of Customs, in a conversation, made the following statement:

"The customs department has not interfered with the bonding system in any particular. The system in vogue now is not different in any sense or way from that in practice for many years, and which is governed by the 29th clause of the Washington Treaty. If there is any dissatisfaction on the border it is because we have declined to do what we cannot do, and something altogether foreign to the principle of the bonding system. I understand that Western shippers desire Canadian customs officials to give certificates that wheat which is loaded in cars in the United States is of Canadian growth. Anybody who understands the bonding system will see the absurdity of making such a request."

And whereas, prior to 1880, large quantities of wheat were shipped from Manitoba through the United States via Pembina and Duluth, "in bond," to Eastern Canada. The wheat was shipped in bags on barges and river steamers up the Red River to Fisher's Landing, then the nearest railway point. From Fisher the wheat was either shipped in sacks or emptied into cars and the sacks returned to Winnipeg for refilling. The cars so laden were sealed by the United States customs officers at Fisher and shipped through to Duluth where it was shipped through the elevators or over the docks, and by vessels to points in Ontario and Quebec, such as Goderich, Windsor, Oakville and Montreal, where the Canadian customs officials at once recognized the safeguards of the United States customs placed about the identity of the grain, and admitted it free as Manitoban grown wheat.

And whereas, the practice of sending grain in sacks from Manitoba across the International line, for loading in cars in the United States for transportation in bond through the United States to Eastern Canada, where it was allowed to go into consumption as Manitoba grown wheat, having been the common and usual way in vogue for years, it will be seen by the following correspondence that so far as the United States customs authorities are concerned they are prepared to continue the system.

WINNIPEG BOARD OF TRADE,  
Winnipeg, 2nd Feb., 1888. }

N. E. NELSON, Esq.,  
U. S. Customs,  
Pembina, D. T.

DEAR SIR,—As much discussion has arisen in the matter of the "bonding facilities" presented at Pembina, I beg an answer to the following question:—

If I duly report at Emerson going outwards, with 100 sleighs laden with wheat and present myself at your office to report the grain as being for shipment to Ontario via the Northern Pacific Railway and connections, will you allow me to load it in Northern Pacific cars after bond entry has been made for shipment in bond to Ontario if the Northern Pacific Railway gives bond that it will be exported out of the United States in the usual way, and will you cancel that bond if I return to you an inspection certificate (say from your office at Duluth or Port Huron) together with a landing certificate from the Canadian customs office at Sarula.

Faithfully yours,  
CHAS. N. BRILL,  
Secretary.

Custom House, St. Vincent,  
Collector's Office, Feb. 4, 1888. }

CHAS. N. BRILL, Esq.,  
Secretary, Board of Trade,  
Winnipeg, Man.

DEAR SIR,—The questions propounded in yours of 2nd instant are all answered in the affirmative. The modus operandi is entirely within our customs laws and regulations, and no objections to this traffic on the part of our customs. On the contrary we will cheerfully extend all possible facilities to aid in international trade and intercourse over any and all established routes of travel and traffic to and from this customs district.

Yours respectfully,  
A. E. NELSON,  
Spl. Dep. Collector.

And whereas, the refusal of the customs authorities to grant the usual certificates is calculated to lessen the value of wheat in Southern Manitoba, by removing the opportunity presented there of securing competitive freight rates to eastern Canadian points.

Therefore, be it resolved: That the refusal of the Canadian customs authorities to grant certificates to Manitoba grain shippers who desire to load grain at the international boundary line, where it is placed "in bond" by the American customs, and securely locked in cars for transportation to Ontario, is a direct discrimination against shippers in this country, and that such refusal on the part of the Canadian customs is calculated to provoke retaliation on the part of the United States, in addition to injuring the interests of Manitoba grain shippers.

THE CAR SHORTAGE.

Whereas, a committee of the board of trade having been appointed to investigate the car shortage, and having, after receiving reports from the places affected through thoroughly reliable persons known to them, reported that the supply of cars was entirely insufficient, as is fully shown by their report, which has been printed and distributed; and whereas the general superintendent of the C. P. R. has attempted to break the force of report by publishing reports, alleged to be from the agents of the C. P. R., denying some of the statements made in your committee's report, while admitting others, and producing the names of stations as having no grain blockade, where no grain of any consequence is even marketed in pursuance of the policy of his principal, the general manager, in quoting grain rates from points from which no grain is ever reported (as Calgary).

Whereas, by referring to the committee's report, it will be seen that it is admitted that some shipping points have had cars supplied in sufficient numbers to prevent the necessity of discouraging delivery.

Whereas, there is no attempt to deny that the company have not been able to supply cars

as required by the dealers, not that it is absolutely impossible to carry through wheat within a reasonable time to the eastern market, nor that in many places the grain has had to be stacked in the open air in large quantities as much as 15,000 bushels at one place, on account of the failure of the company to supply cars.

And whereas, the general superintendent has succeeded in getting some Brandon dealers to state that their elevators have not been completely filled; (this has not been disputed by the committee,) but the same Brandon dealers substantiate the statement made that they cannot get cars as they require them nor has grain been delivered to the consignees in the east within a reasonable time.

Be it therefore resolved that the report of committee be adopted, as absolutely correct in every particular, as proven by the evidence produced to this meeting, and that the only remedy for the existing state of affairs is the building of a railway to connect with the American system of railways at the boundary to secure competition, as it is now plainly evident that the C. P. R. cannot carry the grain product of the country to a market within a reasonable time, and will not carry it at reasonable prices till compelled to do so by competition.

THE GOVERNMENT'S RAILWAY POLICY.

That whereas the policy of the Dominion Government is to levy heavy duties on all manufactured articles with a view to the promotion of home industries;

And whereas the benefits of such industries are at present enjoyed solely by the eastern provinces where such manufactures are carried on;

And whereas the cost of all goods used by the people of this province is further increased by the exorbitant freight charges of the C. P. R.;

And whereas the value of the products of this province is not increased by protection, but is regulated by their value in the open markets of the world;

And whereas the value is greatly diminished by the excessive cost of transportation to the seaboard;

It is resolved that our people at present do not enjoy a fair share of the fruits of their labor and can submit no longer to a restrictive railway policy, which by paralyzing trade and sapping their resources renders them unequal to the burden of taxation which otherwise they would loyally and cheerfully bear.

AN APPEAL TO THE EAST.

Whereas, unmistakable evidences are before the board of a greater state of financial stringency in the cities and country generally, than existed in the worst days after the collapse of the old real estate boom;

Whereas, enquiries instituted by a committee of the board prove that the soil never yielded better or larger crops, that there is sufficient wheat in the country to pay all reasonable demands and relieve the present paralyzed state of affairs, and that, therefore, no blame can be attached to either the country or the farmer;

Whereas, apart from snow blockades, in the Rocky Mountains and the westerly part of Ontario, the C. P. R. has proved itself totally incapable of handling the grain traffic of this Province, and persists in refusing to allow the

Ottawa Government to carry out its promises that we should exercise our constitutional right and build whatever additional railway accommodation we require;

Be it resolved, that this board, with a view of bringing matters to a crisis, communicate first with its sister associations in the east, who represent those with whom we have our largest dealings, enquiring if they intend to stand by us, or whether they leave the youngest and weakest Province to fight her battles alone.

That whilst no threat is meant or intended, this board wishes at the same time to have it thoroughly understood that the people of this Province recognize the imperative necessity of some immediate action being taken, and point to the fact that the vital principles of confederation seem now to be at stake.

That as the position is critical the secretary of the board request a telegraphic reply in order that the board may be called together again as soon as possible to decide upon a future line of action.

THE BOARD AND THE GOVERNMENT.

Resolved, that the secretary be instructed to forward to the Honorable Thomas Greenway, Premier of Manitoba, copies of the resolutions passed at this meeting of the board, and at the same time to convey to him the assurance that in any efforts put forth by himself and his colleagues for the immediate relief of the Province from the railway monopoly, which now threatens ruin to its several interests, he will carry with him the unflinching support of this board; and that the Local Government may depend upon an equally firm support from the board in any measure they may adopt to baffle or frustrate any obstruction the Dominion Government may place or try to place in the way of the Province exercising its right to charter and build railways anywhere within its boundaries; and further, that this board expresses its desire that our Provincial Government shall follow a prompt, resolute and decisive policy, in connection with this vital question, believing that upon its speedy settlement depends the prosperity or ruin of the majority of the present residents of this Province.

COLONIZATION COMMITTEE.

The above committee presented a report and advised the adoption of the following scheme for the settlement of the vacant lands around the city:

Let the City Council and this board appoint a joint committee, say three from each body.

This joint committee to open an office in the Board of Trade rooms and request that all persons having lands for sale suitable within a certain distance of this city, deposit in the office maps showing the location of the lands with a description of the same and the price at which they are willing to sell them.

The committee to employ two men, one to manage the office and the other to work at the station and elsewhere as is required to induce emigrants to visit the office to inspect the lists of properties offered for sale, and to direct them to the sellers of land which they may desire to inspect or inquire about.

By this means persons arriving in the Province undecided as to where to locate, can be reached and placed in possession of information that is of value to them and to the

advantage of the city. Experience shows that land owners resident in the city will agree to show their lands to intending purchasers and bear the expense of liveries, etc., for that purpose. The fact of the office being conducted in the name of the City Council and Board of Trade will inspire confidence in the minds of new arrivals and can be taken to prevent any imposition being practised on them, as it would be understood that the prices named on the deposited lists would be rigidly adhered to, under penalty of the loss of the privileges of the reference office to sellers.

An arrangement might, perhaps, be made with municipalities near the city whereby they would give a bonus for every bona fide settler secured for them by the committee, any sums so paid to be turned into the expense fund for carrying on the work.

This in effect is an outline of the scheme your committee propose for adoption, and they estimate the cost for the season as follows:

One man for station, 5 months, at \$75 .....	\$375 00
One man for office, 5 months, at \$50 .....	250 00
Supervision and printing, etc.....	375 00
	\$1,000 00

All of which is respectfully submitted.

WM. HESPELER,  
Chairman.  
CHAS. N. BELL,  
Secretary.

W. Bathgate, J. W. Harris, J. E. Steen, A. Wickson, Hespeler, Redmond, and the secretary were appointed a colonization committee.

Mr. A. Woods, Agent-General of Canada in Australia, who was present, addressed the board on the subject of trade between Canada and Australia.

ELECTIONS.

G. R. Thompson was elected a member of the board.

Mr. Powis having declined the treasurership, W. J. Aikin was elected to the office.

COMMITTEES APPOINTED.

Messrs. Galt, Bell, J. H. Housser, G. F. Stephens and L. M. Lewis were appointed a committee to review and revise the constitution and by-laws and present a draft of the proposed changes to the board for its consideration.

The president, secretary and treasurer were appointed a committee to further investigate the car shortage at present prevailing in Manitoba.

The following were appointed as a committee on industries: J. A. Carman, J. H. Turnbull, James Porter, John A. Tees and the secretary.

The following were appointed as a committee on the experimental farm: Messrs. C. J. Brydges, Ashdown, Wm. Bathgate, Hespeler, Stobart, McKilligan and the secretary.

The following were appointed as a committee on drainage: Messrs. J. H. Ashdown, Brock, Hespeler, Luxton, McKenzie, Riley, Wickson and the secretary.

Cutman & Frank, sporting goods, furs, etc., Victoria, offer to dispose of their business.

The large expansion of business in British Columbia shown by the report of the Bank of British Columbia, has caused a general advance of provincial and bank issues in the London market.

A Unique Proposal.

R. W. Jameson, a leading Winnipeg lawyer, is out with a novel proposal to overcome the railway monopoly difficulty. Briefly, he proposes to tax the C. P. Ry. Co. to such an extent that it would be glad to forego its monopoly. He points out that the Provincial Legislature have the power to levy direct taxation upon corporations doing business within the Province, as has been shown in the case of Quebec, where the act taxing corporations has been upheld in the courts. Mr. Jameson adds: "I would suggest that each year a careful estimate be made of the losses inflicted on this Province by the C. P. R. monopoly, and that each year a direct tax be levied on all the property of the C. P. R. within the old Province of Manitoba, equal to the amount of that estimate. For instance, this year our farmers have probably lost \$1,000,000 by the maintenance of the monopoly. This \$1,000,000 might be raised by direct tax on the C. P. R. property in the Province, and spent partly in building the R. R. V. Railway and partly in paying the farmers 5c per bushel for every bushel of wheat they have sold." Now, there seems to be sound reasoning in this proposition. At a glance it seems like a very arbitrary proposal, but is it really any more arbitrary than some of the acts of the Dominion Government toward this Province? As Mr. Jamieson points out, it is not more arbitrary than the railway disallowance policy of the Dominion, and is equally as constitutional, "and why," he says, "should the Dominion Government be allowed a monopoly of arbitrary measures." There is another reason which would afford an excuse for taxing the monopoly company, which Mr. Jamieson refers to, as follows: "The Dominion Government has no power to exempt lands in the old Province of Manitoba from taxation and accordingly the C. P. R. lands in the old Province are kept in the name of the crown until sold, and thus Her Majesty the Queen, who would be surprised if she knew it, is made a party to a fraud whereby the share of taxation which ought to fall on the C. P. R. and Canada Northwest Land Co., is made to fall on the struggling pioneer." The people of Manitoba have submitted to all manner of injustice for years. Pleading with the Government and agitating against wrongs, has accomplished little. Is it not about time we tried a little vigorous kicking? Who could blame our Provincial authorities for adopting a policy of hampering the Dominion and the Company in every possible way, until some measure of justice is extended to this country? Manitoba would certainly be justified in adopting even the most arbitrary measures to overcome the great burdens which have been heaped upon the Province. Reasonable measures have failed to bring redress, and to adopt arbitrary measures would be but to meet the Dominion with its own weapons. If taxing the monopoly company will bring about a change, by all means let us proceed to business on this line at once. A sort of home rule policy of vigorous opposition and obstruction might bring the Dominion to a sense of its duty to this country, such as years of mild agitation have failed to accomplish.

William Ross, boots and shoes, New Westminster, have assigned in trust.



**The Car Shortage.**

The following is the report of the committee of the Board of Trade appointed to procure information concerning the car shortage, which was mailed to all members of the Board of Trade:

To the Winnipeg Board of Trade:

Your committee appointed to "collect information and devise some definite course of procedure by which an expression of the opinion of this Board could be given upon the question of the shortage of cars on the Canadian Pacific Railway in this Province, the committee to report at as early a date as possible to a general meeting of this Board," now present a report.

Your committee desire to state that at the outset, they considered it advisable to obtain direct from representative farmers and business men throughout the Province, a plain, concise and true statement of the effect the reported car shortage had on the interests of the people of this Province. Accordingly, a circular was mailed to about one hundred and fifty representative men residing along the lines of rail within the Province, and your committee herewith give the consensus of the answers received from a large number of the persons addressed without in any single instance going beyond statements made by them.

Following is a copy of the circular:

DEAR SIR,—

The Winnipeg Board of Trade has appointed the undersigned a committee to collect information regarding the extent of the loss and inconvenience caused, in Manitoba, by the failure of the Canadian Pacific Railway to provide a sufficient number of cars to move the grain crop of 1887 in a reasonable time, and also to ascertain the effect this failure of the C. P. R. to provide transportation facilities has on the grain, mercantile and agricultural interests of Manitoba.

We are desirous of obtaining an expression of opinion from representative men in all parts of the Province on the situation, so that a report may be made to the Board, which will be fair to all concerned, and contain only statements of facts that cannot be controverted.

Will you, therefore, be kind enough to give us your views, following out in a general way the line of questions herewith set forth, covering as much ground as possible and at any length you may see fit—at the same time stating if you are willing to have your name given as authority for the statements—otherwise mark the communication CONFIDENTIAL, and it shall be strictly considered as such.

1. Your name?
2. Residence?
3. Shipping Station?
4. Are there elevators or flat warehouses at your point?
5. Is the storage capacity filled?
6. Do people get cars when they require them?
7. If not, what proportion do they get of the number asked for, as a rule?
8. Have farmers, unable to get storage, or cars, piled their grain outside? If so, how much is there now exposed?
9. Are farmers holding back from marketing grain, because buyers cannot store or get cars? (Give full particulars.)
10. For week ending 28th January, how many cars were loaded at your station, and how many were required?
11. In your opinion, when will there likely be a rush of grain for shipment?
12. How does the car-shortage affect the retail merchandise trade in your locality?
13. What proportion of wheat, barley, and oats is yet unthreshed in your district?
14. Are farmers satisfied with prices paid for grain of every kind?
15. When did the shortage of cars begin with you?

J. H. ASHDOWN, President,  
F. W. STOBART, Treasurer,  
C. N. BELL, Secretary.

Please mail answer as soon as possible to "C. N. Bell, Secretary Board of Trade, Winnipeg,"  
Winnipeg, January 28th, 1888.

Your committee then have reported as follows:—

1. That at, practically speaking, every shipping station of the lines of rail in Manitoba, except on the Emerson and Gretna branches there is a blockade, the elevators and flat ware-

houses being entirely filled. At two or three points the day a car is loaded from an elevator witnesses the immediate refilling of the vacated space by grain awaiting storage. The storage is filled, and grain now arriving has to be, at nearly every point, left outside.

2. Cars are not obtainable on request. The actual daily supply of cars is, according to locality, from one out of four to one out of twenty asked for. Many points report that none are given for days, though earnest appeals are made for several.

3. Grain in sacks is at numerous stations piled in heaps out in the open air, the majority of correspondents reporting from 1,000 to 15,000 bushels as being exposed on station platforms or the prairie subject to destruction by animals or the weather. Reports to this effect come from many points where both elevators and flat warehouses are situated.

4. Farmers are holding back from marketing, not from any hope or expectation of a rise in value of grain, but because they find, after repeated trials, that no car or store is to be obtained. To explain the position of farmers in this respect we give the following quotation from one letter received: "Farmers are holding back their grain supply because it cannot be taken for the want of shipping facilities, and travel or send from three to eight miles once or twice a week to see if a car of cars have arrived that they may have a chance to bring in a load or two and get a little money to tide them along. But the same old answer comes each time of no cars and no room except on the open prairie." Many answers of a like tenor are in our hands.

5. During the week ending 28th January not twenty-five per cent. of the cars asked for in the Province, including points favored for special reasons, were supplied. Numerous shipping stations received no cars whatever, and others an average of but one in eight asked for.

6. With scarcely an exception the reports state emphatically that trade in the country is virtually at a standstill and business is paralyzed. Three or four of the larger towns have in the past, received a fair supply of cars, and at those places local trade has been good.

7. As one correspondent expresses it, "there will be a rush of wheat to market just as soon as there is a rush of cars to take it away," and buyers stand ready to pay for all the grain offered, the moment they can get a supply of cars to transport it or relieve their elevators and storehouses.

8. Except at four or five favored points, like Emerson and Gretna, the car shortage appeared from the first to the tenth of December, which was long before snow fell to cause delay of the trains.

9. The proportion of the 1887 crop yet unthreshed is much smaller than is generally supposed. Reports have found from one-twentieth to one-fifth.

10. Farmers are satisfied on the whole, with the prices paid for grain, considering the freight rates charged by the Canadian Pacific Railway, but they bitterly complain of the excessive freight rates extorted by the Canadian Pacific Railway, which compel the grain buyers to give lower prices than would prevail, were a

fair and just freight tariff in effect. The fact that Minnesota wheat shippers at Minneapolis can ship to the seaboard with despatch over the C.P.R. on a rate of 25 cents, while Manitoba shippers are charged 46 to 50 cents per hundred for transport of their grain to the seaboard, at Montreal, is bitterly commented on, and the injustice of such a state of affairs declared against.

11. Owing to the scant facilities for shipment the price of wheat has fallen since the elevators and warehouses became filled. There is such an eagerness displayed by the farmer to sell grain, hauled perhaps twenty miles, and for which he finds little sale, owing to the fact that there is no storage for it, that sooner than haul it back home again, he will sell it at a sacrifice to some person who is willing to take the risk incurred by the grain being exposed in the open air, until opportunity offers for shipping it. Farmers now are prevented from marketing their grain and the result will be, that next spring, when shipment is possible, they will have to haul the grain to market when they should be plowing and putting in their crop.

12. As the farmer cannot sell his grain he is without means for purchasing materials for improvements required on his farm; and in consequence many that are required, will have to be postponed until next year. It is a fact that storage facilities on farms in this province are but very meagre, and not one out of five farmers in some sections has a storehouse which will protect grain from the spring rains. Correspondents state that a large quantity of grain, which should now be marketed in good order, will be ruined and become a total loss from this cause.

13. From many shipping stations country retail merchants report that it is impossible to collect for goods furnished to farmers, who have an abundance of grain on hand, and they in turn are suffering loss of interest on renewals, in some cases to such an extent, that ruin threatens to follow. The banks having curtailed the lines of discount allowed to wholesale merchants, these are often unable any longer to carry the retailer.

14. Grain dealers are suffering severely on account of having to carry large stocks of grain in warehouse.—The supply of cars being totally inadequate to materially reduce the stock on hand. It is reported as being almost the rule for grain shippers to decline orders from eastern houses, or millers, for "short date" shipments; and no guarantee can be given for dates of delivery. As an instance it may be stated, explanatory of this, that correspondents affirm that cars of flour shipped from Carberry six weeks ago, to Ottawa, have not yet been received there by consignees; and even some shipments to Port Arthur are now out from six to seven weeks, and no warehouse receipts have yet come to hand. In consequence of this state of affairs drafts have to be renewed, orders are cancelled, and serious loss has been incurred already.

Your committee have endeavored as far as possible to follow the statements made by correspondents, and have decided to make no comments on the facts as presented or draw any inferences, but leave the matter in the hands of the board to deal with as it sees fit. We advise that the board appoint a committee to prepare in tabulated form, the answers received from correspondents. It is expected that during the present week many more reports will come to hand. Your committee desires to express its thanks to the gentlemen who have already answered, for the most prompt attention paid to its request.

J. H. ASHDOWN, President,  
F. W. STOBART, Treasurer,  
CHAS. N. BELL, Secretary,  
Committee.

Winnipeg, 4th Feb., 1888.

*GEO. D. WOOD, Winnipeg.*

*WOOD & LEGGAT, Hamilton*

**GEO. D. WOOD & CO.,**

**WHOLESALE HARDWARE MERCHANTS,**

Importers of Guns, Sporting Goods, etc.,

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TORONTO

### The Manitoba Northwestern Country.

The country along the Manitoba Northwestern Railway presents many advantages to the intending settler. This railway leaves the main line of the C. P. R. at Portage la Prairie, 66 miles west of Winnipeg, and runs in a westerly direction, with a gradual gravitation toward the north. The length of the line from Portage la Prairie to the present western terminus at Langenburg, is 180 miles. There are also two branch roads, one leaving the main line at Minnedosa and running to Rapid City, a distance of fifteen miles, the other leaving the main line at Binscarth and running to Russell, a distance of about twelve miles. It is the intention to continue the main line in a northwesterly direction to a point on the Great Saskatchewan river, with perhaps additional branch lines to other points in the same region. The thriving Prince Albert town and settlement is generally supposed to be one of the objective points in the Saskatchewan country which will be reached in time by the road. This town, though over 250 miles from the nearest railway station, is the centre of an old settlement, and has a population of nearly 2,000. It possesses two flour mills, two saw mills, a newspaper, excellent schools and a college, etc. The Saskatchewan country is reached during the season of navigation, by steamers from Winnipeg, via the Red River, Lake Winnipeg and the Saskatchewan river.

The country along the Northwestern Railway is principally noted for its adaptability to mixed farming. Whilst some parts of the West are adapted mainly to grain growing, and others to stock, this region is perhaps better adapted to diversified agricultural pursuits than any other part of the west. The country along the portion of the line already completed offers excellent advantages for both stock raising and grain cultivation, and beyond the present terminus of the road, through which it is intended to build, the same features prevail. There is very little land along the entire length of the line, constructed and projected, which does not afford excellent facilities for settlement. The adaptability of this region to mixed farming is due largely to the fact that it is well watered and timbered, and provides abundance of fodder. The landscape is more diversified than in some portions of the west. Along almost the entire length of the road, there is a plentiful supply of timber for fuel and building purposes. Instead of open prairie, the country is dotted all over with little bluffs and patches of forest growth. These operate as an excellent shelter from the wind in cold weather. The most valuable timber district between the Red River and the Rocky Mountains, lies to the north of the road. Here there is a vast tract of heavy and unbroken timber country the wealth of which cannot be estimated, as a great portion of the region is yet comparatively unexplored. Enough, however, is known to show beyond a doubt that the region will be of immense value to the surrounding country in providing building material. As the rivers run in a northwesterly direction, the logs can be conveniently floated down the streams to a number of points where the railways cross these streams, and there converted into lumber. Saw mills have already been erected at

several such points. In the Saskatchewan country, whither the road is projected to run, there is also abundance of coal, stretching over a region many hundreds of miles in length. North of Minnedosa some distance there are excellent indications that an oil territory exists.

The railway company has taken great interest in settling up the country along its line, and through these efforts flourishing colonies have been established at a number of points. Lately the Reeves of the different municipalities along the line were given a trip to eastern Canada, with the object of making known the merits of the country and inducing immigration from that quarter. Land Commissioner Eden is also having maps prepared of each municipality along to Manitoba and Northwestern. When completed the maps will show all the vacant lands, free lands, cancelled lands, abandoned pre-emptions, lands in the hands of trust and loan companies to be sold, as well as all other lands for sale, so that no time will be lost in placing settlers on good farms. The maps will be in duplicate. One will remain in the commissioner's office at Winnipeg, and the other will be placed in the hands of the clerk of the municipality which the map represents. The scheme is simple, well planned, and is likely to prove most effective in settling the vacant lands of the country. There will also be one hundred thousand foulders distributed in Canada and England.

This briefly gives a few points of interest regarding the Manitoba Northwestern Railway country. A brief description of the towns along the railway may also be in place. Leaving Portage la Prairie,

#### GLADSTONE,

thirty-four miles from the starting point, is the first town reached, though there are three intervening stations, at some of which considerable quantities of grain are marketed. Gladstone is one of the oldest towns of Manitoba, but it has not made much progress of late. There are about twenty business institutions in the town, including a grist mill, private bank, a newspaper, the general stores, etc.; also two grain warehouses. There is abundance of timber in the district, and the surrounding country is specially adapted to stock raising. At Westbourne, east of Gladstone, is located the celebrated stock farm of Senator Sandford, of Hamilton, Ontario. A cheese factory will likely be established at Gladstone in the spring, there being a plentiful supply of milk obtainable in the immediate vicinity.

The third station from Gladstone brings us to the bustling little

#### TOWN OF NEEPAWA,

with a population of about 400. This is the centre of an excellent grain country, known as the Beautiful Plains. There are about thirty-five business institutions here, including a grist mill, grain buyers, a newspaper, etc. There are three grain warehouses, operated respectively by the Ogilvie Co., John Law and John Crawford. About 175,000 bushels of wheat, mostly of excellent quality, had been marketed here up to the time of writing, and it is estimated that not over half the grain in the district has yet been marketed. Many have not been able to get their threshing done yet, the number of machines in the district not being up

to requirements. Last year the total quantity of wheat marketed at Neepawa amounted to 85,000 bushels. This rapid increase in the quantity of wheat produced will give some idea of the development of agriculture in the surrounding country. Owing to the growing importance of the place as a grain market, the storage facilities of the town will be greatly increased next summer. J. Law, one of the grain buyers has already completed arrangements for the erection of an elevator in the spring, and it is understood the Ogilvie Co. will also build an elevator, while Mr. Crawford will put in elevating machinery in his warehouse. The value of the town as a grain market is almost certain to be improved by the erection during the coming season of a roller flour mill. J. J. Hamilton, the proprietor of the mill located now here, having a scheme on hand for the erection of a new roller mill, and arrangements are progressing favorably for carrying out the undertaking. Quite a number of new buildings were erected in Neepawa during the past season, and next season promises to be still more active in this direction. Among the new buildings promised is a brick veneer block to be erected by the proprietors of the lively little local paper, the *Neepawa Register*. There are six general stores, conducted by the following: Geo. Brownell, Jas. A. Clare, Jas. Crawford, Davidson & Co., Thos. Whitehead and R. E. Ennis. The hardware business is done by B. R. Hamilton, Thomas McDougall, and Skelding. Dr. McFadden does the drug trade. Geo. Hamilton & Co. handle the meat business, and report large quantities of meats and stock shipped from the place. H. D. Talbot is the saddler. The Commercial Hotel, the principal hostelry, is conducted by W. P. Hamilton.

The second station westward brings us to the

#### TOWN OF MINNEDOSA,

so beautifully situated in the valley of the Little Saskatchewan river. At the station between here and Neepawa—Bridge Creek—a good deal of grain is marketed. Minnedosa is 78 miles west of Portage la Prairie, and is the first division town on the railway. Here a branch road runs to Rapid City, following the delightful valley of the river previously named. There are about forty business institutions located here, including several industrial institutions. The grain trade is provided for by two large elevators, the only ones west of Portage la Prairie. They are operated by the Ogilvie Company and E. J. Darroch respectively. There is also a new roller flour mill, established during the last season. The mill is first-class throughout, and fitted with modern machinery. Capacity 100 barrels per day. There is also a large grain warehouse in connection with the mill. Jas. Jernyn is the principal proprietor. There is also a saw mill at Minnedosa, which is supplied with logs from the timber country to the north, the logs being brought down the river during high water in the spring. One of the leading industries is the Spring Hill brewery, the only one on the line. This brewery is supplied by a never-failing spring of crystal water, thus furnishing a pure and unlimited supply of this requisite. This industry was established less than two years ago, by Sheriff & Davis, and an excellent trade has already been worked up along the

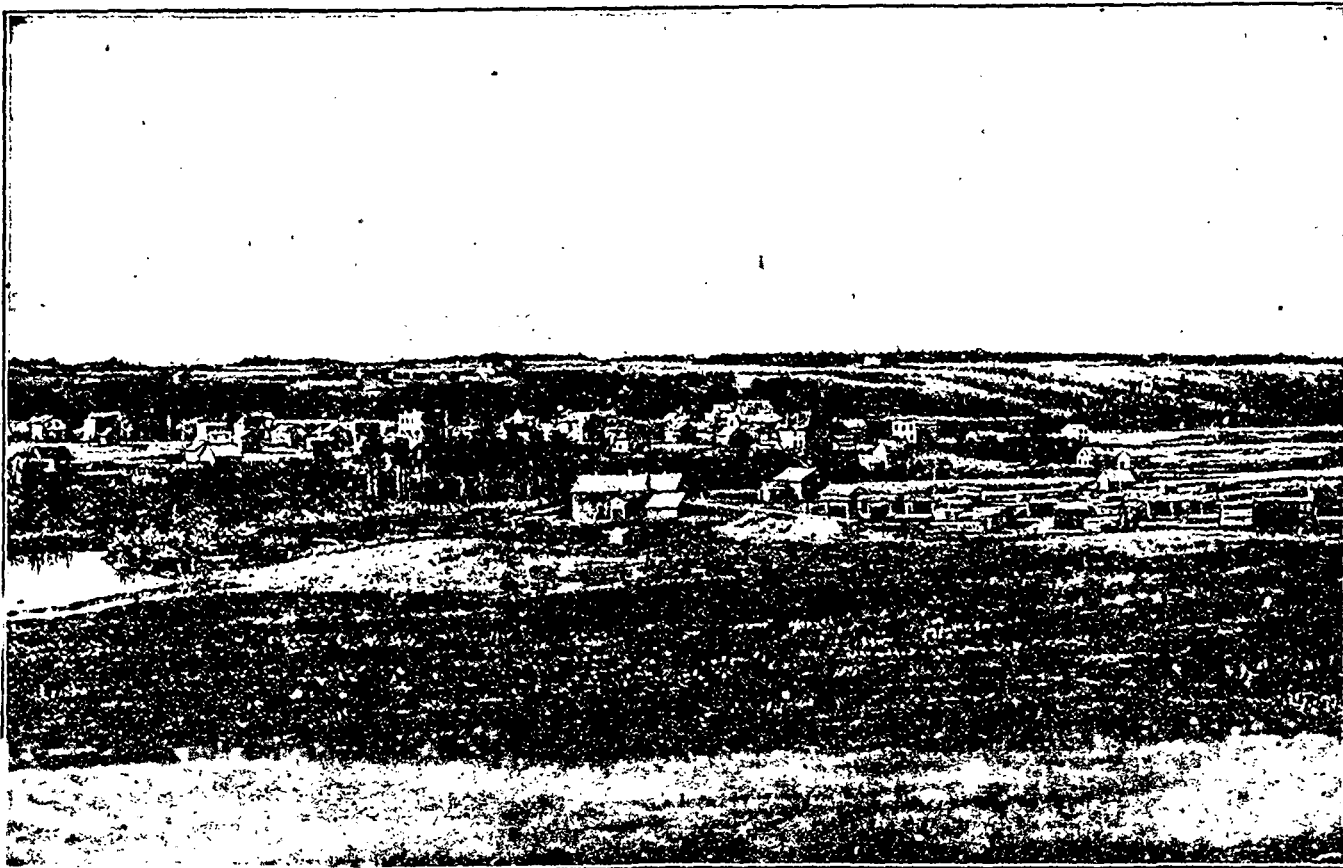
line. They are both practical men, and devote their personal attention to the business, which, together with the water supply, accounts for the excellent quality of their ales and porter. The press is represented in the town by the *Tribune*, an excellent local paper, published by D. Cannon. In hotels, Minnedosa is far in advance of any other place on the line. The three hotels are the Brunswick, the Grand Central and the Queen's. A fourth hotel, the Saskatchewan, was recently burned down. The Brunswick, conducted by J. D. McKenzie, is largely patronized by the commercial trade, and has special facilities in this direction. H. C. Bannister conducts the Grand Central, it is a good house, nicely furnished, and very convenient, being located directly opposite and only a few rods from the depot. Among the principal merchants are the following: J. K.

dressed meats. Leaving Minnedosa, we will take a brief glance at

RAPID CITY.

In the early days of the commencement of settlement in Manitoba after the acquisition of the West by Canada and the location of the transcontinental railway, Rapid City was established and soon came to the front as one of the flourishing towns of the province. It was the only supply point in a very wide region of country, and the merchants did a rattling trade with the incoming settlers and land-hunters. The construction of the C. P. R. some distance to the south, and later the Manitoba Northwestern about the same distance to north, however, had a very bad effect upon the town. The merchants saw their trade going away to the towns springing up on the railways, and they were powerless to help themselves. Sev-

thence westerly. Rapid City will therefore be made a competing point. The road has been graded from Brandon to within a short distance of the "city." The prospects of the place, though lately very dark, now appear bright. With railway connection the town has received a new lease of life and taken a fresh start on the road of progress. A large roller flour mill, one of the best in the province was completed about a year ago, by McCulloch & Co., and a woolen mill, the only one in the Province west of the Red River, has also been established. Grain shipments from the place are also large, the country around being devoted to grain and stock raising, for which it is unequalled. The business institutions number about thirty-five, including a cheese factory, two newspapers, six general stores, &c. The papers are the *Northwest Vin*



Patten, drugs; P. Rigney, wholesale and retail liquors; J. D. Gillis, M. P. P., general merchant; P. J. M. Dermot, general merchant; Humber & Boyd, hardware; S. Hartford, general merchant; Jno. Hanna, saddler; J. H. Hogarth, general merchant; E. O. Dennison, general merchant; S. Fairburn, furniture; J. E. Menzies, agricultural implements; Wright & Co., grocers; A. C. Sewell and Taylor Bros., butchers and stock dealers; Geo. Perry, confectioner, &c. The legal profession is ably represented by R. A. Myers. It is expected that over 250,000 bushels of wheat will be marketed at Minnedosa this season. The settlers of the surrounding district are also largely engaged in stock raising, Minnedosa being one of the leading points in the province in regard to the value of its shipments of live stock and

BIRTLE, ON MAN. & NORTHWESTERN RY.

eral schemes for connecting the town by rail with the C. P. R. were agitated, and although the grading was done for one scheme, yet they all eventually fell through. Finally the M & N. W. Co. took hold of the matter and the result was the connection of Rapid City with their line at Minnedosa, late in the fall of 1885. It is said that misfortunes often do not come singly, but sometimes it occurs that fortunes do not come singly. In the case of Rapid City the latter seems to be the case, as the town will undoubtedly be connected with the main line of the C. P. R. early next summer. Late last fall the Northwest Central Railway commenced the construction of their line, which is supposed to run from Brandon to Rapid City and

dicator, an outspoken sheet, published by E. A. Bailey, and the *Spectator*, published by Fred. S. Hampton.

Continuing on the main line westward from Minnedosa, we pass the stations of Basswood, Newdale and Strathclair in succession. At the two latter places there are stores and grain warehouses. At

SHOAL LAKE

quite a little town has sprung up, though the place is only two years old, and owes its existence to the railway, which reached that place in the fall of 1885. The town is a prosperous and progressive one, and already has over twenty-five business institutions, including a roller flour mill and elevator. It is expected that fully 150,000 bushels of wheat will be shipped from this place this season. Mr. A.

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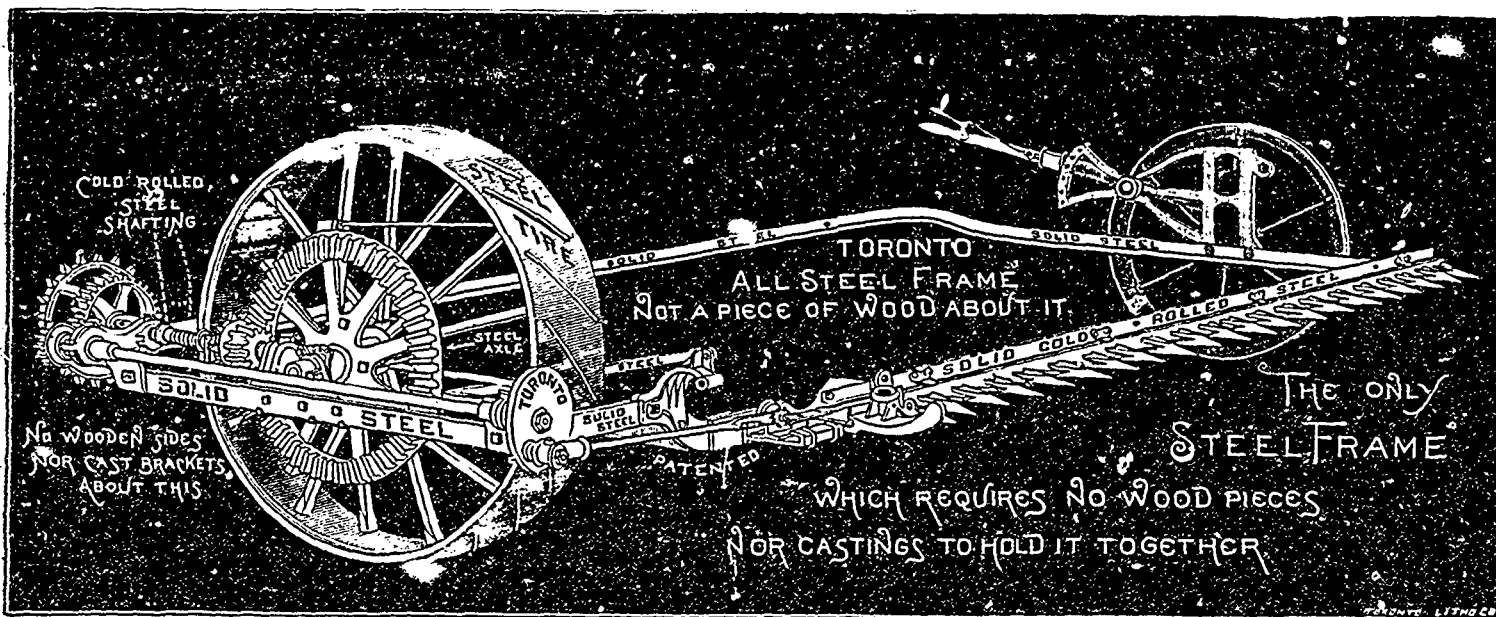
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Printing Inks, Padding and Roller Composition

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33 PORTAGE AVENUE EAST, WINNIPEG.

Marshall, the grain buyer, contemplates erecting an elevator next season. There is also a cheese factory near the town. The Hudson's Bay Co. have a general store here, of which Geo. Chute is manager. The other principal business establishments are: Thos. Parkinson, and Robt. Scott, general merchants; Geo. Raymer, hardware; A. E. Munson, drugs; C. Christie, grocer; and A. A. Zeigler, dealer in furniture, sewing machines, pianos, organs, &c. There are several hotels, among them the Queen's, conducted by John McPhail, and the Commercial by G. Chambers. Shoal Lake is noted as a summer resort, the beautiful lake from which the town takes its name, being a special attraction. Going westward the next point is Solsgirth. Here the railway made its terminus during the winter of 1885-86, and quite a number of business institutions were established at once. When the railway moved on in the following summer, however, several of the business men did the same. J. C. Anderson does the general store business at Solsgirth. Quite a quantity of grain is also marketed here, there being two grain buyers. The old town of

BIRTLE

is the next place of importance. We say old town because it was established nine years before the railway invaded the region. It was expected that the main line of the C. P. R. would run through this district, and consequently the region was fairly well settled, whilst the country to the north, which eventually got the railway, was yet hardly known. After waiting and watching, however, the settlers were finally given railway facilities, not by the C. P. R., but by the M. & N. W. R. Birtle has made considerable progress since the railway arrived, both in building improvements and additions to its business institutions. These latter now number over thirty-five, including five general stores, and other lines of business. D. W. Cummings conducts a banking, insurance and loan business, his banking business amounting to over \$70,000 per month. Manwaring & Wright, general merchants, have erected a solid stone block, two storeys and a basement, wherein they conduct their business. There is a saw mill at the place, which though idle last season, will be put in operation next spring. About 50,000 logs will be taken out in the timber country north, and floated down the Bird Tail creek to Birtle, upon the banks of which stream the town is situated, where they will be sawed. The mill will be operated by W. L. Tait. There is also a grist mill, which was erected here some years ago, owing to the advantage of the water power afforded by the Bird Tail. The mill, however, has been idle a good deal lately, and there is some possibility that it may be replaced by a roller process mill before long. A cheese factory was established at Birtle last season. H. Travis has lately opened a music and stationery store. W. J. Richardson, general dealer, commenced business in the fall of 1886, though previously in the same business with a partner. He has erected a new store in which he conducts his business. T. F. Patterson, furniture dealer, erected a large stone and concrete building last summer, two storeys and basement, into which he has moved his stock. G. P. Smith, baker

and confectioner, located in Birtle last fall. Birtle suffered severely from fire a short time ago, several business places being destroyed. The Russell House, the leading hotel, was one of the buildings burned, and this has made the hotel accommodation of the place rather limited. A new hotel will likely be erected in the spring. J. & W. Walley, grocers and dealers in boots and shoes, furnishings, were also burned out, and are at present occupying temporary quarters. They will rebuild in the spring, and add dry goods to their business. W. Holman the grain dealer, reports that about 80,000 to 100,000 bushels of wheat will be marketed this season. He will build a new grain warehouse on the track in the spring. Beddome Bros. butchers and stock dealers and shippers, will also build new premises in the spring. A. B. & H. Wood do the book and stationery business. E. H. Irish is the saddler and harness manufacturer. The legal profession is represented by Crerar & Mickle, who also have a branch office at Shoal Lake. The town has an ably conducted local paper in the *Observer*, published by Messrs. Murdock. Birtle is the county town of Shoal Lake municipality, and also has a Dominion Lands Office and Indian Agency. The surrounding country is an excellent grain and stock region, and now that it has railway communication, will undoubtedly develop rapidly. It is only about 18 months since the railway arrived here, so that the development of the town has only fairly commenced. Birtle is 193 miles from Winnipeg, and 137 miles from Portage la Prairie. From Birtle westward to the end of the track, a further distance of 43 miles, there are yet no towns of any size, the country having been too recently opened. A good many settlers, however, have gone in during the past two years, and towns will soon be spring up. At Binscarth, where the Russell branch commences, there are several business institutions, including two general stores, conducted by Goldsmith, Flint & Rendell, and F. Jemmett. There are also grain buyers. The Binscarth stock farm is located near here, devoted to the raising of thoroughbred stock. At Asessippi, ten miles beyond the end of the Russell branch, there is a roller flour mill, operated by the Asessippi Milling Co.; also a general store by John A. Gill, besides several other lines of business. At Millwood, where the railway crosses the Assiniboine river, there is a large saw mill and roller process flour mill, owned by Mitchell & Bucknall. The flour mill has just been completed. Christie & Brown also have a general store. Though only recently opened for settlement, this portion of North-western Manitoba offers many advantages, and will eventually support a large population.

The Cost of Living in Manitoba.

"Give a dog a bad name, and you had better shoot him," is a saying in which there is some truth, and the principle it implies is also applied to a country, and unfortunately improvement in character is not always followed by improvement in reputation. Thus the belief is general in Great Britain and not uncommon in the eastern provinces, that the cost of living is as high in Manitoba as it was five or six years ago.

In trying to remove this apprehension it is

not our intention to make comparison with the boom prices of 1881, when everything had a fabulous value, but in the fall of 1882 the boom was over, and matters had reached a settled state, with rather a gloomy prospect ahead and from that period prices for the necessaries of life may be taken as fair to illustrate the decline to those of the present day.

In the fall of 1882 those who had horses to feed had to buy oats at 45 to 50c a bushel, and the following spring they had to pay 70 to 75c. In the fall of 1887 that grain sold in Winnipeg for 23c per bushel and 30c promises to be the maximum figure of the year until the new crop comes. Hay was bought cheap that fall owing to the season being a wet one, but the quality was poorer than the price.

But when we come to the feeding, clothing and housing of human beings, the figures were rather startling. We had flour at \$3.50 per hundred, now worth \$1.90. Hams which were then worth 20c per pound are now worth 14 to 15c, and bacon which brought 19 to 20c is now worth 11c. Eggs, (do not mention them). We had them in barrels, stale as Egyptian mummies, and gathered from all parts at 35 to 40c, and during the dead of the winter the hens cornered the market up to 50c. What really fresh eggs brought we cannot give an estimate; but at the present time they sell at 20 to 22c. Prime butter was then sold at 33 to 35c, and a quality a little better than axle grease could be had at about 25c. Now prime sells at 17 to 18c and the other quality is unknown. Then our butchers supplied neckyoke steaks and mahogany roast beef at 25c a pound, and now first class steaks and roasts can be had at 14 to 15c.

In all these articles except the butchers meat, we have given wholesale quotations, and as the expenses of retail merchants were something enormous in those days, their profits had to be in keeping with them, so that the consumer had good reason to grumble at the price he had to pay for his eatables; and those who indulged in drinks can well remember the thimble-like glasses of beer at two for a quarter, and compare them with the flowing goblet full that can now be had for five cents.

But the expense of living was not all confined to the eating and drinking in these bygone days. Fuel was on the average double the price it now is, and the supply was both poor in quality and irregular. On the fuel question matters had improved but very little from the boom days, when a cord of frozen jack fish, fresh hauled from the lakes sold on the Winnipeg market for \$3, and beside it a half breed stood with a load of less than a cord of miserably poor poplar, for which he demanded and received \$12.

Then we have the item of house rent. A good seven or eight apartment house, frame built, rented in those days for \$40 to \$50 per month, and the same houses can now be had, overhauled, repaired and much improved, at \$15, and plenty can be had at \$10 to \$12. The supply of good domestic servants now is as good as anywhere in Canada, and although their pay is much higher than in the east, the days of \$25 and 30 a month for a competent domestic are past.

Our tinkers, our tailors, and every other class of tradesmen taxed us big five years ago, and even our barbers demanded 25c for a shave. But with all these high charges no one seemed to be getting rapidly rich, and until the country passed through the severe experience of 1883-4 and 5, and people had learned expensive lessons in economy, the basis of prosperity for the province was not laid. Now, when living costs just about half what it did five years ago, it is beyond doubt that the chances of stowing away a little surplus of revenue are much better than they were in those inflated times.



### The Milling Industry in the West.

A sketch of milling in the early days of the Red River settlement would form an interesting chapter in the history of Manitoba. The first flour manufactured in the country was ground in hand-mills, brought out by the Lord Selkirk colonists, probably in 1815. These mills consisted of two stones, three feet across, and two inches thick. The upper stone worked on a spindle fixed in the lower, which was slightly hollowed. The wheat was poured through a hole in the upper stone, and a handle was attached for turning the mill. As the colonists became settled in their new and isolated home, wind mills were brought into requisition for grinding the wheat and still later steam and water-power mills were used. A combined steam saw mill and grist mill was established at Fort Garry in 1868. This mill had two run of stone and did quite a business for a while, but was subsequently burned down. In 1871 there were some three or four small grist mills in the settlement in addition to the wind mills, but it was not until 1876, during which year two grist mills were erected in Winnipeg, that any considerable progress was made in milling. In the meantime communication had been opened up with the United States by steamers on the Red River, and a considerable portion of the flour consumed in the settlement was brought down the river on flat boats and steamers. At this time wheat brought from \$1 to \$1.25 per bushel, and it is said that the price never went below 80c per bushel up to the year 1881. Flour brought from \$2.50 to \$4.00 per sack. The millers charged 2c per bushel for grinding, or took every sixth bushel for toll instead of the cash. In 1878 there were said to have been ten steam grist mills in Manitoba, by which time the wind mills had about gone out of use. These mills were mostly very insignificant affairs, only one of them (one of the two located in Winnipeg) having more than two run of stone. By the time roller mills were introduced in 1882, several additional stone mills had been added to the number, and a few were built in the more remote settlements even after the introduction of roller process milling into the province.

Since the introduction of roller process milling in Manitoba, the old stone mills have been rapidly superseded by the former. At points distant from the railways these old stone mills are still operated for custom work only, but wherever the railways have opened up the country and brought in the new process flour, the old mills have usually been obliged to close down. There are quite a number of these old mills now standing idle, whilst others have been changed over to the new system of milling.

Some of the machinery of these old stone mills, which formerly did duty in the days of the early history of Manitoba as a province, has been moved hundreds of miles away to the north-west, where it will again do useful service in supplying the advance guard of settlement and civilization with the staff of life. The distance that some of this old machinery has been taken from the place where it first did duty, will serve as an illustration of the almost illimitable extent of the wheat growing

are of the Northwest. One mill has been established at Lac la Biche, a point north of Edmonton, and over 1,000 miles north-west of Winnipeg. The English church mission authorities at a point several hundred miles north of this again, in the Peace river district, will also have a mill erected shortly in connection with their mission. When this vast region is settled up and intersected with railways, and these old stone mills which are now removed a thousand miles or more from the competition of their roller rivals, have been obliged to succumb to perhaps a new system of milling, which has in the meantime superseded the rollers,—by the time all this has been accomplished, the exports of the Great Northwest will perhaps have reached hundreds of millions of bushels of wheat, and hundreds of millions of barrels of flour.

Roller process milling in the West may be said to date from the year 1882, with the establishment of the industry in the city of Winnipeg. Previous to that date the flour manufactured in the province was all turned out from the old stone mills. Since the introduction of the new roller system of gradual reduction flour manufacturing has made rapid strides in the country, especially during the past two or three years. To-day there are quite a number of these mills located at points throughout the province and a number in the Territories to the west.

About a year ago the roller process milling capacity of the country was summed up by the writer as follows: "In Winnipeg there are three mills with an aggregate capacity of 1,600 barrels per day. The other mills have a capacity of from 50 to 300 barrels each per day. They are located at the following places (one at each place): Portage la Prairie, Brandon; Carberry, Oak Lake, Virden, Moosomin, Indian Head, Qu'Appelle Station, Fort Qu'Appelle, Moose Mountain, Assessippi, Prince Albert, Regina, Rapid City, Plum Creek, Shoal Lake, Morden, Stonewall, Balmoral and Wolseley." Of the mills named several were not then completed, but they were all under construction. These have all been completed, and the list can now be considerably increased. Two mills were destroyed by fire during the past few months. These were: McMillan's mill at Winnipeg, and Leitch Bros' mill at Oak Lake, Man. The first named was established in 1882, and was therefore one of the oldest in the province, Ogilvie's Winnipeg mill being completed about the same time. The two burned mills will undoubtedly be replaced as soon as possible, and probably both with increased capacity, so that the total milling capacity of the country will only suffer a temporary loss. The aggregate capacity of the burned mills was about 375 barrels.

Of the new mills completed or put under construction since the above list was published, there is first the mammoth mill at Keewatin, which will be ready to grind in the spring or early summer. The building is a massive stone structure, and will have a capacity of from 1,000 to 1,200 barrels. On the Manitoba & Northwestern railway a mill has been established at Minnedosa of about 100 barrels capacity, and another mill was completed a couple of weeks ago at Millwood, on the same railway,

and with the same capacity. At Holland, Man., there is a mill under construction, which will be completed in a few weeks, and another at McGregor, Man., has been partly constructed, but at present work is not progressing. At Neepawa, Man., a mill will be commenced in the spring, and at half a dozen other places the prospects are good for the establishment of mills. What with replacing the burned mills and new undertakings, the promise is that next season will be fairly active in mill building.

One feature of milling in the west during the past year has been the establishment of a roller mill in British Columbia—the first and only one in that province. This mill is located at Spallumcheen, a fertile valley lying to the south of the main line of the C. P. R. and west of the Gold range of mountains. The mill is supplied with wheat grown in the district, and the flour is now coming into competition with the prairie product, in the coast markets of British Columbia. The feasibility of establishing a large mill at a point on the Pacific Coast—say Vancouver—to grind wheat from the prairies, is also being discussed, and it will not be a matter for surprise if such a scheme be carried out at no distant day. The present year will also likely see the construction of a mill at Macleod, in the far southwestern portion of the Territories. A considerable sum of money has already been guaranteed for such a project. It is said there would be no trouble about securing a sufficient supply of wheat in the district to keep the mill going.

Another feature worthy of note was the shipment during the past year of Manitoba flour to China and Japan. Though there is no immediate prospect of a large trade springing up in this direction, yet the fact that the first shipments have been made, is in itself an important item.

In British Columbia, Manitoba flour has steadily gained in favor in competition with the Oregon article, whilst in Eastern Canada there is now almost a universal demand for flour from Manitoba wheat. On this account eastern millers have been obliged to import western wheat to keep their trade. From this it would appear that there will be little difficulty in finding a market for western flour, so long at least as the quality of our wheat is kept up.

### Western Weather.

Under the continued influence of the warm chinook, which sent the water over the ice, the ice in the rivers wore away very rapidly, and on Saturday gave way. All the rivers throughout this part of the country are either entirely broken up, or so nearly so, as to render it impossible to cross them.

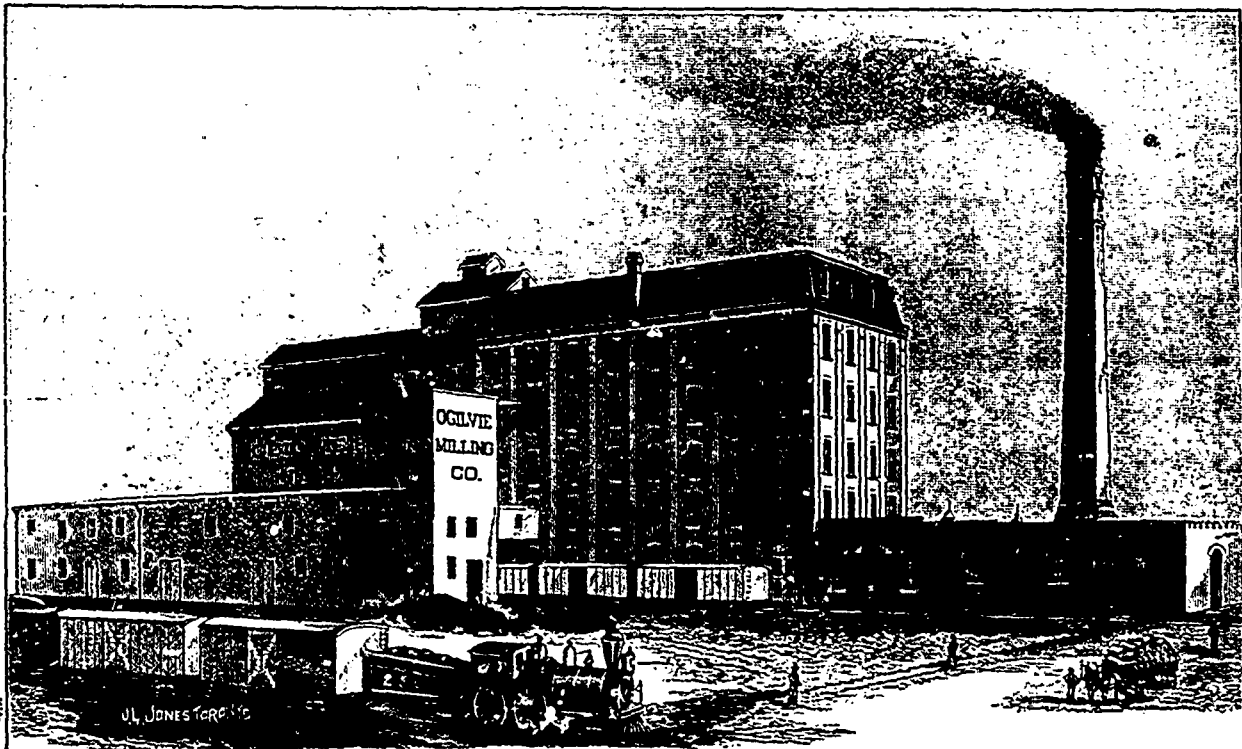
Plowing has been going on in the Macleod district for two or three days past.

In conversation with stockmen from various parts of the range country, we gather that the month of cold weather did not injure cattle at all. When the chinook came, all of them, with the exception of some poor cows, were in as good fix as when the cold weather began, the day before Christmas. During the whole of the time, the snow did not get crusted, but remained light and loose, making it easy for stock to get at the grass. They rustled well, and the consequence is that, taken as a whole, cattle have never, in the whole history of the range business in this country, been in better condition at this season of the year than they are now. Stockmen are in excellent spirits and they have every reason to be.—*Macleod (Alberta) Gazette, Feb. 1.*

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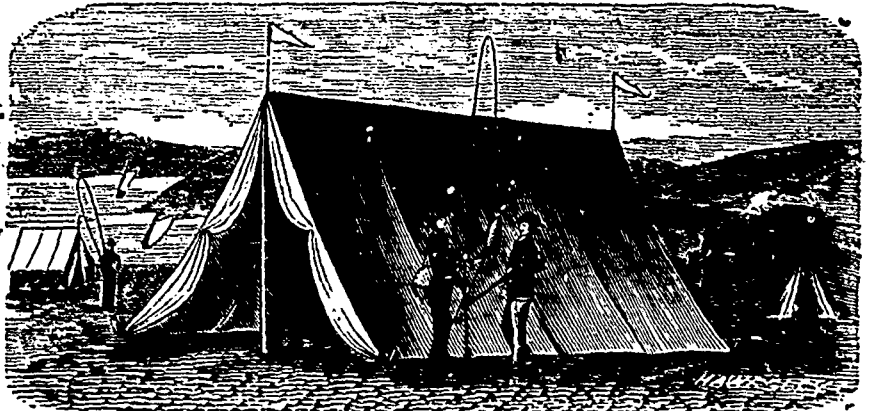
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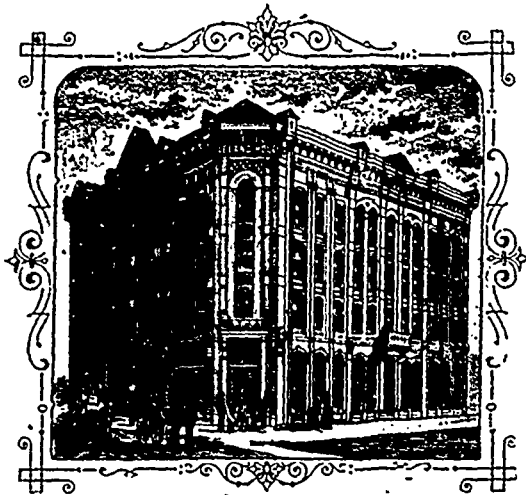
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**Carberry.**

This busy little town is situated on the main line of the C.P.R. 105 miles west of Winnipeg. It is one of the largest farmers' grain markets in Canada. There are nearly 40 business institutions in the town, doing a good trade. The following from a correspondent, will show the importance of the town as a grain market: The crop of 1887 marketed at this place up to the end of January, 1888, was as follows:—

	Bushels,
Mill elevator .....	163 000
Ground in mill here .....	140 000
"    "    barley.....	40 000
"    "    oats.....	1 600
Crowe & Co., wheat.....	150 000
"    "    oats.....	10 000
Ogilvie Milling Co., wheat.....	125 000
"    "    oats.....	20 000
Rorison & Riley, wheat.....	80 000
"    "    oats.....	8 000
"    "    barley.....	12 000
<b>Total .....</b>	<b>716 600</b>

These figures, which can be relied upon, will show the importance of Carberry as a grain market. Besides the ruling price for wheat has been 53 and 54 cents per bushel, which is considered superior to any other market in Manitoba similarly situated. The car service has been altogether inadequate for the trade and much loss and inconvenience is caused thereby. There is some grain to thresh yet and a large quantity still to be marketed.

**Portage la Prairie.**

This old stand-by town of Manitoba is well known to those at all familiar with the history of this part of Canada. The district surrounding the town is one of the very earliest settlements in the country. Attracted by the excellent quality of the land in the vicinity, a settlement was formed here as early as 1851-2 by a number of English half-breed families from the colony on the banks of the Red River. A Catholic mission was established in 1854, and the first pure white settler is said to have arrived in the following year. Six years later the Hudson's Bay Co. established a trading post which is still continued in the town. The town derives its name from the fact that the fur traders ascended the Assiniboine river to this point, whence they portaged their freight across the prairie to Lake Manitoba, en route northward. In 1875 a steamer was placed on the Assiniboine river, and this gave an impetus to the town and settlement, the population of the former being about 800 in 1881.

The advent of the railway gave the town a second impetus, and during the year 1881 and the two following years, great advancement was made. The population increased rapidly, new lines of business and industries were established, and the place commenced to put on almost metropolitan airs. On the strength of this rapid growth, many public and private improvements were undertaken, which it has since transpired were in advance of requirements. The town is now suffering from financial burdens contracted during these years. These difficulties will likely be satisfactorily arranged in a short time, when the town will again show new signs of life. At present many undertakings, which would otherwise be push-

ed, are allowed to fall through on account of these financial troubles. With the great agricultural wealth of the surrounding country, and the many other advantages which the town enjoys, it should continue to be, as it has been in the past, one of the most prosperous and progressive towns of Manitoba. The population is at present something over 2,000.

In addition to having the main line of the C. P. R., Portage la Prairie is also the eastern terminus of the Manitoba & Northwestern railway. The general offices and headquarters of the latter road are located here; also the work-shops of the company. This gives employment to a number of men, and means the disbursement of a considerable sum of money in the town. From 100 to 150 men are thus employed by the railway in the work-shops and offices.

Before another year passes away, it is not improbable that the town will be connected with Winnipeg by a railway on the south side of the river. In the event of the completion of the Red River Valley railway to the United States boundary, connection would at once be made with Portage la Prairie.

The grain trade is well represented. The largest flour mill in the province, outside of Winnipeg, is located here. This is the Assiniboine mill, owned and operated by the Portage Milling Co., of which H. M. Campbell is president, B. S. Thompson secretary, and J. McLenaghan, manager. The capacity of the mill was doubled last season, and now 700 sacks of flour can be turned out in 24 hours. The principal portion of the wheat ground is purchased at the mill door. There is an elevator in connection with the mill with a capacity of 115,000 bushels. It is the largest elevator in the province. The mill is kept grinding steadily, and a good market for the product is found in the east. The Marquette mill, operated by G. W. Bourne, has also been kept running steadily this season, and is also doing a good trade with farmers and dealers.

The Pioneer oat meal mill is another leading industry. This mill is owned and operated by Johnson & Barclay, and is engaged in the manufacture of oat meal and pot and pearl barley. Every grade of oat meal is turned out, including standard, granulated, rolled oat meal and rolled oats. Oats are mostly purchased at the mill door, with the exception of a few cars taken from the Northwestern railway country. The mill has been overhauled and supplied with a lot of new machinery during the past season, and an elevator has been built.

There are two large grain elevators on the track, in addition to those already mentioned. These are the Ogilvie elevator and the Farmers' elevator. The latter is a new elevator, built last winter. It has a capacity of over 50,000 bushels. The elevator is owned by a joint stock company. H. S. Patterson is manager of the elevator. It was built for the purpose of affording farmers or dealers an opportunity of shipping grain through an independent elevator. A peculiarity of this elevator is that grain is cleaned before being weighed, instead of following the usual custom of docking so much per bushel for dirt. The Ogilvie elevator has a capacity of about 50,000 bushels. There are six grain buyers on the market this season.

A new industry for the Portage is the machine shop of R. & J. Watson, established during the past season. The premises used is the large sash and door factory located on the railway. The main building is 60x100 feet, two storeys. Messrs Watson will carry on the manufacture of sash and doors, mouldings, and general lines in wood manufacture, planing, etc., in addition to the machine shop department which has been added. It is also their intention to add a foundry in the spring. They are now engaged extensively in the manufacture of the Eclipse fanning mill. The peculiarity of this mill is the bagging attachment. The grain, after being cleaned is carried into the bags, and that without making the mill any harder to turn.

The Portage also has another institution in the machinery line, being the foundry and machine shop owned and operated by E. H. G. G. Hay. This is one of the old industries of the town. The establishment is well supplied with machinery in the foundry, machine shop, and wood working departments.

The Manitoba Wine Co. does a large business in the manufacture of hop beer, aerated and carbonated waters, cider, vinegar, extracts, syrups, cordials, bitters, etc., the trade of the company extending all over the country, and westward into British Columbia. There are also two breweries. The one operated by Thos. Cairns is established the longest and does a good trade.

There are in all about 110 business institutions located at Portage la Prairie, mentioned in the Commercial reference. In addition to those already named, the following are among the leading houses: Dick, Banning & Co., lumber dealers; R. J. Gilliland, grocer; Hudson's Bay Co.; Jos. Taylor, drugs; H. J. Woodside, jeweller; Prest & Woolhouse, books and stationery; A. Raymer, ditto; Williams & Good, sir, furniture, cabinet makers and upholsterers the latter firm having opened business in November last; A. L. Ashdown, hardware; Jas. Anderson & Co., Geo. Craig & Co., T. A. Newman, D. Robinson, J. E. Thomas, general merchants; B. M. Canniff, drugs; Campbell & McKenzie, harness; J. Dodimead, furniture; J. Giles and C. Culbert, meats and stock; A. Laurens, dry goods and tailoring; T. & W. Miller, hardware; A. H. McIntyre, jewellery; A. Palmer, confectionery; D. Cassels, ditto; Trelcaen & Co. There are several hotels. The Queen's, kept by White & Grannis, is a very comfortable place, and the proprietors are sociable gentlemen, who endeavor to make their guests feel at home. The Lorne House, kept by W. Lyons, is a well known place and does a considerable travelling trade.

A meeting of the ratepayers of the Municipality of Whitehead, was held at Alexandria recently, to consider the propriety of taking steps toward the erection of an elevator and flour mill. After a full discussion of the situation, it was resolved to petition the council to submit a by-law to the ratepayers, granting a bonus of \$4,000 towards the erection of a flour mill, and \$1,000 for an elevator at Alexandria. During the discussion the following facts with regard to the shipment of wheat from Alexandria this season were given: Up to the 31st of January there has been shipped 217,000 bushels; there is now on hand and lying along the siding in bags awaiting cars about 10,000 bushels, and it is estimated that there is nearly as much more, say 200,000 bushels, yet to be marketed.

Regina.

THE COMMERCIAL PROGRESS AND PROSPECTS OF THE CAPITAL OF THE TERRITORIES.

Place one foot of the compass at Regina and describe a circle of about one thousand miles diameter and you cross the American boundary at the south, touch the Lake of the Woods on the east, the limit of the fertile Saskatchewan country on the north, and the Rocky Mountains on the west. Regina then is the "hub" of the Canadian Northwest, the pivotal point of the prairie steppe, the centre of "Greater Canada."

Before the Canadian Pacific Railway had reached the banks of the Wascana in '82, the railway company had designated the present site of Regina as a prospective railway and commercial centre by making it the proposed terminus of their southwestern branch, which was to tap Southern Manitoba and the Souris coal fields, and also the starting point of a proposed branch running north to the Saskatchewan valley. Time has confirmed the wisdom of the company's choice. The Southwestern Railway is being extended periodically, every mile constructed bringing it nearer the Northwest capital. The C. P. R. Co. have been forestalled in their northern branch by the Regina and Long Lake Ry. Co., which has already constructed a road to the foot of Long Lake, a distance of twenty-two miles. There are now good prospects of this road being pushed on to the Saskatchewan during the present year, an engineering expert having returned but a few days since from a trip over the entire route.

The commercial history of Regina has been similar to that of other towns in Manitoba and the Northwest, except in its comparative freedom from disastrous extremes. The embryo city's "boom" days were more moderate than those of many sister towns, and when the backward swing of the economic pendulum came the results were consequently less disastrous. The days of inflation once past Regina soon righted herself and her growth since has been steady and sure.

Civic affairs were managed by wise heads from the start. The entire debenture debt of the town is only \$12,500, and it has its town hall, fire appliances, tanks, public wells, three miles of sidewalks, six miles of graded streets and the other necessities of a well regulated town.

A board of trade, organized about two years ago, has been of great benefit to the town. In '86 trails were laid out to Saskatoon at the north and Wood Mountain at the south. Bridges were built and several hundred dollars spent wisely in this way, as the trade brought to the town from those points has proved.

Statistics gathered by the board of trade showed the volume of business done in Regina during 1886 reached the snug total of \$870,400. The board have not yet received full returns for 1887, but from information at hand it is safe to predict an increase of from five to forty per cent. in most of the branches of trade. Figures showing the quantity of goods passing the customs at this port during the past three years, while not necessarily a guide to the increase in business, are at least interesting and suggestive. Mr. R. J. Jones, collector of cus-

toms, has kindly furnished the following figures:—

	1885.	1886.	1887.
Goods dutiable..	\$8,650	\$8,807	\$8,480
Goods free. . . .	1,323	6,443	9,570
Total. . . .	\$9,974	\$13,250	\$18,050

Regina's geographical position, and the prospects of soon becoming a railway centre, as well as the fact of its being the capital of the Territories, has already drawn attention to it as a point especially fitted for a wholesale trade. At the present time it boasts of more wholesale and jobbing houses than any other point west of Winnipeg. Dawson, Bole & Co., wholesale druggists, tobacconists and sundrymen, have built up within a few years an extensive and steadily increasing business, extending throughout the Northwest and British Columbia. They keep a traveller constantly on the road. Smith & Fergusson, wholesale hardware merchants and manufacturers' agents, also have a traveller on the road and are extending their business connections from Central Manitoba to the Pacific coast. A jobbing trade is being done by a number of other houses, notably, J. D. Sibbald & Co., commission merchants, Mowat Bros., groceries, and McCarthy & Co., boots and shoes.

The Regina Milling Co. erected in 1886 a roller-process mill, with a capacity of 100 bbls. per day, costing \$18,000. The mill is running full time, and does a large percentage of the territorial trade in flour and feed stuffs, besides shipping quite extensively to eastern markets.

Banking accommodation is supplied Regina by a branch of the Bank of Montreal, and the private banking firm of Lafferty & Smith. The former was established in 1882, and the latter in 1883. At the Bank of Montreal the services of a manager and four assistants are required to handle the business, and at Lafferty & Smith's two competent men are employed.

A list of the buildings erected in Regina during 1887 and their cost was recently published in the *Regina Journal*, and footed up a total of \$89,190. Several prominent business men testified to their own prosperity and their faith in the town by building fine residences. The erection of several substantial business blocks are contemplated during the coming summer.

The trustees of the town-site are now offering lots in the business part of the town at \$150, and those outside at lower figures. Their agent reports the sale of 73 lots during the last three months of 1887, purchased by residents, not for speculation, but for building purposes.

With real estate normal, taxes low, and prospects good, Regina offers excellent openings to wholesale houses and manufacturing concerns. The retail trade can be handled for the present by those already established.

Regina, N.W.T., Feb. 9, 1888. C. J. A.

The *Sugar Beet* says that the manufacture of sugar in Egypt has made some headway, and during 1886 the production is said to have been 85,500,000 lbs of sugar of the first grade and 23,000,000 of second grade. During the latter part of 1886 there were sold 18,500,000 pounds at prices ranging from 2.65c to 2.75c per pound, and 10,051,800 pounds of second grade at 1.60c per pound. Of the best grades Italy was the

largest purchaser. Considerable sugar was held over for higher prices, but had to be sold at a loss.

Water Power for Winnipeg.

BY H. N. BUTAN, CITY ENGINEER.

The first great requisite for profitable manufacturing is a cheap power. In a prairie country, where fuel is expensive, steam cannot be used for general manufacturing; and the fact that in Winnipeg it is used to a considerable extent for flour milling is most encouraging to those who hope to see manufactures by water power established here in the near future.

The present average cost of steam power in Winnipeg is 35 cents per horse power per day. Water power to the extent of a minimum of 5,000 horse power can be obtained at a cost, the interest and sinking fund on which would not exceed 10 cents per horse power per day.

When necessary, the 5,000 horse power mentioned above can be increased to 10,000 by drawing upon Lake Manitoba during the season of low water.

A large power could also be obtained from the Red River.

The following is a partial list of the manufactures which can be carried on at Winnipeg:—

- 1st. Flour milling, an industry the extent of which in this great wheat growing country is unlimited.
- 2nd. Manufactures of flax, cordage, binding twine, etc.
- 3rd. Building and other coarse papers from straw and wood pulp.
- 4th. Woodenware and furniture.
- 5th. Woolen manufactures.

There are numerous other manufactures which will readily suggest themselves. The above are mentioned as among the most profitable because the raw materials required for them can be obtained here at a less cost probably than in any other part of the world, and the manufactured articles are now imported from the east under very heavy freights.

The effect of manufacture upon a city is so well known that it is not necessary to enlarge upon it.

The utilization of 10,000 horse power in Winnipeg would largely increase the value of property, probably by \$10,000,000, taking into account the cost of mills, dwellings and the use and consequent increase in value of lands now lying idle. There would be a corresponding increase in population, with all the benefit to trade which such an increase implies.

Winnipeg has in the past given bonuses of \$250,000 and \$200,000 at a time to secure the location of railways through the city. It requires no such sacrifice to obtain the much greater advantages which are to be derived from making it a manufacturing centre. It is understood that the improvements necessary to develop the water power will be undertaken by a private company, if it can be shown by actual survey that the scheme is practicable. The survey would not cost more than \$3,000, and if prosecuted vigorously there is no reason why Winnipeg should not, next year, be in possession of a water power which will inaugurate a new era of progress and prosperity.

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

**MOORE'S CHINA HALL**  
 Direct Importers of

**China, Glass & Earthenware**  
 SILVER-PLATED WARE,  
 Knives, Cutlery and General House Furnishings

**MOORE & CO., Proprietors,**  
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 Orders by Mail will receive prompt attention.

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

**J. Y. GRIFFIN & CO**  
**PORK PACKERS**  
 -AND-  
**COMMISSION MERCHANTS.**  
 Dealers in Heavy Provisions; Bacon, Hams, Lard, Butter  
 etc., at close prices to the trade. Special attention  
 given to Consignments of Farm Produce. Consignments  
 and orders solicited.  
**64 & 66 McDERMOTT ST., WINNIPEG.**

**J. S. CARVETH & CO.,**  
**PORK PACKERS**  
 COMMISSION MERCHANTS,  
 General Produce Dealers. Correspondence  
 solicited.  
 Princess St., Opera House Block, Winnipeg

**CHAS. DAVIDSON & CO.,**

IMPORTERS AND DEALERS IN

**SADDLERY AND**

**GARRIAGE HARDWARE**

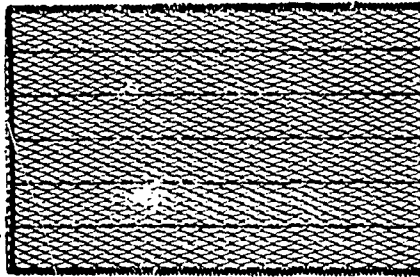
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**HOTEL BRUNSWICK,**  
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 Northwestern Railway. Commercial Travellers seek it  
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Directly opposite Passenger Depot. The lead-  
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**A. F. BOISSEAU, Proprietor**



**Patent Steel Wire Doormat.**

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 Depots, Public Buildings, Residences, Street Cars, Steamships,  
 Railroad Cars, and all places where a Mat or Matting is used.

Woven so as to form a series of scrapers for removing mud, snow,  
 ice and water quickly and effectually from the feet. It is flexible,  
 and will adapt itself to uneven floors. It does not fill up, break  
 down, or become soggy; is made from hard steel wire and thor-  
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**Canada Wire Co. H. B. Ives** President and **Montreal** Manager

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Wholesale Grocers and Tea Merchants,  
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**BRYCE & COMPANY, McIntyre Block, Winnipeg**  
 Agents for Manitoba and Northwest Territories

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 WHOLESALE

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**FLETCHER'S**

**ASSINIBOIA ROLLER MILLS.**

Manufacturer of  
 Hungarian Patent, Strong Bakers,  
 XXXX and the special brand

**PRIDE OF THE WEST**  
 The finest flour on the market.

BRAN AND SHORTS ALWAYS ON HAND.

**T. FLETCHER, MOOSOMIN, N. W. T**

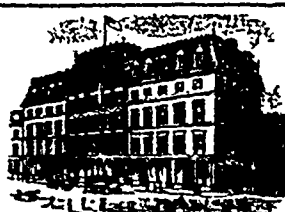
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 preparation of its class made.

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**WINNIPEG, - MANITOBA.**

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



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Every Attention paid to  
 Guests.  
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 known appliance for feeding all kinds of steam boilers,  
 will lift water 25 feet. Manufactured by

**R. MITCHELL & CO.,** St Peter & Craig Sts  
**MONTREAL.**

**REMOVAL!**  
**PEDDIE & CO.,**

Have removed to  
**56 Princess St (Gerie Block)**

where a full line of D. McCall and Co's samples  
 of Millinery may be seen. Also special lines in  
 Hosiery, Gloves, Underwear, etc.

A Call from the Trade is Solicited.

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**GENERAL BLACKSMITHING,**  
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The City of Brandon.

Brandon, situated on the main line of the C. P. R., 132 miles west of Winnipeg, is second only to Winnipeg among the towns of the Province, in size and commercial importance. It is one of the comparatively new towns of the country, having come into existence since the extension of the railway west of Portage la Prairie. Previous to the year 1881 the settlers within many miles of the site of the future city, could have been counted upon the fingers of one hand. That it now occupies the second place speaks wonders for the growth of the city, and the enterprise of its inhabitants.

All the old surveys of the transcontinental highway passed away to the north of Brandon, and the incoming settlers flocked into the country through which it was then supposed that the great road would run, leaving the country to the south practically unexplored. Early in 1881 it became known that the newly-formed C. P. R. Syndicate had decided to abandon the old Government surveys, and run the line further to the south. Forthwith there were great speculations as to where the road would cross the Assiniboine River. At whatever point the river was crossed, it was generally believed a great city would grow up, which in the estimation of many, would even in time rival Winnipeg in importance. When Brandon was selected as the favored point, there was a great rush to the spot, and in a few weeks the lonely desolation of the prairie gave place to strange scenes of animation. The definite location of the city was made in May, 1881, and during that month the first tent was erected, which was used in connection with the culinary arrangements necessary to prepare victuals for C. P. R. railway contractors. The city was surveyed the same month, and the lots sold rapidly. Soon quite a canvass town had sprung into existence, though many of the first arrivals were obliged for days to make their couch on the prairie turf, and with the broad canopy of heaven for a covering. Building material and general merchandise was brought in by steamers from Winnipeg, for the railway had not yet arrived, and indeed work was only commencing at Portage la Prairie, in extending the road westward. Goods brought in sold the moment they arrived, at fancy prices, and the freight rates charged would make some of our more recent arrivals, who now complain of C. P. R. rates, open their eyes. A horse or cow was charged passenger rates, and not very low passenger rates at that.

On May 28th the steamboat "Northwest" arrived from Winnipeg with a consignment of lumber, which was eagerly bought up, and the construction of shanties and other small buildings went on apace. Within two weeks after the arrival of the first lumber some half dozen embryo stores were in operation, whilst real estate business was carried on in tents, shanties, and in the open air. During the latter portion of May there was life and bustle among these first settlers, and a scramble between them for who should be first started in a mercantile business. The first purchasers of lots from the agents of the syndicate were not owners of their land for twenty-four hours before a lively real estate business was con-

menced, and a small boom in prices set in and ran far beyond the most sanguine expectations of the first speculators.

The railway was completed to Brandon, and a depot established in September, so that with the close of that month the city had a railroad, a post office, an express office, a bank, several manufacturing concerns in operation, and over a dozen mercantile concerns, while at least half a dozen real estate offices were in full swing. The population was at that time about 200. The railway brought a rush of incoming population in earnest, and many are the stories told of the straights to which people were driven for accommodation.

The growth of the city for the last month of 1881, and first two months of 1882 was something unprecedented, while the rush of people from every direction was something really amazing. From the first number of the Brandon Sun, which was issued by Mr. W. J. White on January 19th, we take a few figures. The resident population is recorded, in an article therein, at over 700, while the number of buildings is placed at 170, and their cost at \$200,000. The transient population at the time of the publication of that article must have been double that of the permanent settlers, and it is confidently believed that before the opening of spring there were nights when 5,000 people slept in the infant town of Brandon. With the opening of spring, therefore, the permanent population of the city was over 1,500, while about 120 business institutions of every description were in full operation. During the following summer the permanent population was increased to about 3,000, and many lines of business were established.

Since then the history of Brandon has been less eventful, though one of steady, permanent improvement and mercantile expansion. The early population contained a considerable percentage of the speculative element, which has now disappeared. Whilst therefore the population has not greatly increased of late years, it represents a much greater proportion of wealth and business per capita than in the early days. A number of good buildings have been put up, and extensive business establishments have taken the place of the early store tents. Its business institutions noted in the commercial reference amount to about 165.

In railways the town is still dependent upon the C. P. R., and it is the first division town on the line west of Winnipeg. The company has also located a branch road to run from here in a southwesterly direction, but so far no effort has been made to construct the branch, though the requirements of the country demand its immediate completion. After several years of delay, the Northwest Central Railway Co. commenced last fall the construction of a road from Brandon north to Rapid City, and thence westward. This road was partially completed as far as Rapid City, and it is claimed that this portion and 50 miles more will be completed this year. The completion of these proposed roads both northwestward and southwestward would be a great help to the growing trade of the city.

Brandon is most famous as a wheat market. One of the first industries was the establishment of a flour mill. This mill is now operated

by Alexander, Kolly & Co., and has a capacity of 150 barrels in 24 hours. An oatmeal mill is also run in connection, with a capacity of 100 sacks in twelve hours. The mill elevator has a capacity of 35,000 bushels. The other elevators are: McMillan's, capacity, 40,000 bushels; Ogilvie's, 40,000 bushels; Campbell & Mitchell elevator, 35,000 bushels; McLaurin elevator, 35,000; Hanbury & Co., 17,000 bushels. There are also several warehouses, with a capacity of from 10,000 to 35,000 bushels. There are usually from ten to twelve regular grain buyers on the Brandon market, and sometimes a number of irregular buyers. At one time this season it is said there were seventeen buyers on the market. It is estimated that between 1,000,000 and 1,500,000 bushels of wheat will be marketed at Brandon from the crop of 1887. Up to date about 800,000 bushels have been marketed, and a great deal remains to be brought in. The quantities of wheat marketed at Brandon since 1882 were: 1882, 250,000 bushels; 1883, 450,000 bushels; 1884, 560,000 bushels; 1885, 900,000 bushels; 1886, 550,000 bushels.

Brandon has particularly progressed in the past year or so in the direction of establishing a jobbing trade. W. Johnson & Co. do an extensive wholesale trade in oils, both from Winnipeg and Brandon, and a wholesale trade is done in implements at Brandon only. Forbes & Stirret have been very successful in the planing mill and sash and door factory industry, a business which they established in 1886. They have large premises, the main building being 25x50 feet, two stories high, in addition to other buildings. They have a very complete outfit of wood working machinery, and manufacture almost everything in the line; finding a good local and jobbing trade throughout the district. They contemplate adding a lumber yard to their business at once. J. A. Moore also does a jobbing trade in sash, doors, etc. Brandon has a saw mill, but it has not been in operation for a year, and will not likely be put in operation this season, owing to litigation.

C. Emerson, manufacturer of tents, awnings, mattresses, duck and denim clothing, shirts, etc., does quite an extensive jobbing trade. He came to Brandon in the early days, and though he once made a trip to the United States with the object of changing his location, he soon returned, satisfied that no place he had seen offered better advantages for his business.

Neumeyer & Pares are the proprietors of the Brandon brewery, the most westerly brewery on the C. P. R. this side of British Columbia. A change was made in the firm a short time ago, with the object of increasing the usefulness of the industry. Mr. Neumeyer is a practical man of long experience, and gives his personal attention to the manufacturing department, whilst Mr. Pares represents the firm on the road, and is meeting with great success since he undertook this work a short time ago. The brands manufactured are, Export, India Pale, XX ales and porter.

W. Ferguson does a wholesale trade in wines, liquors, etc. He succeeded Alex. McIntyre about six weeks ago, previous to which time he was managing the business, which has been established five years. He built the Brandon brewery, and conducted the business up to a

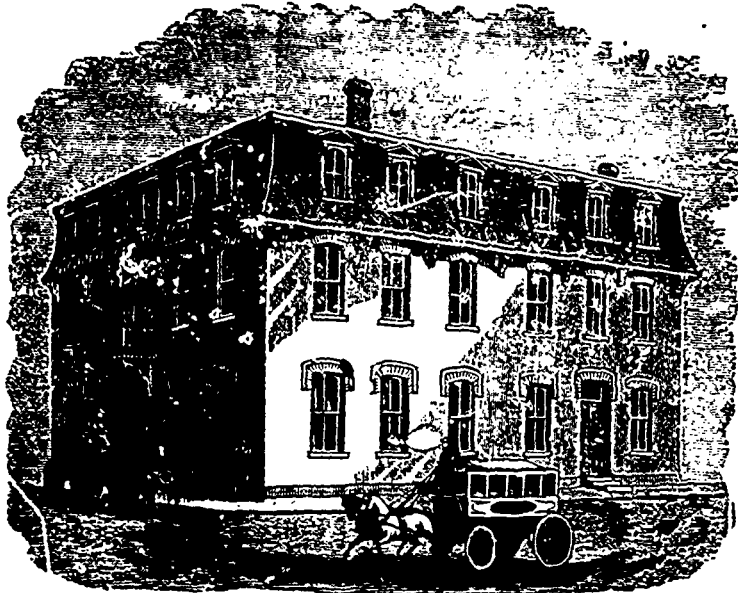
year ago, under the name of the Brandon Brewing Co., in connection with a partner. Munroe & Co. also do a wholesale trade in wines and liquors. S. H. Munroe started in groceries in 1881, and added liquors later. The present wholesale liquor business was established in June last, and is meeting with success.

The wholesale grocery line is represented by Smart, Stewart & Co. and Smith & Burton, besides which some jobbing trade is done by other houses.

Jno. Hanbury & Co. do a wholesale grain and produce business, in which they have been very successful. They make a specialty of coarse grains, oats, barley, etc., which they ship largely both east and west. The grain department is under the management of W. J. Lindsay. Butter, eggs, and cheese are handled extensively, the trade in these lines extending from Victoria, B. C., to Montreal. A specialty is made of the wholesale cigar trade, which is under the care of Mr. Hanbury. A retail and jobbing trade is also done in groceries, under

the list. This well known house is situated directly opposite the depot, and just about the centre of the city. It enjoys pretty much of a monopoly of the commercial trade. The house is a brick structure three storeys high, and contains over thirty well furnished sleeping apartments. Three or four separate sample rooms are at the disposal of commercial travellers. The table is not behind any hotel in Manitoba, not excepting Winnipeg. To the travelling fraternity Frank Boisseau and his amiable wife are two of the best known people in the West.

In the financial line there are two chartered banks, the Merchants and the Imperial, which have proved a great aid to the commerce of the city. The lumber trade is represented by several dealers, E. J. Barclay, who has been in the business since the commencement of the town, reports that the first year his retail sales amounted to 3,000,000 feet, and that probably 15,000,000 feet were sold by all the dealers during the year. C. A. Larkin is an old and well known lumber dealer. P. L. Mitchell



the management of E. Barrett. The firm is composed of Jno. Hanbury, W. J. Lindsay and E. Barrett. In the pump manufacturing line a considerable trade is done. J. M. Riesberry, the principal manufacturer, reports the sale of 200 pumps during the past year, mostly to farmers in the surrounding country. Russell & Ironsides, and J. W. Anderson and Burchell & Howen do a large trade in handling and shipping stock, dressed meats, poultry, etc., both to the Winnipeg market and to Territorial and British Columbia points. In the stock line C. Pilling established monthly sales, which have been a great convenience to both buyers and sellers. The sales were established two years ago, and have been kept up ever since, proving a great success. Farmers from the surrounding country bring in their surplus cattle, horses, etc., to the sales, and invariably find a good market.

In hotels Brandon is well supplied. There are nine or ten licensed houses and other restaurants and temperance houses. Of the hotels the Grand View has long stood at the head of

commenced business in the line about eighteen months ago, though previously connected with the business in another capacity. Mann & Durham succeeded J. A. Christie some time ago, the latter giving his entire attention to grain. J. H. Hughes also handles lumber.

Among some of the other leading business houses are the following: Fraser Bros., H. Meredith & Co., Strome & Whitelaw, Jas. Paisley, John Sproule, general merchants; Cole & Saunders, dry goods and merchant tailors; Flumerfelt & Powers, and M. McNicol, boots and shoes; T. Lee, saddler; Somerville & Co., dry goods and clothing; Johnston & Co., Wilson & Co., R. McLean, Geo. Munroe, hardware; M. Dickson and W. H. Hooper, groceries; L. Stockton, merchant tailor.

The press is well represented in Brandon, and the local papers will compare favorably with those published in much larger towns in the east. The Sun, the liberal paper, was the first in the field, and it has held the fort since, issuing a daily at one time during the "boom" days. Now a weekly only is published. It is

published by W. J. White. The Times, published by J. M. Robinson, though the last in the field, is not least in importance. The Times has lately given an exhibition of its enterprise, in issuing a large special edition, descriptive of the city and country. The Mail, published by C. Cliffe, is, like the Times, a conservative paper, though considerably more rank in tone.

### Manitoba Lands.

There is a large quantity of the best agricultural land in the world yet to be had in the vicinity of Winnipeg, the commercial capital of the vast Northwest, and the shrewder settler usually recognizes the desirability of settling as near as possible to a great centre. Those who in the earlier days of this generation located themselves in the neighborhood of Chicago and Milwaukee have had good reason to congratulate themselves on their foresight, while even of late years the farmers who took up land in the counties adjoining St. Paul and Minneapolis have realized abundantly the wisdom of their choice. There ought not to be any land available near Winnipeg, but owing to the muddle in dealing with the half-breed lands in Manitoba, much remains procurable that would otherwise have been ere this thickly settled. All difficulties of title have now been removed by local acts and the introduction of the Torrens' system, so that it is probable that within the next three years there will be a great demand for the land between the Assiniboine and Red rivers—the wheat field of the Northwest.—*Montreal Gazette.*

R. P. BARNES & Co., of Lethbridge, Alberta, will open a drug store at M. cleod.

HUGH DOOL contemplates establishing a machine repair shop in Minnedosa, Man.

ARRANGEMENTS are being made for the resumption of work at an early day in boring for oil in the Lake Dauphin district, Man.

— WELLBRAND has purchased the store of T. B. Winnett at Medicine Hat, Assa., and will open with a line of boots and shoes.

AN association has been formed at Fort Qu'Appelle, to be called the Business Association of Fort Qu'Appelle. It will be of the nature of a board of trade.

THE Medicine Hat Railway and Coal Co. is applying to have its railway and mining interests consolidated. It is said there are good prospects of an early development of the property of the company.

At a late meeting of the Calgary council a by-law was put through authorizing the borrowing of \$7,000, at the bank, to meet the town's present indebtedness, the notes to be taken up before the expiration of the present year.

CALGARY Tribune:—Stockmen are adopting a new course in wintering their calves. In former years the calves were allowed to run on the range with the cows, sucking them the whole winter. This as might be expected, did not give the cows a fair chance, but this year a number of the stock raisers have taken the calves away from the cows and till a week or two ago have fed them. Since the warm weather arrived, however, the youngsters have been turned out and are rustling for themselves.



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TO ALL POINTS IN ONTARIO, QUEBEC  
AND UNITED STATES.

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your tickets from starting point through to  
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RAILWAY.

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C. H. WARREN, Gen. Pass. Agt. }  
W. S. ALEXANDER, Traffic Mgr. } ST. PAUL.  
A. MANVEL, Gen. Manager. }



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

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

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

ROSWELL MILLER, General Manager. A. V. H. CARPENTER, Gen'l Pass. and Tkt. Agt.  
J. F. TUCKER, Ass't Gen'l Manager. GEO. H. HEAFFORD, Ass't Gen'l Pass. and Tkt. Agt.  
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Towns owned by the CHICAGO, MILWAUKEE &  
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HAUGAN, Land Commissioner, Milwaukee,  
Wisconsin.

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## Albert Lea Route

	Leve St. Paul.	Leve Minneapolis
Chicago, Burlington, Kansas City and Des Moines Ex.....	a 8.45 a.m.	a 9.25 a.m.
St. Louis Fast Ex.....	b 6.25 p.m.	b 7.05 p.m.
Chicago Fast Ex.....	d 6.25 p.m.	d 7.05 p.m.
Des Moines Passenger.....	a 6.25 p.m.	a 7.05 p.m.
Excelsior and Watertown.....	a 8.00 a.m.	a 8.45 a.m.
Atington and Excelsior.....	a 4.15 p.m.	a 4.50 p.m.
Manakato Express Accom.....	a 3.15 p.m.	a 4.00 p.m.

a Ex. Sunday. b Ex. Saturday. d Daily.

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SLEEPERS to Chicago, St. Louis and Des Moines

DIRECT LINE TO WATERTOWN, D.T.

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to KANSAS CITY, LEAVENWORTH, ATCHISON or  
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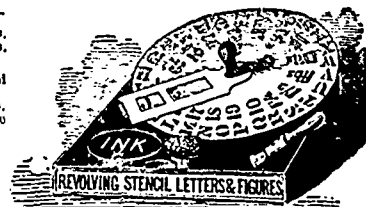
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## Manitoba and Northwestern Ry.

### CHANGE OF TIME.

Taking Effect Monday, August 15th, 1897

No. 4 MIXSD	No. 2 PASS	STATIONS.	No. 1 PASS	No. 3 MIXED
LEAVE	LEAVE		ARRIVE	ARRIVE
13 00	13 00	Portage la Prairie	14 45	14 45
15 30	14 50	..... Gladstone .....	13 05	12 20
17 25	16 02	..... Neepawa .....	11 35	10 00
19 45	17 00	..... Minnedosa .....	10 45	8 40
	18 10	..... Rapid City .....	9 00	
22 30	18 48	..... Shoal Lake .....	8 52	5 05
24 10	19 55	..... Birtle .....	7 45	3 30
	22 25	..... Binscarth .....	5 10	
	23 45	..... Russell .....	3 45	
ARRIVE	ARRIVE	..... Langenburg .....	2 30	
			LEAVE	LEAVE

1 Men's.  
No. 4, Mondays and Thursdays. No. 1, Wednesdays  
and Saturdays. No. 2, Tuesdays and Fridays. No. 3,  
Tuesdays and Fridays.

Trains leave Minnedosa for Rapid City Tuesdays and  
Fridays at 17.10; returning leave Rapid City Wednesdays  
and Saturdays at 9. For Langenburg leave Birtle Fri-  
days only at 21.00; returning leave Langenburg Saturdays  
only at 2.30. For Russell leave Birtle Tuesdays only at 21  
returning leave Russell Wednesdays only at 3.45, making  
connection with main line trains.

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