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

Journal of Commerce, Industry, and Finance  
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 of Manitoba and British Col-  
 umbia and the Territories.

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

WINNIPEG, JULY 23, 1888.

THE Hudson's Bay butcher shop at Macleod, Alberta, has been closed up.

J. UREN, photographer, New Westminster, is offering business for sale.

BLANCHARD & Co., druggists, Victoria have sold out to A. B. Cook.

JAMES YOUNG, Shoal Lake, Man., has sold his blacksmith shop to McGregor.

T. G. McCLELLAND & WM. BETHUME, restaurant, Calgary, have dissolved partnership.

JACQUES Bros. furniture, Calgary, have decided to close out their stock and go to California.

OWING to the closing of the coal mine, the railway station at Anthracite has been closed up.

McMILLAN BROS., have sold the Grand Union Hotel at Shoal Lake, Man., to a party from Winnipeg.

MRS. GEORGE TAYLOR, Japanese Bazaar, Vancouver, has sold out to Galbraith & Campion.

M. D. & J. P. Gray, painters and paper hangers of Macleod, have opened out business at Lethbridge, Alberta.

BOOTHE of Qu'Appelle, has purchased the stock of Battiscombe Bros., at Sintaluta, Assa. and will carry on the business.

R. IRONSIDE is preparing for the erection of an elevator at Manitou, the capacity of which will be 30,000 or 40,000 bushels.

LA FOND, druggist, from Winnipeg, has purchased the stock and business of A. H. Clark & Co., druggists, Prince Albert, Sask.

J. E. CURRAN, saloonkeeper, New Westminster, has sold out to Thos. Brennan.

DEAN & Co., hardware, Gladstone, Man., has sold out to Foster & Conter.

WEBB & KITTERIDGE, dealer in feed, Winnipeg, is out of business; succeeded by Porteous & Co.

A. B. A. CUNNINGHAM & Co., Bakers, Calgary, have dissolved partnership; business continued by A. B. A. Cunningham.

CAPT. ROBINSON'S manager is at Grand Rapids at the head of Lake Winnipeg superintending the building of a refrigerator barge of large dimensions, for the fishing trade on the lake.

WOODMAN BROS., saloon, brewery and livery stables, Prince Albert, Sask., have dissolved partnership. H. Woodman will continue the saloon and C. Woodman the brewery and livery.

N. D. McDONALD & Co., plumbers, Winnipeg, have received the contract for the steam heating and plumbing in the Grand hotel, Calgary, a new \$40,000 hostelry now in course of erection there.

THE Calgary Tribune complains of great delay in getting stock brands recorded, a year sometimes passing before the recording of a brand can be obtained. This is proving an annoyance to stock dealers.

THE Regina board of trade is collecting statistics relating to crop in this district. Reports received from all parts in the Northwest where settlement has been made uniformly agree that the yield of cereals, roots and vegetables will be unprecedented.

THE Winnipeg grocers and butchers have reconsidered their decision as to holding their annual picnic at Rat Portage. At a later meeting Selkirk was selected as the point for holding the picnic. The date remains unchanged, namely, July 26th.

A LIVERPOOL cable says: Henry S. King & Co. have invited subscriptions at par for £220,000 debentures in the Canadian and coal colonization company carrying 5½ per cent. interest. The company will operate in the Northwest. Sir John Lester Kaye is manager in Canada.

A DEPUTATION of those interested in the projected Winnipeg & Southeastern railway, waited upon Premier Greenway recently to ask the government to extend to their road the provisions of the Railway Aid Act. In reply Mr. Greenway promised to lay the matter before his colleagues.

A LONDON cable says: The Canadian Pacific Colonization corporation to found the town of Queenstown in the Northwest has been formed with a capital of £500,000, in £10 shares. At present half this will be created, applicants for the first £40,000 being entitled to a bonus of one fully paid share for every four shares allotted. The lands of the company are in Alberta, on the C. P. Railway line.

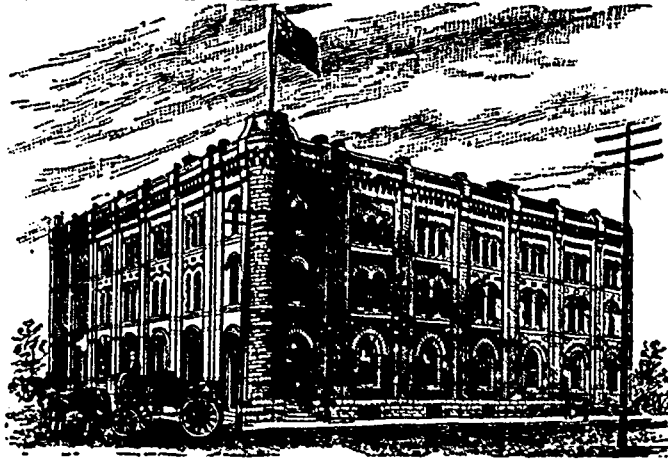
THE dam built by the Dominion government, at the Lake of the Woods, near Rat Portage last spring, gave way last week carrying with it the colonization bridge, built by the Ontario government. The loss will be over \$10,000. The lake is very high. There is plenty of

water power without the dam, to run the mills, the dam only being of use when the water is very low, in occasional seasons.

THE N. W. C. & N. Co., of Lethbridge, has purchased a Diamond Drill. It is the intention to bore a hole east of the freight shed for the purpose of testing the coal in that vicinity. The company has ordered new rolling stock for the railway, consisting of 25 coal cars with hopper bottoms, 10 coal cars with side dumps and two new engines. The engines are from the Hinckley Locomotive works, Boston, Mass. Three new stalls are being added to the roundhouse at Lethbridge and two at Dunmore. With the arrival of this rolling stock the output of coal will be increased considerably.

THE publication of a paper has just been commenced at St. Paul, Minnesota, called the *Western Tree Planter*. The paper will advocate the planting of trees on the western prairies, and will give special directions as to tree planting. We should like to see every farmer on the Canadian prairies take an interest in this matter, and if they could be induced to do so, the result would soon prove of great benefit to the country at large. *The Tree Planter* will also give attention to fruit tree growing. The price of the paper—50 cents per year—is within the reach of all. Its wide circulation should do a great deal to awaken interest in tree culture, and every farmer in the country should therefore subscribe. Address, *Western Tree Planter*, St. Paul, Minn.

IN chambers at Regina, Judge Richardson delivered judgments in the cases of MacDonald & Co. and O'Brien & Co. against W. E. Sandford & Co.; and Woods & McBride, and E. M. Robinson & Co. against James Ross. Plaintiffs sued on behalf of themselves and other creditors of defendants for the purpose of having a chattel mortgage for \$1,404.67, dated eighth September 1st, declared void. After a clear and careful statement Judge Richardson said the judgment of the court is that the injunction will be made perpetual, and such decree or order made as will declare the mortgage void against the assignment for the creditors of the estate vested in Ross for the purposes included by such assignment. Any further evidence is to be taken before the clerk of the court at Regina for making such enquiries as may be necessary to give effect to the assignment to Ross. Costs go against the defendants. In O'Brien & Co., and MacDonald & Co. against Campbell, Spera & Co., Woods, McBride & Co., and Robinson & Co the action is similar. Plaintiffs sought to have a chattel mortgage for \$4,535.89, declared void on the ground that such mortgage contravened ordinance 31 of 1884, being given by Woods and McBride on the eve of insolvency. Richardson said judgment in this case was that a decree issue declaring that the interim judgment be made perpetual and that the mortgage and assignments of debts given by Woods & McBride to Campbell, Spera & Co. be void against Ross, who represents the creditors to whom the property included is vested, and cancelled, and that Campbell, Spera & Co. account to Ross for monies collected under the assignment of debts to them. That all proper and necessary means and enquiries be taken before the clerk of the court at Regina to carry into effect the decree. Contesting defendants pay all costs of the suit.

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### DIRECT IMPORTERS

#### TEAS, SUGARS, WINES, LIQUORS and GENERAL GROCERIES

CORNER PRINCESS AND BANNATYNE STREETS, WINNIPEG, MANITOBA.

THE Calgary district has this year produced about 200,000 pounds of wool, of a fine quality. There are, it is said, about 40,000 head of sheep in the immediate vicinity of Calgary. These western ranch sheep are all cross breeds of Merinos, similar to the Montana sheep. Indeed, the sheep were originally imported from Montana. The cross is mostly with the Shropshire breed, which makes an excellent wool. The Calgary district sheep owners have formed an association, and they are holding their wool on account of the low prices offered in eastern markets. They are making an effort to induce the establishment of a woolen mill in the district. The sheep raising industry of the Calgary district promises to become one of great importance in the future.

OPPOSITION to the Interstate Commerce Act is continually cropping up in different sections of the United States, particularly in the West. The St. Paul Chamber of Commerce has adopted a report which expresses the firm conviction that the entire policy of the interstate law, under its present workings, is detrimental to the interests of the far Northwest, and that the growth in population and wealth, which has taken place in Minnesota and Dakota during the last decade, has been owing, more than to any other cause, to the unrestricted movement of grain eastward and merchandise westward, by the railroads of the country, upon such terms as unrestricted competition has made necessary. The Chamber demands that the railroads be left to compete for business upon the same basis as other business is done. Delegates in Congress are called upon to use their influence to endeavor to defeat this bill, as well as any other bill which imposes restriction upon the railroads.

THE United States is having a labor case, something similar to the one lately tried at Hamilton, Ontario. The discharge of one Hart, foreman of a shoe factory in New York, was demanded by the Knights of Labor, owing to the fact that he had discharged a workman on the alleged offence of stealing. The Knights decided that the discharged man was not guilty

of the offence charged against him, and they consequently insisted upon the discharge of the foreman. Through fear of a strike, the firm complied with the demand of the Knights, and discharged the foreman. Hart subsequently obtained employment in a Baltimore factory, but here the Knights discovered him and again demanded and secured his discharge. Hart then decided upon trying legal measures to stop the persecution which he had been subjected to, and he had certain of the Knights arrested on the charge of conspiracy. The Knights have been committed to stand trial, the Court of Appeals having confirmed the decision of the lower Court. The case is exciting considerable interest in the United States, as upon the decision will depend whether or not this form of persecution can be continued with impunity.

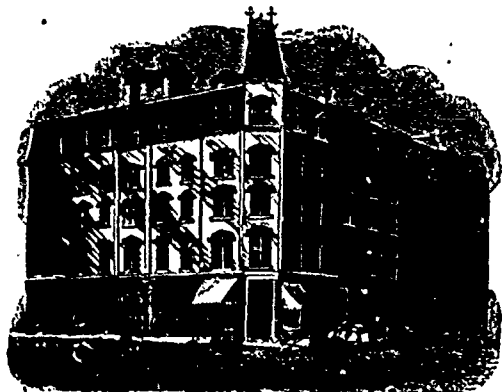
FROM the *Northwestern Miller* it is learned that the manager of the Scandinavian Elevator Company is in financial trouble. This is the company which was formed lately in Minnesota for the purpose of supplying Minnesota and Dakota hard wheat to British millers. Recently THE COMMERCIAL made reference to the efforts of the company, to induce British millers to take stock in the enterprise. The manager of the company, who went to England with the object of enlisting the financial assistance of British millers in the enterprise, has made an assignment and resigned his position of manager, of the elevator company. The *Northwestern Miller* says: "This seems to plunge the whole scheme into a very tangled condition. With his affairs and the affairs of the Scandinavian Elevator Company, we have nothing to do except as they affect the general scheme of direct shipments to British millers, which we pronounced over a year ago a foolish notion. Mr. Wolcott, (manager of the proposed company) will probably encase himself in his own private life preserver and get ashore the best way he can, leaving the balance of the crew to shift for themselves."

THE United States Congress has shut down on the practice of making the postal system of

the country available as a dumping agency. An Act lately passed, provides that any postal card, or any other mail matter upon the envelope, or outside cover of which appears anything which reflects injuriously upon the person addressed, or any one else, or upon his character or conduct, or is plainly calculated and intended to injure his feelings or reputation, or bring him into discredit, or which threatens him, will be excluded from the mails. Anything in the nature of a threatened dun apparent upon the envelope, outside cover or postal card, or conveying the suggestions that such dun is enclosed, as by the words, "bad debt," will be excluded as non-mailable matter under this Act. The law provides that any person who shall knowingly deposit such matter for mailing or delivery, or cause the same to be taken from the mails for the purpose of circulating, disposing of, or of aiding in the circulation by disposing of the same, shall be deemed guilty of a misdemeanor, and shall for each offense be fined not less than \$100 nor more than \$500, or imprisonment with hard labor for not less than one year or more than ten years, or both, at the discretion of the court.

ANOTHER of those bold strokes of business which are rapidly bringing the company into notoriety, has apparently been made by the C. P. Ry. corporation. Scarcely had the announcement been made of the purchase by C. P. Ry. magnates of a controlling interest in the Minneapolis and Sault Ste. Marie road, than it is announced that the company has gobbled up another important railway. This time it is the Duluth, South Shore and Atlantic railway that has fallen under the control of "the greatest and most aggressive railway corporation of the world." Thus within a few weeks, two important railways, each hundreds of miles in length, have been added to the C. P. Ry. system. With some slight improvements which will no doubt be at once carried out, the Duluth, South Shore and Atlantic will give the C. P. Ry. a through line into Duluth, and it also gives the latter road a monopoly of the routes via Sault Ste. Marie. What the outcome of this latter move will be, it is difficult to say. For the time being the Northern Pacific is cut off from connections east of Duluth, and the Michigan Central is cut off at the Straits of Mackinaw. It is stated, however, that the company will give other roads favorable terms for traffic over the Duluth, South Shore and Atlantic. The C. P. Ry. could certainly use its latest acquisition in bringing about a promiscuous traffic arrangement with the Northern Pacific, and on this account, the result of the purchase will be watched with interest here. It is also intimated that now the C. P. R. has a through line to Duluth, the company will build a road from the latter place to Winnipeg. This idea does not seem at all improbable. In connection with these railway purchases by the C. P. R. magnates, one of the questions being asked is: Where is the money coming from? The \$15,000,000 loan recently floated by the C. P. Ry., with the aid of the Dominion Government guarantee, it was understood, was to be applied in providing rolling stock for the main line, putting the North Shore section in good shape, etc. This Government guarantee

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was given at the time of the removal of monopoly in Manitoba, on the understanding that the money would be spent in this country. These heavy purchases by the C. P. Ry., following so soon after the floating of the loan, to say the least, look very suggestive. Undoubtedly the C. P. Ry. management had some big scheme in view when they consented to sell their monopoly in the West for a guarantee of interest upon the \$15,000,000 loan.

**Trying on Ladies' Shoes.**

"Talking of trying on ladies' shoes," said a clerk in a prominent shoe store in Detroit. "It is one of the most delicate and arduous duties that falls to the lot of a salesman. Why, the most innocent remark may be construed into an affront and the clerk find himself called to account. Have you ever noticed that a boot and shoe man does very little talking?"

"Do you mean in selling goods?"

"Yes. Some years ago a clerk in a New



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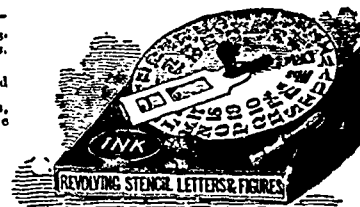
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- C. MACHEN AND HUDSON, LIVERPOOL, Bottlers of "Beaver" brand Bass's Ale and Guinness's Stout

WINNIPEG REPRESENTATIVE:

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

Orleans shoe store lost his life for paying a lady a compliment about the size of her foot."

"Are Detroit ladies as sensitive on the subject?"

"It requires very nice discrimination to pay a lady a compliment on the size of her foot. We have some ladies come in here who possess remarkably beautiful feet, and it would be worth my place if I made any remark about them. Then others—just as fastidious in all respects—will expect a little well directed flattery, in fact will challenge it by depreciating their feet. Then some ladies will not allow us to put their boots on, while others will treat us exactly as if we were footstools or button hooks."

"Are ladies hard to please?"

"Well I should just say so. Their feet are so tender they want to wear a loose shoe and they always buy a tight one. Then they always try them sitting down, and it is the hardest work to get them to stand up and step around.

Sometimes I am nearly distracted trying to get a good fit and one that will not have to be returned. But ladies are more sensible now about their shoes than they used to be. They wear the common sense and low heels, and have more comfort.

At a meeting of the Montreal board of fire writers, it was decided to increase the rates on all policies in Quebec, sufficiently to cover the commercial corporation's tax.

The latest report places the pack of salmon on the Columbia river to July 1st at 159,500 cases. This is the report of twenty-five canneries, which are credited with 4,000 to 11,000 cases apiece. Two canneries at the Cascades are credited with 20,000 cases, making 179,500 cases. Shipping merchants say if these low figures are correct there will be great disappointment.

The "Myrtle Navy plugs" correctly represents the whole plan upon which its manufacture is conducted. There is not a fractional part of a cent expended upon it for mere appearance. It is neither wrapped in tin foil nor worked into fancy shapes, nor put in any fancy cases, nor subject to any kind of expense merely to please the eye or captivate the fancy. The manufacturers rightly believe that tobacco was not purchased for ornament, but for smoking, and therefore all extraneous expense was avoided and added to the quality of the tobacco. The public have testified in its case that they prefer paying their money for a high quality of article than for ornament out of place.

# The Commercial

WINNIPEG, JULY 23, 1888.

## WATER POWER AND NAVIGATION.

City Engineer Ruttan, of Winnipeg, has presented his report upon the possibility of utilizing the water power of the Assiniboine river at Winnipeg. A very thorough survey of the river has been made, and altogether the report is a favorable one. The investigation showed that at extreme low water, a minimum power of 5,626 horse-power could be obtained for fourteen hours per day. This power could be increased and maintained at 10,000 actual horse-power, by the construction of a canal from the river at Baie St. Paul, to Lake Manitoba. The canal could be constructed at a low cost, the conditions being very favorable. The length of the proposed canal would be about 17 miles, for one-third of which distance a natural canal now exists. Low water in Lake Manitoba is shown to be about 14 feet above the Assiniboine river. It is estimated that a dam to utilize the water power would cost \$250,000, and a canal to supply the water to factories would cost about \$50,000. The surveys have shown that the fall in the river is greater than was previously estimated, and the expense of rendering the river navigable would therefore be considerable. The proposed dam at Winnipeg, to furnish 5,626 horse power, would render the river navigable for about 12 miles only above the dam, at low water. To make navigation possible in low water, beyond this point, further expenditure would be necessary. The construction of the canal to Lake Manitoba would, it is thought, afford sufficient water to make the river navigable to Baie St. Paul, and at the same time nearly double the horse power available at Winnipeg. The opening of navigation between the Red River and Lake Manitoba, via the Assiniboine river and the proposed canal, would be of immense value to the country. A vast stretch of navigation on Lakes Manitoba and Winnipegosis could thus be made available, and the great timber and other wealth of the lake region would be opened for development. With navigation opened to Lake Manitoba by the proposed route, (which, it may be noted, is the only available route), the system could readily be extended to Lake Winnipegosis, and thence to the Saskatchewan river, thus

opening up a system of inland navigation of the first magnitude, and which would rank among the most extensive inland systems of navigation of the world. The coast line of this vast system is estimated at 5,000 miles, mostly of the very best agricultural lands, and capable of supporting a population of millions. The largest and best timber area of Manitoba, now inaccessible, is tributary to Lakes Manitoba and Winnipegosis. Coal, oil and salt territories are also tributary to this inland navigation system, which as yet has no outlet. It is worthy of note that the same work which would be required to provide the 10,000 horse power water power for manufacturing purposes at Winnipeg, would also be a great factor in rendering these inland waters accessible. The City Council, in authorizing the engineer to undertake these preliminary surveys, has performed a very creditable work, and one which should be productive of good to the city and province at large. To show the value of the water power which could be made available, it may be stated that the present steam capacity of the city is only about 1,000 horse power. The proposed work would furnish water power of ten times the amount of the present steam power of the city, and at a comparatively very trifling cost. But the value of the water power would be insignificant in comparison with the benefit to the country from the opening of this great inland system of navigation. It is to be hoped that the work undertaken by the Winnipeg Council will be followed up by the Government, until these great inland waters are made available as highways of commerce. The impetus which would be given to the development of the country, by the carrying out of this scheme, is beyond comprehension, whilst the cost of the work would be trifling indeed, in comparison with the vast interests at stake.

## TAXING COMMERCE.

The obnoxious tax upon commerce, which was inaugurated by the last Quebec Government, is being continued by the present administration. It was expected that Premier Mercier's Government would abolish the measure, but instead of doing so, some minor alterations have only been made in the bill. The bill provides for the placing of special taxes upon commercial corporations, for provincial purposes, in addition to the usual municipal taxes. Telegraph, telephone, insurance companies, banks, manufacturing

companies, etc., come under the operation of the bill. The bill as amended, places a tax of one-tenth of one per cent. upon the paid up capital of trading corporations. The Supreme Court, which was appealed to when the act first went into force, has declared the measure constitutional, and the corporations have nothing for it but to submit to the tax or give up business in the province. Last year the revenue from this direct tax on commerce amounted to nearly \$560,000, and this year will be considerably greater. A special meeting of the Montreal Board of Trade was held to protest against the tax, but it is not likely that anything will be accomplished. The tax of course falls principally upon the corporations having their headquarters at Montreal. The Quebec Government, no doubt, has great need of increased revenue, and direct taxation for provincial purposes has long stared the people of that province in the face. It was hardly to be expected, however, that direct taxation would come in the shape of special taxes on commercial corporations alone. There is good reason for opposition to the tax, inasmuch as it exempts some interests, whilst affecting others. Political exigencies no doubt dictated the latter feature. A measure for general direct taxation would be unpopular with the people, and might endanger the life of the Government. On the other hand a tax upon the commercial corporations, though provoking some opposition, will be popular with certain classes of the people who are numerically strong. But though the masses would prefer the commercial instead of a general tax, yet it is evident that the people will eventually pay the tax in an indirect way, for the corporations which are obliged to submit to the tax, will certainly make it up in increased charges to the people where practicable.

## A WESTERN RAILWAY.

Like Winnipeg, Westminster, B. C., is just now greatly agitated over railway matters. A railway from Westminster to the cities of Puget Sound, to connect with the United States railway system of the Pacific coast, has long been among the probabilities. Indeed, it is too mild a term to use the word "probabilities" in this connection. The construction of such a railway, to connect the C. P. R. with the other railways of the Pacific coast, is just as certain, as it was a few months ago that railway monopoly in

Manitoba would have to go. The immediate cause for interest in the question at Westminister, is the proposition made by certain parties for the building of the line. The proposition made by the promoters of the proposed road is, that Westminister give a bonus of \$150,000 to the railway, and a further bonus of \$100,000 toward the construction of a bridge across the Fraser river. The company further asks for right of way through the city, free grounds for depot and freight sheds, workshops, etc.; also exemption from taxation for twenty-five years. The company agrees to erect its car and repair shops in Westminister. Work will be commenced within 30 days from the date of the adoption of the bonus by-law. It is proposed to connect with the C. P. R. at Westminister, on the north side of the river, by means of a car ferry, until the bridge is completed. The latter will be a combined passenger and traffic bridge. A by-law will be at once submitted to popular vote. The railway will be known as the New Westminister, Bellingham Bay and Seattle Railway, and will be 146 miles in length. At Seattle connection will be made with the Northern Pacific. The road will run through a region rich in timber, coal, iron and other resources. Judging from the opinions of the press, the people of Westminister are in favor of the granting of the bonus. The local papers are engaged in the usual work of explaining that the granting of the bonus will prove a very profitable investment for the city, and that great things will accrue therefrom. Still it is advisable to consider the other side of the question, for another side there certainly must be. Winnipeg went into the bonus business very enthusiastically a few years ago, for the benefit of the C. P. R. Co., and great things were to result from the expenditure. In the light of present experience, however, it would be difficult to work up much enthusiasm in the same cause. It may prove different in the case of Westminister, and it is to be hoped it will, if the bonus be granted. Care, however, should be taken to see that the terms of the bonus are not one-sided—binding only upon the city and not upon the company. Further, provision should be made to prevent the proposed road from falling into the hands of one or the other of the two great railways which it will connect, which from its geographical position, would seem very probable, if indeed the scheme is not put forward in the interest of one of these roads. The proposed bonus seems a rather heavy one for Westminister, especially as the city has

paid pretty dearly for connection with the C. P. R. This latter connection the city should have secured without such large expenditure, as the importance of the place would have necessitated the construction of the branch by the C. P. R. Co. In the same way, the importance and geographical position of Westminister, renders it a certainty that it will be connected with Puget Sound and the south by rail, bonus or no bonus, and that at no very distant day.

### THE MANITOBA RAILWAY SITUATION.

The most important questions of public interest in Manitoba for years back—in fact almost since the province had an existence—have been relating to railways. A short time ago it was railway monopoly which rent the province in prolonged agitation. A lull succeeded the settlement of the C. P. R. monopoly difficulty, but it has been a period of watchful expectancy, and even the excitement of a general election did not detract greatly from the interest taken in the railway situation. Since the election, the railway question has been growing in interest almost daily and last week reached a point which made it again the all absorbing topic for conversation. This was owing to the many rumors which were in the air regarding railway enterprises, fuller particulars of which were hourly expected.

Since the settlement of the monopoly question, the Provincial Government has managed to keep the public pretty well in the dark regarding its intended railway policy, and this has been a cause for considerable dissatisfaction. However, it may be supposed that the Government understands its own business best, and possibly good reason exists for the following up of the policy of secrecy, which has caused the display of a good deal of impatience on the part of the people. There was first the partially completed Red River Valley railway, left as a legacy from the late Norquay Government, which the present administration would have to deal with. On the settlement of the C. P. R. monopoly difficulty, the question was: Whether the Government should complete this road as a public work, or hand it over to a private company? The Red River Valley road was commenced as a public work with the object of breaking the C. P. R. monopoly. When that monopoly was voluntarily relinquished, it was urged by many that the Local Government should go out of the railway business entirely, and leave the field open to all-comers in the form of private corporations. Others maintained that the Government should complete the Red River Valley road and hold it as a Government work, over which all roads would be given running power. The Government seemed to have decided to carry out the latter idea, though somewhat backward in pushing the work. A loan was floated, and of late work has been going on slowly on the Red River road, between Winnipeg

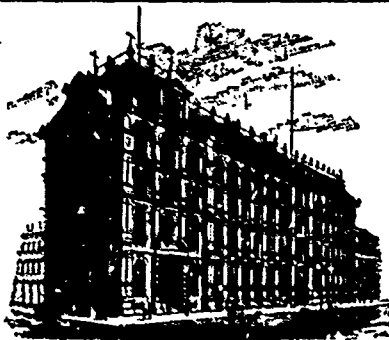
and the boundary. Beyond this, little was known of the Government's intended railway policy, further than the statement put forth that it would be a "comprehensive one."

It was generally acknowledged that the completion of the Red River road to Winnipeg would be of little benefit to the province, unless western connection could be provided. The first and most necessary link would be a road from Winnipeg to Portage la Prairie, but a great deal of mystery surrounded this part of the work, the Government declaring its intention of seeing the road put through, but without making any announcement as to how the work would be done. It was at one time supposed that the Manitoba Central Company, which held a charter for the construction of a road from Winnipeg to Portage la Prairie, would build this link, with Government assistance, but lately it was made apparent that the Government was not in sympathy with this company.

The immediate cause of special interest in the railway situation of late has been the prolonged visit to Winnipeg of Northern Pacific railway officials, together with the knowledge that negotiations were in progress between the Government and these officials. Of course there has been a great deal of anxiety evidenced on all sides to know how matters stood. Within the last few days some insight has been given into the negotiations, which have for their object the purchase of the Red River Valley road, and the construction by the Northern Pacific of other roads in the province. It is said that negotiations to this end have reached a favorable stage, the only hitch being in regard to freight rates, the Government asking a guarantee of a minimum rate, probably upon grain, which the company does not feel disposed to grant. Otherwise it is claimed negotiations have reached a satisfactory point for the purchase of the Red River road. The Northern Pacific also undertakes, it is said, to extend the line to Portage la Prairie this year, and build to Brandon next year. Premier Greenway and Attorney-General Martin went south on Thursday to confer further with Northern Pacific officials, when it is expected negotiations will be completed for the entrance of the railway into the province.

As to the financial basis of the arrangement, it is as yet difficult to speak reliably. Undoubtedly the Northern Pacific company is anxious to share in the carrying trade of Manitoba. Having a line into Winnipeg, will also give the company a powerful whip handle against the C. P. R., which can be used to advantage should necessity arise. At the same time it may be expected that the company will drive as hard a bargain with the Government as possible. Fuller details will therefore be awaited with interest. The proposed sale of the Red River road would indicate that the Government has given up the idea of holding the road as a provincial work, but with many this will not be a cause for regret.





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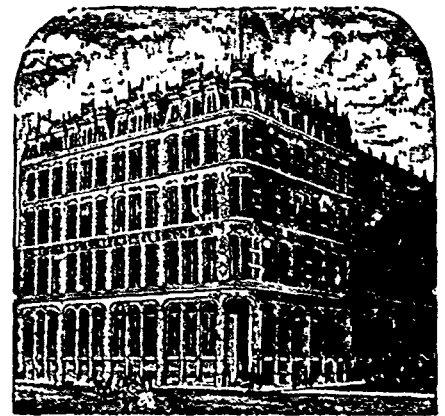
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ton's Artists' Materials.

**WINNIPEG MONEY MARKET.**

In connection with the financial affairs of trade, there has been nothing to ruffle the slow movement reported in our last, except a little extra number of payments maturing on the 18th, and even that day passed over without an occurrence worthy of notice. Business at the banks in the line of fresh commercial discount is very slow indeed, and while there is more or less part renewing and other carrying over, payments are being made sufficient to steadily reduce the aggregate of paper held. With the banks there is a temporary plethora of funds, and with their managers a longing for the movement of the new crop to stir up business with them. There is however no disposition to go outside of the demands of regular customers, and promiscuous business is not sought after, a fact due in a great measure to the general expectation of heavier demands during the coming fall and winter for crop handling purposes, than was ever before experienced in this country. The general discount rate for good trade paper holds steady at 8 per cent., with 7 for gilt edge. In real estate mortgage loans, a steady but not heavy volume of new business has been done, almost exclusively in farm loans. Once the safety of the growing crop is assured a lively business is looked for. The interest rate for farm loans is steady at 8 per cent., but first class city loans can be made as low as seven.

**WINNIPEG WHOLESALE TRADE.**

In most lines of wholesale trade, business was quiet last week. In textile branches orders for immediate requirements were light, but for fall shipment, orders are showing up good. Agricultural implement dealers have been doing a heavy business, sales being very considerably in advance of last year to date. Dealers have very little stock left on hand to draw upon, and some lines of machinery are nearly run out. Sales of binders have been large. The grocery and provision trade is steady and in moderate volume. Hardware quiet. Fruits have been fairly active. The city retail trade is rather slow in most branches.

**DRY GOODS.**

This is a quiet season in the dry goods trade, and as is usually the case at this time of year, only a light sorting trade is doing. In clothing, orders for fall delivery, which are now well in hand, are showing up well, and point to a fall trade in excess of average years. Present sorting trade is light.

**DRUGS.**

Quotations are unchanged and as follows: Howard's quinine, 75 to 90c; German quinine, 65 to 75c; morphia, \$2.50 to \$3; iodide of potassium, \$4.25 to \$4.75; bromide of potassium, 65 to 75c; American camphor, 40 to 45c; English camphor, 45 to 50c; glycerine, 30 to 40c; tartaric acid, 70 to 75c; cream of tartar, 35 to 40c; bleaching powder, per keg, \$8 to \$10; bicarb soda, \$4.50 to \$5; sal soda, \$2.50 to \$3; chlorate of potash, 25 to 30c; alum, \$4 to \$5; copperas, \$3 to \$3.25; sulphur flour, \$4.50 to \$5; sulphur roll, \$4.50 to \$5.25; American blue vitrol, 7½ to 8½c.

**FRUITS—GREEN, VEGETABLES, ETC.**

The movement in this branch is fairly active.

Oranges show a considerable advance. Other prices are not greatly changed. Blueberries are now in the market in limited quantities; also grapes, strawberries, etc., but irregular in price and not quotable. Prices are: Rhodi oranges, 200 to 220 count, \$9.50 to \$10; Messina lemons, \$8 to \$9; New apples, \$1 per ¼ bushel box and \$7.50 per barrel; bananas, \$3.50 to \$5 per bunch; pineapples, \$3.75 to \$4.50 per doz; cucumbers, 60c per doz; tomatoes, ¼ bushel boxes, \$1.50 to \$1.75; water-melons, \$6.00 per dozen; new cabbage, 5½c per pound or \$6 per crate; California fruit:—Peaches, \$3 per box; pears, \$5.50 per box; plums, \$3.50 to \$4 per box; Bermuda onions, \$4.00 per box of 50 lbs.; Southern onions, \$8.00 per barrel or \$5.50 per 100 pounds. Maple syrup, ¼ gal. tins, \$7.75 dozen, quart tins, \$4.50 dozen; Maple sugar, 13c pound, small cakes; cider, rectified, per bbl 32 gallons, \$14.00; in ½ barrels, \$7.50.

**GROCERIES.**

Sugars have been very slow in this market in following the steady advance in prices at refineries and in eastern markets. Prices are now higher all around, with further advances expected in granulated. Syrups are firm and in sympathy with sugars, but as yet hold at old quotations. Congou teas are very firm and about 4c higher for medium qualities, with high grades hardly obtainable. The corner in Rio coffee has made an advance of from 2 to 3c in this article. Quotations here are: Sugars, yellows, 7½ to 7¾c as to color, granulated, firm at 8¾c; lumps, to 9¾c. Coffee—Rios, from 21 to 24c; Java, 25 to 30c; Old Government 33 to 34c; Mochas, 32 to 35c. Teas, Japan 23 to 46c; Congous, 22 to 60c; Indian teas, 35 to 60c; young hyson, 26 to 50c. Syrups, corn, \$2.40 to \$2.60; sugar cane, \$2.50 to \$2.75; T. and B. tobacco, 56c per pound; P. of W., butts 47c; P. of W. caddies, 48c; Honeysuckle, 7s, 55c; Brier, 7s, 53c; Laurel Bright Navy, 3c, 56c; Index'd. thick Solace, 6s, 48c; Brunette Solace, 12s, 48c. Special brands of cigars are quoted: Reliance, \$50; Gen. Arthur, \$50; Mikado, \$40; Terrier, \$30 per 1000.

**CANNED GOODS.**

The usual steady movement is going on in these goods. Prices here are as follows: Tomatoes, \$3.25; peas, \$3.50 to \$3.75; beans, \$2.75 to \$3.00; corn, \$3.25 to \$3.40; peaches, (Canadian) 3lbs., \$8.25; apples, \$3.25 to \$3.50; pears, \$3.25 to \$3.50; plums, \$4.50 to \$5.00; strawberries \$5.25; raspberries, \$4.75 to \$5.25; peaches (California) \$8.75; pears, \$8.75; Plums, \$7.50; apricots, \$7.75.

**FRUITS—DRIED, AND NUTS.**

Dried apples are out of the market, and none expected until new crop comes in. California evaporated fruits are steadily increasing in favor in this market, and now have a large sale. Quotations for these fruits are: California evaporated peaches, 20 to 35c; do. plums, 20c; do. raspberries, 38c; do. pitted cherries, 25c; do. blackberries, 16c; do. apricots, 23c. Other prices are: Dates, golden 10c per lb.; in 50-lb. boxes; Valencia raisins, \$2.30 to \$2.50 per box; Morand's Valentias, \$2.40 to 2.50 per box; Malagas, London layers, \$3.50; Eleme figs, in different sized boxes. 15c per

lb.; Walnuts, 18c per lb.; peanuts, raw, 15c; roasted, 17c; almonds, 20c; pecans, 17c; Filberts, 15c; Brazils, 17c per lb.; cocoanuts, \$1.20 per dozen.

**HIDES.**

Prices are unchanged as follows: Winnipeg inspection, No. 1, 4c; No. 2, 3c; bulls, 2c; calf, fine haired real veal, 6 to 11 pound skins, No. 1, 6c; No. 2, 4c; sheep pelts, 25 to 60c. Tallow, rendered, 4c per lb; rough, 2c per pound.

**HARDWARE AND METALS.**

Business is rather quiet in this branch. Prices are easier in some lines, but quotations are kept at old figures, as follows: Cut nails, 10d and larger \$3.75; I. C. tin plates, \$6 to \$6.25; I. C. tin plates, double, \$12. to \$12.50; Canada plates, \$3.75 to \$4; sheet iron, \$3.75 to \$5.50, according to grade; iron pipe, 35 to 40 per cent off list prices; ingot tin, 35 to 37c per lb., according to quality; bar iron, \$3.00 to \$3.50 per 100 lbs.; shot, 6½ to 6¾; per lb.; tarred felt, \$2.60 to \$2.75 per 100 lbs. barbed wire, 6½ to 7c

**LEATHER AND FINDINGS.**

Some changes will be noted in the following list of quotations: Spanish sole, 26 to 30c; slaughter sole, 26 to 30c; French calf, first choice, \$1.25 to \$1.50; Canadian calf, 75c to \$1.00; French kip, \$1 to \$1.10; B Z kip, 85 to 90c; Bourdon kip, 76c slaughter kip, 55 to 65c; No. 1, wax upper, 45 to 50c; grain upper, 50c; harness leather, 27 to 31c for plump stock. American oak butts, 50 to 55c; buffalo, 17 to 22c a foot; cordovan, 17 to 21c; pebble, 2; to 23c; colored linings, 12c.

**LUMBER.**

Following are the list prices, f. o. b. at Rat Portage, Keewatin and Norman:—Dimension—2x4 to 3x8, 12 to 16 ft long, \$14; do 10, 18, and 20 ft long, \$15; 2x10 to 12x12, 12 to 16 ft long, \$15; do, 10 and 20 ft long, \$16. Fifty cents per M advance on each foot over the above length up to 24 feet long. One dollar per M advance on each foot over 24 feet long. \$1 per M advance on each inch over 12 inches surface. Surfacing, 50c per M; Surfacing and siding, \$1.00 per M. Boards—1st, common, rough, \$15.50, dressed, \$16.50; 2nd common rough \$14, dressed, \$15; Culls, rough, \$10; dressed, \$11; 1st common, stock, 12 in, rough, \$18, dressed, \$19; do, 8x10 in, rough, \$17, dressed, \$18; 2nd common, 12 in, rough, \$16, dressed, \$17; do, 8x10 inch, rough, \$15, dressed, \$16. Ten feet long and under, \$1 less per M. Shiplap—10 inch, \$17; 8 inch, \$16.50. Siding, ceiling and flooring—1st, 6 inch, \$31; 2nd, do, \$26; 3rd, do, \$20; 4th, do, \$17; 1st, 5 inch, \$31; 2nd, do, \$26; 3rd do, \$19; 4th do, \$16; 1st, 4 inch, \$31; 2nd do, \$26; 3rd do, \$18; 4th do, \$15; 8 and 10 inch flooring, at \$1 per M advance. \$1 per M advance for dressing on both sides. \$1 per M less for lengths 10 feet and under. Bevel Siding—No. 1, 1st siding 1½ in x 6 in, \$20; No. 2, do, \$17. Stock—R, \$3; C, \$30; D, \$25. Clear, 1 inch—1st and 2nd, \$32; 3rd, \$28. 1½, 1½, and 2 inch—1st and 2nd, \$40; 3rd, \$35; selects, \$30; shop, \$25. Mouldings—Window Stops, per 100 feet lineal, 75 cts; Parting Strips, do, 50 cts; ¼ round and cove, per 100 feet lineal, 60 cts. Casing—4-inch, O.

G., per 100 feet lineal, \$1.50; 5 in, do, \$1.75; 6 in, do, \$2; 8 inch, O. G., base, \$3; 10 in, do, \$3.75. Lath, \$1.75. Shingles—1st quality, \$3; 2nd do, \$2.50; 3rd do, \$1.50; 4th do, \$1. Dealers are requested to order by number.

PAINTS, OILS AND COLORS.

Prices are as follows: Turpentine, 80c in five-gallon cans, or 75c in barrels; harness oil \$1.00; neatsfoot oil, \$1.25; linseed oil, raw, 68c per gallon; boiled, 70c in barrels or 5c advance in five-gallon lots; seal oil, steam refined, \$1; castor, 12½c per lb.; lard, No. 1, \$1.25 per gal. olive, oil, pure, \$1.50; union salad, \$1.25; machine oils, black 25 to 40c; oleine, 40c; fine qualities, 50 to 75c. Coal oils, silver star, 26c; water white, 29c. American oils, Eocene, 34c; water white, 31c; sunlight, 28c. Calcined plaster, \$1.25 per barrel; Portland cement, \$5 to \$5.50; white lead, genuine, \$7.00; No. 1 \$6.50; No. 2 \$6.00; window glass, first break, \$2.25. Alabastine, \$8 per case of 20 pkgs.

WINES AND SPIRITS.

Prices are: 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, \$4.00 to \$4.50; DeKuyper red gin, \$11.50 per case; DeKuyper green gin, \$6.50 per case; Tom Gin, \$9.00 to \$10.00; Martell and Hennessy's brandy, one star, \$14.00 per case of 12 bottles; v. o., \$19. v. s. o. p., \$22.

WOOL.

Prices hold at about the following quotations: 7 to 8c for unwashed fleece, and 12 to 15c for washed. Western ranch sheep, 11 to 14c.

THE MARKETS.

WINNIPEG.

WHEAT.

The wheat movement is now almost over for the season. At many points buyers are out of the market. The crop outlook continues very favorable. Very heavy rains in the early part of last week were experienced all over the country, but the balance of the week was warm and favorable for rapidity in maturing. A few weeks of warm, dry weather will ensure a remarkably heavy crop.

FLOUR.

Quotations in broken lots to the local trade were: Patents, \$2.25; strong bakers, \$2.05; XXXX, \$1.55; superfine, \$1.40.

MILLSTUFFS.

Bran is quoted at \$8.50 per ton; shorts at \$11 per ton.

OATS.

Quoted at about 32 to 33c in car lots.

OATMEAL.

Prices to the trade in broken lots are: Standard, \$2.65; granulated, \$2.80; rolled oats, \$3.20.

EGGS.

Receipts have continued rather light, and prices have held steady at 15c in case lots.

BUTTER.

Receipts are not as large as last year, but are quite large enough for the demand, and in

medium and second qualities are too large for the demand. For the city trade, as a rule, only best qualities are wanted, for which about 10c is the usual price paid for small lots. Medium and second qualities range anywhere from 10c upward, and are very dull. There is talk of making up a car lot of medium for consignment eastward, to reduce the quantity in the market. A car of choice could hardly be made up in the market at present. Cheese manufacturing seems to be increasing at the expense of butter making, and unless a better average quality of butter is turned out, the country will stand a considerable reduction yet in butter production.

CHEESE.

About 12c is the top price at which small lots are jobbing, with the feeling easier. Some quote lower. Dealers do not seem inclined to purchase from factories at prices being asked, as they expect prices to go lower. The cheese now jobbing at 12c was purchased earlier, when prices were higher. At the Ingersoll Ontario cheese fair on Tuesday, a small portion of the offerings sold at 10c.

LARD.

Usually quoted at \$2.40 in 2c lb. pails.

CURED MEATS.

Chicago product is mainly in the market, with some home packing. Dealers are adverse to handling eastern, the curing not being up to requirements. Prices are as follows: Long clear, 11½ to 12c; smoked, 13 to 13½; breakfast bacon, 15c; rolls, 14c; hams, 15½c; Armour's star hams, 18c; do. breakfast bacon, 16c.

DRESSED MEATS.

Are generally easier: Beef sides are quoted at 7 to 7½c, with the inside price generally accepted. Mutton is also lower, being quoted at 11c; Hogs keep up to old prices, at 8 to 8½c.

LIVE STOCK.

Cattle continue on the downward track and 3½c is now about the top quotation, live weight. Sales are reported at slightly under this figure. Hogs are offering more freely, and hold pretty steadily at about 6c for lots arriving by rail. There is always a market for live hogs, and they can be handled to better advantage in this way than when brought in dressed. Hogs brought in dressed in warm weather are often not fit for packing, on account of heating, and are therefore salable only to butchers, whilst packers are always open for any number of live animals.

Vancouver, B. C.

In July, 1886, the city had a population of about 1,200.

In July, 1887, the population was 2,000.

In July, 1888, a careful calculation shows that the city has some 8,500 people within its limits.

And it is estimated that by July 1889, the population of Vancouver will be at least 20,000.

The western terminus of the Canadian Pacific Railway the only railway line on the American continent that reaches from the Atlantic to the Pacific which is controlled by one company. Vancouver has from this circumstance also the certainty of becoming a place of great importance. In addition to this, however, she is the only seaport on the Pacific coast of the Dominion that has an harbor capable of being entered at all states of the tide and at every season of the year by the largest ocean-going vessels. This has consequently led, in connection with her being the railway terminus, to Vancouver's being selected as the home port of the lines of mail steamers to Japan and China, New Zealand and Australia. The

former service has already been commenced and it is anticipated that within a few months the Australasian service will also be inaugurated.

In 1886 Vancouver had no communication by railway with the rest of the world and the only way by which passengers or mails arrived was by a steamer calling on its way from Victoria to Port Moody. Now Vancouver has a daily steamer from here to Victoria; a steamer twice a week (shortly to be made three times weekly) from Port Townsend, Seattle and Tacoma; a steamer every three weeks to Japan and China besides extra boats on frequent occasions and numerous steamers from the various provincial ports. Vancouver has a daily mail service over the C. P. R. with the east, and three trains a day between this city and Westminster. Letters have arrived here in 12 days from England and with faster steamers on the Atlantic it is contemplated that within a few months Vancouver will be within 8 or 9 days of England.

The industries and resources of Vancouver are many in number and diverse in their character. The production of lumber on Burrard Inlet is the largest on the British Pacific coast. Great as it is a considerable addition is expected to be made to its amount in a short time by the erection of one or more large mills. Within the past year sash and door and furniture factories have been started and already their productions are being shipped to the far east both to the Dominion and to the United States. Several other wood-working industries are expected to be commenced shortly.

Vancouver's future as the centre of one of the most important industries—that of smelting gold and silver ores—is assured. Ground has been purchased within the city limits for the erection of large smelting works and before the close of the year they will be in full operation. The history of Omaha, Denver, Butte City and Salt Lake will be repeated at Vancouver, and around the smelting works will spring up a large population and the city will be the location of numerous subsidiary industries. Already there are in operation iron works and foundries, boiler works, shipyards and boat-building establishments and many smaller factories and works of other descriptions.

The location of Vancouver is probably the finest of any city on the coast. Situated on Burrard Inlet which is a natural harbor some 11 miles long by 2½ to 3 miles wide, completely landlocked, it is impossible to conceive a more favorable position for a large naval and mercantile port. What San Francisco is on the Pacific and New York on the Atlantic to the United States or Liverpool to Great Britain, Vancouver will become to the Dominion, while as the half way house on the peculiarly British route between Great Britain and her Indian and Australian dependencies, she will be always a city of great importance in the views of the Imperial Government. For beautiful situation, for the building up of a great city with excellent drainage and everything which tends to attract population, the location of Vancouver leaves nothing to be desired. With the Inlet on the north and False Creek on the south, the city is easily accessible by water thus affording

excellent opportunities for bringing in cheaply all kinds of supplies.

With her streets all planked or gravelled, with good sidewalks, locomotion around the city is both easy and agreeable at all times while the streets and buildings are lighted with both gas and electricity. The Canadian Pacific Railway has recently completed and opened one of the finest hotels on the continent, while there are numerous other hotels and boarding houses in the city affording accommodation at prices to suit the means or tastes of every visitor. In the western portion of the city there is a public park of 1,000 acres in extent on which the city has expended \$20,000 in making rides and drives. From various points on these roads can be obtained some of the finest views of the Inlet, of English Bay and of the mountains on every side.

A road is now in course of construction connecting Vancouver with one of the richest agricultural districts in the province situated within a few miles of the city, at the mouth of the Fraser river. The farmers from there will, on the completion of this road, be able to reach with ease one of the best markets on the coast for their produce, while their trade will add considerably to the volume of the business of Vancouver.

Ample educational facilities are afforded by three public schools located in the eastern, western and southern portions of the city respectively. Besides these there are several private schools. The Episcopalians, Roman Catholics, Methodists, Presbyterians, Baptists and Congregationalists all have places of worship and some of these denominations are about erecting additional churches in other parts of the city.—*News Advertiser.*

### Hudson's Bay Railway.

The Hudson's Bay railway enterprise bobbed up serenely again last week, and added additional importance to the already interesting railway situation. Among the arrivals in the city were Mr. Onderdonk the famous railway contractor of New York, accompanied by Mr. Nicol Kingsmill, railway solicitor. A flutter of excitement was occasioned by the announcement that these parties were here on business connected with the Hudson's Bay railway scheme. It was stated that the gentlemen represented a syndicate of capitalists who are prepared to build the road, providing satisfactory arrangements can be made with the Dominion and Provincial Governments. Negotiations were carried on with the Government here, but there nature has not been made public. It will be remembered that the late Norquay Government passed an act offering to guarantee four per cent. interest on the bonds of the company, to the amount of \$4,500,000, for a period of twenty-five years. It is said that the object of the visit of the gentlemen named was to discover if the present administration would carry out this offer of their predecessors, providing the proposed syndicate should build the road. No announcement has been made as to the result of the negotiations, but it seems that the Local Government is desirous of leaving the Hudson's Bay railway question in abeyance until negotiations with the Northern Pacific are completed. Altogether, the railway situation in Manitoba at present is an interesting one.

SORENSEN & HERRING will open a drug store at Vancouver, B. C.

J. B. KILGORE, of Winnipeg, has opened a general store at Thornhill, in southwestern Manitoba.

G. F. Galt, G. F. & J. Galt, Winnipeg, and Mrs. Galt left for Victoria, B. C., on Thursday on a pleasure trip.

H. McDowell, druggist, Vancouver, B.C. has formed a partnership with F. H. Morrow, from Toronto, under the style of Morrow & McDowell.

W. JOHNSON, of Brandon, has purchased from the Commercial Bank, the machinery of the defunct Bell farm, at Indian Head, amounting to about twenty-five car loads.

T. LEE, the enterprising harness maker and dealer, of Brandon, is putting up a new show room on Rosser avenue at that place, where he will be enabled to display his large stock to better advantage.

THE COMMERCIAL staff is grateful to Messrs. Blackwood Bros., for a case of assorted aerated waters, which came along at a very opportune time, on one of the scorching hot days of last week. Winnipeg is justly celebrated for the excellence of her manufactures of aerated waters, which owing to their excellent quality, have rendered the sale of imported goods impossible, not only in the city, but throughout the entire western country. In connection with these goods the name Blackwood is known from the great Lakes to the Pacific coast.

ESTABLISHED 1825.

# The J. A. Converse

## Manufacturing Co.

**A. W. MORRIS & BRO., PROPRIETORS, MONTREAL.**

We are the Largest Manufacturers in the Dominion of  
Manilla, Sisal, Russian and Jute Cordage.

**Binder Twine, Jute and Cotton Bags,**

CALCINED AND LAND PLASTER

**REPRESENTED IN WINNIPEG BY MERRICK, ANDERSON & CO.**

**EASTERN MARKETS.**

**CHICAGO**

On Monday, July 16th, the visible supply statement showed a decrease of 618,000 bushels of wheat. The most important feature in wheat market was found in the stronger cables and better buying for export. August wheat opened at 80c, and ranged from 79½c to 80½c. Closing prices were:

	July.	Aug.	Sept.	Oct.
Wheat.....	81½	80½	80	—
Corn.....	40½	40½	40½	40½
Oats.....	30½	25½	25	25½
Pork.....	13.37½	13.37½	13.45	13.35
Lard.....	8.30	8.22½	8.37½	8.37½
Short Ribs.....	7.70	7.70	7.80	7.80

On Tuesday, cables were still bullish, on unfavorable weather in Europe. August wheat opened at 80½c, and ranged from 79½c to the opening price, which was the top reached. Closing prices were:

	July.	Aug.	Sept.	Oct.
Wheat.....	81	79½	79½	80
Corn.....	40½	40½	40½	45½
Oats.....	31	2½	2½	25
Pork.....	13.27½	13.27½	13.35	13.27½
Lard.....	8.22½	8.25	8.32½	8.30
Short Ribs.....	7.65	7.65	7.72½	—

Wheat cables were again strong on Wednesday, and the slow movement of new winter wheat at St. Louis was favorable to the bulls. August wheat opened at 80c, and ranged from 79½c to 80½c. Closing prices were:

	July.	Aug.	Sept.	Oct.
Wheat.....	81½	79½	79½	80½
Corn.....	47½	47½	46½	46½
Oats.....	31	25½	24½	24½
Pork.....	13.45	13.45	13.55	13.40
Lard.....	8.30	8.32½	8.40	8.40
Short Ribs.....	7.75	7.75	7.82½	7.82½

On Thursday cables were conflicting. August wheat opened at 79½c, and ranged from 79½c to 80½c. Closing prices were:

	July.	Aug.	Sept.	Oct.
Wheat.....	82½	80½	79½	80½
Corn.....	49½	47½	47½	46½
Oats.....	31	25½	24½	24½
Pork.....	13.60	13.60	13.67½	13.50
Lard.....	8.35	8.40	8.47½	8.45
Short Ribs.....	7.82½	7.82½	7.92½	7.92½

A fair export movement on Friday helped to keep the wheat market up. Cables were conflicting, though European prices were strong generally. Other closing prices were:

	July.	Aug.	Sept.	Oct.
Wheat.....	83½	80½	79½	80½
Corn.....	47½	47½	47½	46½
Oats.....	30½	25½	24½	24½
Pork.....	13.67½	13.67½	13.77½	13.62½
Lard.....	8.40	8.47½	8.52½	8.52½
Short Ribs.....	7.95	7.95	8.02½	8.02½

Closing prices on Saturday, were:

	July.	Aug.	Sept.	Oct.
Wheat.....	83½	80½	79½	80½
Corn.....	47½	46½	46½	45½
Oats.....	31½	25½	24½	24½
Pork.....	13.62½	13.62½	13.72½	13.62
Lard.....	8.40	8.42½	8.50	8.47½

**DULUTH WHEAT MARKET.**

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

	July.	Aug.	Sept.	Dec.
Monday.....	81½	81½	80½	82½
Tuesday.....	81½	81½	80½	81½
Wednesday 4th, holiday.....	81½	81½	80½	82
Thursday.....	82	81½	80½	82½
Friday.....	81½	82½	80½	82½

Closing prices on Saturday were: Cash 82½c, July, 82½c; Aug., 82½c; Sept., 80½c; Oct., 80½c; December, 82c.

**MINNEAPOLIS.**

Closing quotations on Thursday for wheat were as follows:—

	Cash.	Aug.	On track
1 hard.....	81½	81½	83.
1 northern.....	80	80½	81½.
2 ".....	77½	77½	78½-70

Closing quotations for flour were: Patents, sacks to local dealers, \$4.50; Patents to ship, sacks, car lots, \$4.15 to \$4.25; in barrels, \$4.30 to \$4.50; bakers, here, \$3.30 to \$3.65; superfine, \$2.00 to \$3.00; red dog, sack, \$1.50 to \$1.60; red dog, barrel, \$1.65 to \$1.75.

The Northwest Miller will say in its next issue: Wheat in the northwest has moved quite freely from country elevators during the week. That fact has given rise, in the minds of many, to the opinion that an inexhaustible supply still lies back there. It is quite true that there is considerable wheat yet to be brought in here, but the quantity is known to be smaller than it is usual to hold back at this season of the year. If the weather is favorable for securing the new crop, in good condition, there will, most likely, be wheat enough to pull the mills all through, but local prices are expected to hold firm. The flour market for the past week was again slow. Manufacturers were not accepting bids made as a general thing, and as they have been buying considerable wheat, for use until the new crop comes in, at prices that do not admit of any shading of quotations, the demand will probably continue of a hand to mouth character.

**MONTREAL STOCK MARKET.**

The following quotations on July 20th as compared with prices on June 15th will indicate the course of the stock market:

	June 15.		July 20.	
	Offered.	Bid.	Offered.	Bid.
Montreal.....	212	211½	214	213½
Ontario.....	120	119½	122½	120
Toronto.....	210½	208½	211½	208½
Merchants.....	135	134½	130½	130
Dominion.....	—	—	—	—
Commerco.....	118	117½	115½	115
Imperial.....	—	—	—	—
Molson's.....	150	142½	—	145
Union.....	95	—	—	—
N. W. Land Co.....	56	55	54½	53
C. P. R.....	67	66½	67	66

**Montreal Markets.**

We quote red winter wheat, 96 to 97½c; white, 96 to 97½c; No. 1 hard Manitoba, 96 to 98c; No. 2, 95 to 96c; No. 1 northern, 94 to 95c. Peas, 85 to 87c; Oats, 49 to 50c; barley, 55 to 60c.

Flour—patent, winter, \$4.90 to \$5; patent, spring, \$4.75 to \$4.85; straight roller, \$4.40 to \$4.50; Extra, \$4.15 to \$4.30; superfine, \$3.50 to \$4; strong bakers' \$4.50 to \$4.70.

Butter—Creamery, 18 to 20c; townships, 18 to 19c; Morrisburg, 17 to 18c; western, 16 to 17c.

Cheese—Finest colored, 9½ to 10c; finest white, 9½ to 9¾c; fine, 9½ to 9¾c; medium, 9½ to 9c.

**Toronto Markets.**

Following were prices current at Toronto last week:—Manitoba patent flour, \$4.50 to \$5; strong bakers, \$4.20 to \$4.25; bran, \$13 to \$14.50; wheat, No. 2 fall, 95 to 96c; No. 2 spring, 85 to 86c; No. 2 red winter, 96 to 97c; Manitoba No. 1 hard, 95c; Manitoba No. 2 hard, 94c; Manitoba No. 1 northern, 93c;

Manitoba No. 2 northern, 90 to 91c; barley, No. 1, 60c; No. 2, 55c; No. 3 extra, 50c; No. 3, 45 to 48c; oats, 48 to 50c; oatmeal, standard, \$5.58; granulated, \$6.10; rolled, \$6.35; rolled oats, \$4.00; mess pork, per bbl., \$17 to \$18; bacon, long clear, 10½ to 11½c; lard, tierces, 10½ to 10¾c; lard, pails, 11c; hams, 12½ to 13½c; bellies, 13 to 13½c; rolls per lb., 12½c; butter, creamery, 19 to 22c; dairy, selected, 16 to 18c; dairy, ordinary, 15c; large rolls, 16 to 17c; cheese, new jobbing, 9 to 10½c; wool, fleece, ordinary, 18 to 20c; fleeces, pure Down, 25c; pulled, 22 to 28c; hides, cured cows—as they run, No. 1, 5½ to 6c; green, No. 1, 5½c; green, No. 2, 4½c; green, No. 3, 3 to 3½c; green, country trimmed, 4½ to 5½c; skins, lambs, 35c; pelts, 25c; veals, 8 lbs and up, green, No. 1, 6c; No. 2, 5c; No. 1, cured, 8½ to 9c; No. 2, 6½ to 7c; dekins, 25 to 30c.

**FOR SALE!** At SINTALUTA, on main line of Canadian Pacific Ry.

**A STORE, STABLE & BLACKSMITH SHOP,** with Post Office attached, at a bargain. References as to business lookout, etc.  
R. A. WALKER, Braeside, Sintaluta. MR. TAYLOR, care of H. McMillan & Bro., Winnipeg.  
For particulars apply to Battiscombe Bros., Sintaluta.

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WHOLESALE  
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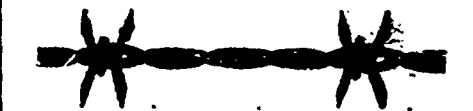
Dealer in Pickled, Dried and Smoked Fish, Eggs, Butter, Cheese, Meats, Lard, Green and Dried Fruits, Poultry, etc.

Orders, Consignments and Correspondence Solicited. Reference: Commercial Bank of Manitoba, Winnipeg.

**EUCENE. WATER WHITE. SUNLIGHT**  
**STANDARD OIL COMPANY,**  
(CLEVELAND, OHIO)  
Manitoba & Northwest Department, Winnipeg.  
**ILLUMINATING OILS LUBRICATING**

GASOLINE, AXLE GREASE, CANDLES and all PRODUCTS OF AMERICAN PETROLEUM. Our stock here embraces all the Manufactures of the Standard Oil Company. Correspondence solicited.

W. P. JOHNSON Mgr., Office 343 Main St  
CAPITOL CYLINDER ELDORADO ENGINE. CHALLENGE MACHINERY



**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.**

# THE BEST

A Brand of Coffee which represents a perfect blending of strength and flavor. Always packed in 2 lbs. air tight cans; no charge for cans; 15 cans in a case.



A perfect blend of Private Plantation Java and Pure Arabia Mocha. Imported, Roasted, and packed by **Chase & Sanborn, MONTREAL.**

# COFFEE.

## DOLL

W. F.

### WHOLESALE JEWELER.

Watches, Diamonds, Clocks, Spectacles, Gold-headed Canes, Silver-plate, Watch Material, Tools, etc., etc.

525 Main St., WINNIPEG.

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



ST. LAWRENCE HALL  
HENRY HOGAN.

Every Attention paid to  
Guests.  
MONTREAL.

## HILLIARD HOUSE.

RAT PORTAGE.

The Palace Hotel of the Northwest, Ontario. Newly and elegantly furnished throughout. The only Commercial House in the district. First class Sample Room. Terms Reasonable.

LOUIS HILLIARD, PROPRIETOR.

## ANGLO - AMERICAN HOTEL ! !

GREYNA, - - MAN.

D. PIERSON well known to the commercial trade throughout the west, has lately taken charge of this house and fitted it up with Sample Rooms and every convenience for Commercial Travellers

## WOLSELY HOUSE,

WOLSELEY, - - ASSINIBOIA,

E. A. BAMBURY, PROPRIETOR.

Headquarters for Commercial Men. This house has been recently refitted, with special reference to the convenience and comfort of the commercial trade. Good Sample Rooms. Livery in Connection.

## PALMER HOUSE,

REGINA, - - ASSINIBOIA,

THE LEADING COMMERCIAL HOUSE. Free Sample Rooms for Travellers. Opposite C.P.R. Station.

CHAS HARLEY, Prop.

## QUEEN'S HOTEL,

QU'APPELLE, - - ASSINIBOIA

G. S. DAVIDSON, Prop.

Largely patronized by commercial men and possessing special features for the accommodation of this trade. Large Sample Rooms Free.

## Cosmopolitan Hotel,

MEDICINE HAT, - - - ASSA,

Headquarters for commercial travellers and tourists. Good sample Rooms and clean and comfortable sleeping apartments.

HUGH DEMPSEY, Proprietor.

## HOTEL BRUNSWICK,

MINNEDOSA, MAN.

The leading and best appointed hotel on the Manitoba Northwestern Railway. Commercial Travellers seek it for Sundays. Sample room and other conveniences.

J. D. MCKENZIE, Proprietor.

## GRAND VIEW HOTEL,

BRANDON, MAN.

Directly opposite Passenger Depot. The leading commercial house. Sample Rooms and first class livery

A. F. BOISSEAU, Proprietor

## Wm. Ferguson,

WHOLESALE

### WINES - LIQUORS AND CIGARS

Permit Orders Promptly Executed

8th Street, - - Brandon

## JOHN HANBURY & CO.,

Wholesale Dealers in and Exporters of

Grain, Flour, Feed and Produce.

Wholesale Agents for several LEADING BRANDS OF CIGARS

Brandon, Man.

## Forbes & Stirrett

PLANING MILL

AND SASH AND DOOR FACTORY,

10th St., south Rosser Av

BRANDON

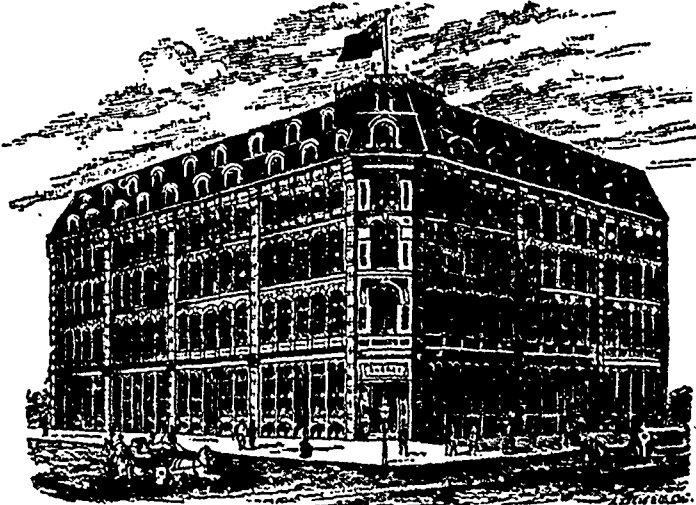
NEUMEYER AND PARES, .

## Brandon Brewery

BRANDON, MANITOBA

Brewers of the Celebrated Export India Pale Ale, Imperial Stout, Noted XX Porter in Casks or Bottles,

MEN'S, BOY'S and YOUTH'S CLOTHING  
CHILDREN'S CLOTHING a specialty.



Our Samples for the Autumn Season 1888,  
are now on view at 35 Lombard St., Winnipeg

**H. SHOREY and CO., CLOTHIERS,** WHOLESALE

1856, 1868 and 1870 Notre Dame and 36, 38, 40 and 42 St. Henry St., MONTREAL.

**HY. ARKELL,**  
WHOLESALE

**PRODUCE AND COMMISSION**

MERCHANT,

Vancouver, B.C.

MANITOBA PRODUCE a Specialty.  
Consignments Received in All Lines.  
Correspondence solicited.

**Samuel Gray,**

Manufacturer of

**SASH, DOORS, BLINDS**

Mouldings, Stairs, Handrails, Newels  
Baulsters, etc.

VICTORIA - B.C.

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

**PENDRAY & CO**

SOAP WORKS,

VICTORIA, B.C.

Turn out British Mottle Soaps, Electric and Ivory Soaps, Pale Yellow and Brown Soaps, Coconut Oil Toilet Soaps, Soda Crystals and Washing Powders, Superior Shaving Soap.

HUMBOLDT STREET, - VICTORIA, B.C.

**J. & A. Clearihue,**

COMMISSION MERCHANTS  
AND MANUFACTURERS AGENTS,  
Dealers in—

**Fruits and Produce**

YATES ST., VICTORIA, B.C.

Representing D. Richards, Manufacturer of Laundry and Toilet Soaps, Woodstock, Ontario; Jas. Hall & Co., Manufacturers and Dealers in Gloves, Mitts and Moccasins, Brockville, Ontario.

**THE DRIARD,**

VICTORIA, B.C.

The only strictly first-class hotel  
in the province.

**Colonial Hotel,**

WESTMINSTER, B.C.

Largest hotel in the city; centrally located in business portion. Headquarters for tourists and commercial men. Sample rooms, bath rooms, etc. Fire-proof building. First Class.

LUKE PITHER, Proprietor.

**LELAND HOUSE, VANCOUVER,**

British Columbia.

The leading commercial hotel of the city. Directly above the C.P.R. Station and Steamboat wharf. All modern improvements. Sample rooms for travellers.

J. E. INSLEY, Mgr. WM. PROUT, Prop

**Vancouver Shingle Mill!**

G. F. SLATER, Proprietor.

Manufacturer of and Dealer in

CLEARING

**Cedar Shingles**

Special attention given to Car Load Orders from Manitoba and Northwest Territories. Get my terms and delivered prices before ordering elsewhere. Prompt shipment.

**Vancouver, B.C.**

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

**Hudson's Bay Company.**

At the recent meeting of the Hudson's Bay Co., in London, the chairman said: So far as the question of profit and loss is concerned, it is due to a very unprecedented fall in the price of furs at our recent sales in January and March last. My experience has been a pretty lengthy one, and though on other occasions I have known one description of fur go out of fashion, and go down in price, yet the loss was generally compensated by some other kind becoming popular. But this time, as you see in the report, every one of our staple articles shows a diminution in price, amounting, I think, on the average to some 20 per cent. as compared with the prices of last year. Marten has reached, I believe, the very lowest figure in the records of the Hudson's Bay Company. The price on this last occasion averaged 7s. a skin. A few years ago, marten was selling at 29s. a skin. Similarly, a few years ago, mink was 19s. a skin, and is now down to 2s. 3d. a skin. I need not tell you that it is quite out of our power to control the prices given for furs, which depend very much upon fashion. I am told—and I have every reason to believe that I am correctly informed—that one reason why there has been this depreciation in the prices is to be found in the state of the Russian currency. Of course a large quantity of our furs go to Russia, but the depreciation of the rouble has had a considerable effect on this trade. Again, the fur trade in Germany has been in a very dull state, while with regard to the home trade, upon which we depend in a great measure for the sale of our finer descriptions of furs, the fashion seems to have gone in favor of dyed long-haired furs—of which we get none—and the consequence is that this fall has occurred in our prices. Some have asked why under these circumstances at the last sale we did not withdraw our furs from competition and withhold them. Well, gentlemen, I have known that tried once or twice, and the effect has been disastrous, and, I believe, if we had followed such a course it would have been so again. If we had withdrawn these furs and kept them there would of course have been a considerable loss of interest, and they would have deteriorated in appearance and value, and next year if we put both lots together in the market I think you will all see that unless a very extraordinary demand for furs arose we should get very low prices. So I think it would have been exceedingly unwise to withdraw them from competition. Another question has been: Why did you not buy these furs at a cheaper rate? A good many of you must be aware of the distances at which these furs are traded, and the difficulty of getting very rapid information; and I may tell you that the bulk of the furs sold in March and January were traded for about fifteen or eighteen months ago.

The gross debt of Canada on the 30th of June was \$281,321,855, and the net debt was \$227,242,784, showing a decrease during June of \$745,632. The expenditure on capital account to June 30th amounted to \$4,627,000. The revenue statement for June shows the receipts to be \$3,177,133, and the expenditure \$2,402,253.

**MILLER,  
MORSE & CO.**

WHOLESALE

Builders Hardware,  
Harvest Tools,  
Cutlery, Guns, etc

**PRINCESS STREET, WINNIPEG.**

**ROBLIN &  
ATKINSON**

WHOLESALE

Grain Shippers,  
SPECIALTIES: WHEAT, BARLEY & OATS  
P.O. Box 612 WINNIPEG  
CORRESPONDENCE INVITED.

JAS. COOPER.

J. C. SMITH

**Cooper & Smith,**

MANUFACTURERS,

Importers and Wholesale Dealers in

**BOOTS AND SHOES!!**

36, 38 & 40 FRONT ST. WEST,

**TORONTO.**

**White,  
Joselin & Co.**

Muslins, Embroideries, Lisle and  
Silk Gloves, Kid Gloves,  
Lace Curtains, Laces.

All the Latest Novelties.

7 WELLINGTON STREET WEST,  
TORONTO

1831 NOTRE DAME STREET,  
MONTREAL

**MONTREAL BRASS WORKS.**

MONTREAL, P.Q.

**Robt. Mitchell & Co**

Proprietors, Manufacturers of

Gas Fixtures of Every Description,  
Engineers, Plumbers,  
Steam & Gasfitters Brass Goods,  
Gas Meters and Automatic Fire Extinguishers.

EDWARD FIELD advertises the hotel at  
Russell, Man., for rent

**Business East.**

ONTARIO.

P. P. Vanderlip, livèry, Brantford, has closed.  
John Findon, grocer, Brockville, has assigned.  
Andrew Irwin, cooper, Blehheim, was burned  
out.

Edward Benoit, lumber, Bonfield, has assigned.

Alex. McCornick, tailor, Newmarket, has assigned.

Jas. Anderson, shoemaker, Creemore, has assigned.

Mrs. E. Pearce, furniturne, Brantford, has assigned.

H. J. Ashfield, contractor, Toronto, has assigned.

D. D. Wilson, picture frames, Brantford, has assigned.

Read & Weeks, auctioneers, Brantford, have dissolved.

Carl Blaase, saloonkeeper, Hamilton, is in difficulty.

T. S. Banting, jeweler, Cooksville, has given up business.

C. J. Vizard, general storekeeper, Bancroft, has assigned.

A. N. McLean & Co., lumber, Ridgetown, has assigned.

A. E. Blunden, dealer in dry goods, Sarnia, has assigned.

Willis & Richardson, furniture, Toronto, have dissolved.

Evans & Co., tailors, Hanilton, assignee's sale 13th inst.

W. Chambers, general storekeeper, Springfield, has assigned.

Jas. Reed, hotelkeeper, North Bay, is advertising to sell out.

Jacob L. Reichert, general storekeeper, Linwood, has assigned.

Wickett, Best & Palmer, dealers in furniture, Aylmer, have sold out.

McDonald & McDonald, dealers in furniture, Cornwall, are in difficulty.

Geo. Barnes, general storekeeper, Rat Portage, is giving up business.

A. J. G. Henderson, general storekeeper, Lambeth, is out of business.

L. T. Walters, picture frames, Brantford, called a meeting of creditors.

J. W. Jackson, jeweler, St. Catharins, has called a meeting of creditors.

S. E. Willson & Co., boot and shoe dealers, Hamilton, are under seizure.

T. B. Escott & Co., grocers, London, have dissolved—J. H. Cole retiring.

T. A. Austin & Co., general storekeepers, Chapleau, are about to dissolve.

J. M. Scott, hotel keeper, Sturgeon Falls, is removing to Sault Ste. Marie.

Brady & Flanagan, dealers in stone, etc., Toronto, have dissolved partnership.

Muirhead & Gartley, oatmeal millers, London, has dissolved partnership—Muirhead retires.

McLean & Crottic, dry goods, Parkdale, have changed the style of their firm—now M. J. Crottic & Co.

QUEBEC.

Lawrence Hague, stock broker, Montreal, has assigned.

W. W. Beckett, hardware, Sherbrooke, has assigned.

Huot & Fortin, tinsmiths, Montreal, have dissolved.

Castelli & Pellegrini, restaurant, Montreal, have dissolved.

McKenzie & Ste·ert, commissioners, Montreal, have dissolved.

Mrs. B. Dupuis, general storekeeper, Boundary Line, has assigned.

G. H. Bray & Co., boot and shoe dealers, Montreal, have dissolved.

F. Giroux & Frere, manufacturing agents, Montreal, have dissolved.

T. Brossard, general storekeeper, St. Jean Chrysostome, has assigned.

J. B. Couture, jeweller, Montreal, meeting of creditors held the 17th inst.

Joseph Gallagher, furniture dealer, Clarenceville, has sold out to Cockerline.

T. S. Vipond, wholesale flour dealer, Montreal, style now T. S. Vipond & Son.

NOVA SCOTIA.

Mark Farrell, jewelery, Liverpool, sold out under a bill of sale.

J. H. McLelland, hotelkeeper, Bear River, has removed to Caledonia.

Jno. Lewis & Son., last and peg manufacturers, Truro, were burned out.

Theakston, Angwin & Co., dealers in hardware, Halifax, are asking an extension of time.

Rockwell & Co., stationers, etc., Wolfville, estate sold out—Mrs. G. D. Reckwell continues the business.

Godfrey Bros., grocers, etc, Yarmouth, have dissolved—Parker, Eakins & Co, retire and C. G. Godfrey has admitted A. M. Shaw as a partner and the business will continue under the old style.

NEW BRUNSWICK.

W. H. Everitt, books dealer, Woodstock has assigned.

Thos. Lucy, boots and shoes, Fredericton, has assigned.

Thos. Furlong, wholesale and retail liquors, St. John, has assigned.

The extensive orchards in and around Montreal are reported giving promise of a large yield of apples and of good quality.

The Bank of Nova Scotia gives notice of a semi-annual dividend of 3½ per cent., and the Merchants Bank of Halifax of 3 per cent.

Faber, the celebrated manufacturer of lead pencils in Germany, has ordered a complete office outfit from Stahlschmidt & Co., of Preston, Ont.

The McClary Manufacturing Company has purchased the plant and machinery of the Burns & Robinson Tin Stamping Works at Hamilton, which has been in the hands of the assignee for several months.

Letters patent have been issued incorporating Geo. E. Drummond, Jas. T. McCall, Thos. J. Drummond, Wm. H. Drummond, Wm. F. Ritchie, of Montreal, and Richard Schott, steel manufacturer, of Sheffield, England, to make car wheels. The name of the Company is "The Montreal Car Wheel Company," with a stock capital of \$25,000.



### British Columbia Board of Trade.

The annual meeting of the board of trade was held at Victoria on July 6th, and was largely attended, President Robert Ward occupied the chair.

The annual report of the board states that at the commencement of the year the membership was 99, but this had been reduced through the year to 93. Two new members were elected during the year. Twenty-four meetings were held altogether, four of which were general, the balance meetings of council.

Regret is expressed at the death of the late Joseph Spratt, who had been connected with the board since its foundation. He was a valued member and one of the community's most energetic citizens.

Reference is made to the discontinuance of the San Francisco mail service by steamer. The irregularity of the service by Puget Sound was also referred to, and it was thought, showed the desirability of continuing the sea route.

The failure, up to the present time, to secure the calling of the china steamers at this port was dwelt upon, and it was thought that when the subsidized steamers were placed in service this port's claim would be fully recognized. Arrangements were in progress to secure the deepening of the outer harbor to accommodate vessels of the greatest draught. The board had the assurance of Sir Arthur Blackwood, when here, that the subsidy to the line would only be granted upon various conditions *inter alia*, that of landing and receiving mails at such ports as would insure the quickest despatch in distribution.

The refusal of the Dominion government to sanction the formation of a private company to operate a telegraph line between this point and Puget Sound had exercised a detrimental influence on the trade of the place. No reasonable excuse had been offered in support of the refusal.

Reference is made to the failure to secure a large appropriation for improving Victoria harbor. \$12,800 had been granted, but it could not be utilized for permanent improvement. It is hoped that next year will see this necessary work provided for.

The granting of a sum to operate a signal station at Bonilla Point will provide a long felt want, and its establishment will undoubtedly prove of immense advantage to the shipping interests and greatly aid in the protection of life.

The pilotage and towage grievance had not been remedied and had acted detrimentally to the interests of the ports of the province. The unreciprocated facilities afforded foreign tow-boats still existed, and the hope was expressed that a remedy would soon be applied.

The report regards with satisfaction the granting of assistance to the Shuswap and Okanagan road, and trusts that aid will be afforded other projected lines in the province in order that the mining and agricultural interests of the interior may be developed. The extension of the E. & N. railway northward from Nanaimo, and the building of the Beecher Bay branch it is expected will shortly be commenced, and will open up markets to our products hitherto unobtainable. The line in

the near future must naturally be carried far beyond Comox, and it is hoped the Dominion Government will recognize the importance of promoting its completion.

Under the head of immigration it is suggested that a board of information similar to that supplied by the State of Oregon, be instituted under the direction of the Provincial government, as it would greatly aid in inducing immigration, and in according immigrants necessary information in regard to suitable localities, now not attainable.

The absence of an insolvency law that will provide for the equitable distribution of insolvents' estates was regrettable. The absence of such legislation must still tend to hamper and discourage business.

The Behrings sea matter was referred to, regret being expressed that a satisfactory settlement had not been arrived at, as it had the effect of crippling the sealing industry. It is hoped that the coming investigation of reported cod banks on the west coast may justify a large development of a profitable industry. The removal of the duty on fish entering the United States would render a rapid growth of trade from this province in dried and salted fish. The suggestions made by the board in regard to the restriction of salmon fishing in the rivers of the province have practically been carried into effect.

Mining development in coal and precious bearing quartz is lengthily referred to. The refusal of the Dominion to aid proposed railways into promising mining fields has had the effect of confining operations to prospecting. The construction of a road into Cariboo would be productive of great results. Development of the mines is at present impossible owing to the great cost of sending supplies into that district.

The opening of the Comox coal fields would undoubtedly add largely to the trade of the island.

The upper Yukon country is briefly referred to, an extended report having previously been printed on the subject.

The address presented to the late Hon. Thos. White is referred to as embodying a digest of the matters at that time occupying the attention of the board. The board had since learned with deep regret the death of that hon. gentleman and would place on record their high appreciation of his worth as a public officer.

The improvement of the navigation of Fraser is favorably commented on, the board having frequently urged upon the Dominion government the necessity of such work.

The finances of the board are in a satisfactory condition, the secretary's statement showing that it was possessed of 2,833,73, including cost of furniture and maps. The shrinkage of surplus this year over previous was due to the large amount of work transacted, requiring a largely increased outlay.

In closing the report refers to the satisfactory condition of trade in the province. Business failures have been few and of trivial importance. Marked progress has been made in the development of mining and other resources and with increased facilities for travel and transport, the capabilities of the country as a field for settlement are becoming widely known. Greater progress could be looked forward to

with confidence during the ensuing twelve months.

The report was signed by Robert Ward, president; Thos. R. Smith, vice-president; and W. Montier, secretary.

C. Strouss called attention to the fact that no mention was made in the report of the smuggling carried on by Indians, and the necessity for protection being afforded by the government. He would move that reference be made to it, and the government urged to make immediate provision to meet the injury done to trade.

It was mentioned that a cruiser was being built for the service, but it would not be available this year. On motion it was decided to urge the government to make temporary arrangements.

The report was then unanimously adopted, and ordered to be printed as usual.

The auditors report was read and adopted.

Seven new members were proposed for election and duly elected.

The work of electing officers for the ensuing year was then preceeded with.

Robt. Ward was proposed as president and the nomination made unanimous.

In putting the motion T. R. Smith paid a high tribute to the zeal and worth of Mr. Ward during the year. No one could have better represented the interests of the city and province than he, for he had taken a keen interest in its welfare, and had been indefatigable in his efforts to promote the general progress of the province. As vice-president, he could testify to his ability and energy.

Mr. Smith was nominated for vice-president, but exceedingly regretted that business arrangements compelled him to decline the honor of re-election.

W. Monteith was re-elected secretary.

The ballots for council were then cast, resulting in the election of T. Johnson, R. P. Rithet, E. G. Prior, M. P., E. C. Baker, M. P., J. H. Turner, A. A. Green, T. B. Hall, C. A. McQuade.

The council and T. R. Smith, J. P. Davies, H. F. Heisterman, and J. H. Todd were elected members of the arbitration board.

A vote of thanks was tendered the retiring officers for their services, and the meeting adjourned.

There is every reason to believe that the peach crop is going to be large enough to make the prices low enough so satisfy those who want to buy. The President of the Fruit Growers' Bureau of Information writes to the effect that from the present outlook the crops of Delaware, Maryland and New Jersey will be from 8,000,000 to 10,000,000 baskets.

Without exception American jobbers report a very slow sale of Columbia salmon. Usually at this season the demand for consumption is active, with the dealers making large deliveries of new pack in execution of contracts; but thus far a very limited inquiry for stock has been experienced, and the absence of important interest is being attributed to the high prices which are current on the Pacific coast. Similar reports are received from Boston and Philadelphia, picturing the situation as very gloomy.

**FISH, HYMAN & CO.,**  
 Importers of  
**FINE HAVANNA CIGARS**  
 212 St. James St., MONTREAL.

**CAUTION!**  
 EACH PLUG OF THE  
**Myrtle Navy**  
 IS MARKED  
**T. & B.**  
 IN BRONZE LETTER.  
**NONE OTHER IS GENUINE.**

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

**J. Y. GRIFFIN & CO**  
 PROVISION MERCHANTS,  
 are now in the Market for an unlimited supply of FRESH  
 EGGS, delivered at their Warehouse or any point on Rail-  
 way. Highest market price. Correspondence solicited.  
 64 & 66 McDERMOTT ST., WINNIPEG.  
 Close prices to Trade on Hams, Bacon, Lard, Butter, etc.

**DICK, BANNING & CO**  
 MANUFACTURERS OF  
**Lumber, Shingles and Lath,**  
 DOORS AND SASH.

MILLS AT KEEWATIN. OFFICE: OPPOSITE C.P.R.  
 PASSENGER DEPOT, WINNIPEG.

**Toronto Hide & Wool Co**  
 Wholesale Dealers in  
**HIDES!**  
 SHEEPSKINS AND WOOL

**JOHN HALLAM**  
 88 Princess St., WINNIPEG  
 83 and 65 Front Street East, TORONTO.  
 PROPRIETOR.

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

**E. A. SMALL & CO.,**  
 WHOLESALE  
**CLOTHING**  
 NEW FIRM, NEW GOODS.  
 203 and 210  
 MCGILL STREET, **MONTREAL**  
**W. J. TAFFE.**  
 Agent for Manitoba and the Northwest,  
 WINNIPEG.

**COCHRANE, CASSILS & CO.**  
**Wholesale Boots and Shoes**  
 Cor. Craig & St. Francis Xavier Sts.,  
 MONTREAL.  
 Samples with McLean Bros.,  
 Donaldson's Block, WINNIPEG.

**ROYAL SOAP MFG. CO.**  
 WINNIPEG.  
 BRANDS: Hardwater, Dominion, Linen, Ivorine  
 and Electric, also a full line of Toilet Soaps.  
**Protect HOME Industry!**

**BOECKH'S**  
**STANDARD**  
**BRUSHES.**  
 Quality and Size Guaranteed.  
 For Sale by all Leading Houses.

**Campbell, Spera & Co.,**  
 WHOLESALE IMPORTERS OF  
**MEN'S FURNISHING GOODS,**  
 Smallwares, etc.  
 MANUFACTURERS OF  
 Overalls, White and Regatta Dress  
 Shirts, Flannel, Cotton & Tweed Shirts  
 Our stock for the coming season is replete with all the  
 Novelties. The inspection of buyers cordially invited.  
**CAMPBELL, SPERA & CO.,**  
**27 PORTAGE AVENUE EAST,**  
 WINNIPEG.

JAMES WHITHAM. A. A. AEYR, Special Partner  
**James Whitham & Co.**  
 Manufacturers of & Wholesale Dealers in  
**BOOTS & SHOES,**  
 43, 45 and 47 St. MAURICE STREET,  
 Near McGill Street,  
 MONTREAL.  
 Represented by J. M. MACDONALD,  
 525 MAIN ST., WINNIPEG

**JAMES O'BRIEN & CO.,**  
**Manufacturers of Clothing**  
 -AND-  
 Importers of GENTS' FURNISHINGS,  
 HATS, CAPS AND FUR GOODS, GLOVES  
 AND MITTENS.  
 72 and 74 Princess St., Winnipeg  
 VICTORIA SQUARE, MONTREAL

**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, Otas,  
 Barley.  
 Wheat buyers at all C.P.R. Shipping Stations

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

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

Importers British & Foreign Dry Goods



A Full Range of Canadian Staples  
Always in Stock

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

**British Columbia.**

The Elgin hotel and several small buildings at Port Moody were destroyed by fire on Tuesday last. Loss probably \$5,000.

Cowderoy Bros., dry goods, Vancouver, have dissolved partnership. W. Cowderoy retires, and J. J. Cowderoy will continue the business.

The Post Office Department has issued a circular stating that mails for China and Japan will be forwarded from Vancouver on July 31 and August 21.

The first shipment of canned salmon of this year's pack, from the Fraser river has been made by Alex. Ewen. The shipment consisted of 500 cases, consigned to Melbourne, Australia.

A. J. Hill, C.E., has lately been engaged in making a survey, with the object of ascertaining if it be feasible to construct a levee and lock, to reclaim about 20,000 acres of first-class land at the Fraser river delta.

A. Godfrey & Co., hardware dealers, Vancouver, have dissolved partnership, W. D. and I. M. Creighton retiring. Alex. and T. B. Godfrey will continue the business, under the old firm name.

J. H. Todd, wholesale dealer, Victoria, recently had constructed a steamer to run in connection with his cannery on the Fraser river. The vessel is 48 feet long, 12 feet beam and 4 feet 4 inches deep. Her engines are single 9x9 and were built by John Doty at Toronto and put in position by Spratt & Gray, of Victoria.

The following are the total revenue collections for the province for the fiscal year ending with June last:

Victoria.....	\$762,991 72
Vancouver .....	63,016 70
Nanaimo.....	45,007 05
New Westminster .....	21,855 26

Total .....\$891,871 63

A banquet was lately held at the Colonial Hotel, Westminster, in connection with the Southwestern railway scheme. The commercial interests of the city were discussed by a number of prominent gentlemen. Mr. L. Pither, of the Colonial, fully maintained the excellent reputation of his house, in preparing a sumptuous repast,

The Northern Pacific is carrying considerable traffic from Victoria. The *Colonist* says:—Thirty-five hundred cases of salmon, valued at about \$24,000, for points in Eastern Canada, and seven bales and six casks of furs, valued at about \$13,000 for New York and London, were shipped on the Alaskan yesterday morning and will go via the Northern Pacific railroad.

The sheriff is in possession of W. Mueller's candy and fruit store, Victoria, under a judgment secured by Mme. Dresdovitch on a note given by Mueller for \$500. The latter, who lately lived at the former's house, claimed in court that he signed the paper under the impression that he was making his will in favor of Mme. Dresdovitch. However, his signature was proven, and as a consequence he was ordered to pay.

An emery wheel burst at the Albion Iron Works, Victoria, lately, breaking into three pieces, which shot upwards and through the side of the stove-shop building. One shot across the road and through a window in the second-story of the Western Hotel. Such was the impetus of the flying missile that it passed through two partitions and fell upon a bed in the third room. The occupant of the bed had risen but a few minutes before. The other two pieces fell into the shop, one burying itself into the ground. There was no one working at the wheel at the time, and fortunately there was no injury sustained by the workmen.

With reference to the claim of the Vancouver *News*, that "Vancouver is the only seaport on the Pacific Coast of the Dominion that has a harbor capable of being entered at all stages of the tide and at every season of the year by the largest ocean going vessels," the *Victoria Times* replies: The harbor of Esquimalt, which is the port of Victoria for deep draught vessels, is one of the largest and most accessible in the world. Vessels of all sizes, in fair weather or in foul, at any stage of the tide, and at all seasons of the year, can pass through the Royal Roads to the capacious and land-locked harbor within. Esquimalt is the station for the Pacific fleet, and undoubtedly has the best harbor on the coast. In saying this, we do not detract from the excellent harbor on Burrard Inlet, which is second only to Esquimalt on the Pacific.

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PRODUCE and  
COMMISSION

•• **MERCHANTS.** ••

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Manufacturers Wall Papers, Toronto.

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BOOKBINDING, ETC., ETC.

SAMPLES AND ESTIMATES ON APPLICATION.

**BROWN BROS.,**

Wholesale and Manufacturing

**STATIONERS,**

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SPECIALTIES.

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

Victoria Colonist: A young man the other day, had occasion to consult an "uncle" for monetary assistance and left several diamonds as security. He went to redeem them on Thursday and was informed they were in the bank but he could have them next day. He was then put off with another excuse, and on enquiring at the bank found no diamonds were deposited there. He then consulted the police, and the "uncle" acknowledged that his wife had gone over to celebrate the Fourth in Seattle and he had loaned her the jewels, but she would be back on Saturday evening. Money sufficient to cover their value was put up by "uncle" for the time being, and so the matter was settled.

Dun, Wiman & Co.'s "Business Outlook" for the first half of 1888 is to hand. Of British Columbia it says: Trade in the province has been quiet the past six months, but it is generally regarded in a very healthy state, and merchants are reported as making slow but steady progress. Failures have been few and unimportant, and banks state collections are very fair and but few renewals asked. What little acreage there is under crop promises favorably. It is also expected considerable money will be spent this year in the development of quartz mining. A large quantity of lumber is being shipped to Australia and South America ports, and the exports in this line, as well as the output from the collieries, are expected to slightly exceed that of 1887—some 315,380 tons of coal being shipped that year. Altogether we cannot say the outlook is unfavorable, and the general feeling is one of confidence in the future.

The salmon packers met lately and formed an association. J. H. Todd was elected president, and E. A. Wadhams secretary-treasurer. The object of the association is mutual benefit and the advancement and protection of the fishing industry on the Fraser river. The *Columbian* says: The association has issued a poster offering \$500 reward to anyone who can prove that the employees of the canneries have sold fish to outside parties. This was made necessary from the fact that unscrupulous white men, pretending to be legitimate fishermen, have been in the habit, during the night, of visiting the boats manned by Indians and purchasing from them, at a trifling cost, a sufficient number of fish to make a good night's catch. In the morning the Indians, who are all on salary, would return to the cannery with sufficient fish to pay their wages. The association has enrolled the name of every canner of importance on the river, and we wish it every success.

The *Vancouver News* says:—The Council of the Board of Trade had an interview with Mr. Van Horne recently. The subjects discussed were the carriage of exhibits to the Toronto exhibition, which Mr. Van Horne promised the C. P. R. would make no charge for; arrangements whereby tourists can get their tickets certified here instead of being obliged to go over to Victoria; a site for an emigration shed; better steamship communication between Vancouver and San Francisco and between this city and Nanaimo; the establishment of a quarantine station here, especially important now that steamers are running to China from here at fre-

quent intervals; the question of Vancouver having railway communication by way of Westminster with Seattle and the other Sound ports, and False Creek bridge. Mr. Van Horne discussed the whole of these matters at considerable length with the council and assured his listeners that the people of Vancouver would always find the company anxious to co-operate with them in any matter affecting the prosperity of the city.

Prince Albert.

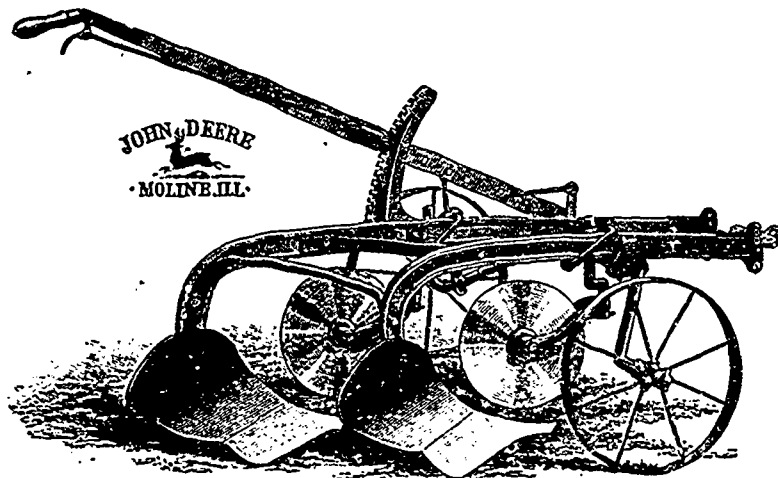
Although the spring was late in opening and much colder than the corresponding period in former years, yet since the beginning of June the weather has been so very auspicious that the promise of an abundant yield for 1888 is much better than it has been for many years past. The frequent showers and the very warm weather during the last few weeks have brought the crops on very rapidly. The farmers have sown a larger area than last year, and from the favorable prospects at present in the Prince Albert district, there will be a large yield of cereals, and the result, grain will be a drug in the market, there being no means of export nearer than 250 miles. Should flour contracts for the Indians and N. W. M. Police be awarded to outsiders as it has been in the past, the farmers will have no means of disposing of any of their produce over and above what they can dispose of for local consumption. A short drive through the country at present would convince the most skeptical that Prince Albert is the centre of one of the most fertile districts in the Northwest, and with railway communication would soon assert her right in wealth and population.—*Times*.

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## AGRICULTURAL IMPLEMENTS, CARRIAGES, SLEIGHS, &c

PLOWS,  
SULKY PLOWS,  
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BUCKBOARDS,  
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CUTTERS,  
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CLOSE PRICES TO DEALERS. SEND FOR ILLUSTRATED CATALOGUE AND PRICE LIST.

# WINNIPEG.

**Lumber Cuttings.**

The planing mill at Selkirk, Man., is now completed, making another addition to the industries of that town.

Graham, Horne & Co., of Port Arthur, have secured the contract for supplying all the lumber necessary to complete the new elevator at Fort William.

On Friday week six men in the employ of the Eau Claire Lumber Company, Calgary, lost their lives at Kananaskis rapids on Bow river, 45 miles west of Calgary, while driving logs, by being carried down the rapids in a boat.

About a month ago the collector of customs at Vancouver, in interpreting the customs law imposing an export duty on logs, included piles. In one instance the duty was exacted and paid under protest by the shippers, who held that piles were manufactured timber and as such not subject to duty. The matter has since been referred to the department at Ottawa, and information has been received that the decision of the local collector has been overruled and the money refunded.

One of the largest timber limit sales ever held in Ottawa took place when the Hamilton estate was offered. The property consisted of a mill at Hawkesbury, limits on the Gatineau and tributaries and the Dumoine and tributaries, farms at Hawkesbury and on the Gatineau. About two hundred lumbermen were present and their aggregate wealth was estimated at from \$80,000,000 to \$100,000,000. The first lot was the Gatineau limits, 934 square miles, which were bought for \$123,000, the worth of plant and supplies to be taken at a valuation. The second lot, 751 square miles on the Dumoine, after a very lively bidding, was knocked down for \$396,000, exclusive of plant and supplies, worth about \$30,000, to be taken at valuation. No bid was made for the Hawkesbury mill and all the other property was withdrawn on account of the low prices offered.

A United States exchange asks: If it takes a barrel of kerosene oil to kill two bushels of grasshoppers, what will a bushel of wheat be worth?

Cables from the London wool sales report a decided improvement in tone, especially as regards Cape and New Zealand wool, for which there was an exceedingly keen competition. The former showed an advance of 1d for superior snow-whites, and greasy was 1/2 to 1d dearer, as compared with last closing prices. Crossbreds are tending towards a decline.

Artificial silk is the latest discovery, and judging from the details of it which are to hand, it seems likely that the silkworm's occupation will soon be gone, and that he may retire to his cocoon and lament his lost importance in silence. The new material is made, we are told, from a kind of collodion, to which has been added perchloride of iron and tannic acid. The process of manufacture is somewhat complicated, but the result seems to be all that can be desired in the way of providing a substance practically equal to good silk.



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ST. PAUL, MINN

**Manitoba and Northwestern Ry.**

**CHANGE OF TIME.**

Taking Effect Monday, April 17th, 1897

PASS Tuesday Thursday and Saturday	Miles from Portage	STATIONS.	PASS Monday Wednesday and Fridays
LEAVE 13 00		... Portage la Prairie ...	ARRIVE 14 50
11 25	35	... Gladstone ...	13 25D
11 45	61	... Neepawa ...	13 05A
15 45	79	... Minnedosa ...	11 59
11 35		... Rapid City ...	11 17D
11 45		... Rapid City ...	11 05A
17 50	94	... Rapid City ...	9 45
18 31	115	... Shoal Lake ...	9 20
119 30	138	... Birtle ...	18 20
21 40	155	... Binscarth ...	6 20
		... Russell ...	5 00
23 00	166	... Russell ...	5 00
23 15	180	... Langenburg ...	4 45
ARRIVE			LEAVE

**Trials.**  
No. 4, Mondays and Thursdays. No. 1, Wednesdays and Saturdays. No. 2, Tuesdays and Fridays. No. 3, Tuesdays and Fridays.  
Trains for Binscarth leave Birtle Tuesdays and Thursdays only at 20 30. For Russell leave Birtle Tuesdays only at 20 30; returning leave Russell Wednesdays only. For Langenburg leave Birtle Thursdays only at 20 30; returning leave Langenburg Fridays only. For Rapid City leave Minnedosa Tuesdays Thursdays and Saturdays at 17 00; returning leave Rapid City Mondays, Wednesdays and Fridays.  
Above trains connect at Portage la Prairie with trains of the Canadian Pacific Railway to and from Winnipeg.  
For information as to Freight or Passenger Rates apply to A. Macdonald, Assistant Freight and Passenger Agent Portage la Prairie, or to  
W. R. BAKER, General Superintendent

THESE VESTIBULED TRAINS go in service May 15th.

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**THE NORTHWESTERN LINE,**

The best equipped line to CHICAGO, OMAHA AND KANSAS CITY.

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

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

Trains Eastward will run as follows: Leave Minneapolis 6 50 p.m.; St. Paul 7 30 p.m. Arrive Milwaukee 7 40 a.m.; Chicago 9 30 a.m.

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

TICKETS AT LOWEST RATES, and good on these Vestibuled Trains, can be secured at the following offices. St. Paul, 119 East Third Street; Minneapolis, 13 Nicollet House Block; Duluth, 112 West Superior Street; also at St. Paul and Minneapolis Union Depots and at offices of connecting lines. Sleeping car accommodation secured in advance.

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

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



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ROSWELL MILLER, General Manager. A. V. H. CARPENTER, Gen'l Pass. and Tkt. Agt. J. F. TUCKER, Asst Gen'l Manager. GEO. H. HEAFORD, Asst Gen'l Pass. and Tkt. Agt. MILWAUKEE, WISCONSIN.

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

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	Lvs St. Paul.	Lvs Minneapolis
Chicago, Burlington, Kansas City and Des Moines Ex.....	a8.45 a.m.	a 9.25 a.m.
St. Louis Fast Ex.....	b6.25 p.m.	b7.05 p.m.
Chicago Fast Ex.....	d8.25 p.m.	d7.05 p.m.
Des Moines Passenger.....	a6.25 p.m.	a7.05 p.m.
Excelsior and Watertown.....	a8.00 a.m.	a8.45 a.m.
Arlington and Excelsior.....	a4.15 p.m.	a4.50 p.m.
Manitowish Express Accom.....	a8.15 p.m.	a4.00 p.m.
a Ex. Sunday b Ex. Saturday. d Daily.		

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