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WINNIPEG, AUGUST 19, 1880.

J. M. SIMMINGTON, of Moose Jaw, will start a bakery at Regina.

F. A. BOEHLERSKY, restaurant, Vancouver, is retiring from business.

TED CAMPBELL has sold out his transfer business at Brandon to Micklebride & Peters.

NICOL, rancher, near Medicine Hat, Assa., recently shipped 400 fat sheep to Winnipeg.

BATE BROS. have bought out the butcher business of Ferguson & Riddell, of Moose Jaw.

F. J. CLAXTON, baker, Calgary, is out of business and succeeded by Halliday & McNeil.

D. W. CUMMING, banker, Birtle, Man., is giving up business and will move to Toronto this fall.

\$9,000 worth of beef cattle have been shipped eastward from Maple Creek, Assa., this summer.

THE fall exhibition of the Calgary District Agricultural Society takes place on October 9th and 10th.

GEO. H. RODGERS, shoes, Winnipeg, has purchased a portion of the bankrupt Brown estate, wholesale shoes, Ottawa, Ont.

THE C. P. R. Co's steamer Alberta was damaged in a collision at Sault St. Marie last week with the steamer Oregon, of Cleveland.

CARR & CAMERON have purchased the branch tailoring business lately carried on at Lethbridge, by Y. C. Kitley & Co., of Calgary.

THE business men of Pilot Mound, Man., have made arrangements to employ a night watchman, whose duty it will be to look out for fires and burglars.

A RECENT census gives Carberry, Man., a population of 780.

J. A. LOGAN, banker, Carberry, has been appointed agent for the St. Paul & Manitoba road at the place named.

THE book debts of Paisley, Miller & Carscaden, Brandon, are reported to have been sold to A. M. Peterson, for 36½c on the dollar.

THE Stair coal-mine, near Medicine Hat, is now being operated and the coal will be shipped to Winnipeg. This is the mine formerly known as the Saskatchewan. Medicine Hat will have two mines working this year, as a new mine is being opened near the place.

THE stock of Paisley, Miller & Carscaden, general merchants, Brandon, was sold by the assignee, by public auction, to Strome & Whitelaw, general merchants of the same place. There was brisk competition for the stock, which was bid up to 70½ cents on the dollar.

AMONGST the most noticeable improvements which have lately been made in Calgary says the *Tribune*, is the Alberta hotel. This handsome building has three storeys and a basement with a frontage of 75 feet on Stephen avenue and 124 feet on Scarth street. The building is constructed of solid stone quarried within two or three miles of Calgary.

A MEETING of the creditors of George Marks & Co., general storekeepers, Bruce Mines, was held in Toronto recently. An offer of \$10,600 was made by Mr. Marks, payments extending over a period of nine months, which the creditors have accepted, secured. Unsuccessful lumbering operations brought about the failure of the firm, together with that of Marks, Dobie & Co., of Thessalon.

EMERSON *Times*: A. R. Irwin, broker and agent, Emerson, Man., has decided to move to Brandon, where he will in future reside and carry on a brokerage, insurance and agency business. C. D. Maybee takes over Irwin's business at Emerson, and will carry it on in connection with the post office, Northern Pacific Ry., and G. N. W. telegraph offices.

THE seized sealing schooner, Black Diamond, has arrived at Victoria, B.C. When the schooner was captured, a prize crew of one man was put on board, and directed to take the schooner to Sitka. As soon, however, as the revenue cutter was out of sight, the captain of the vessel turned and sailed for Victoria. It is cabled from London that the British Government has resolved that British rights in Behring sea must be protected.

THE tax difficulty between the Northwest Land Company and the corporation of Calgary, has been settled. It will be remembered that the Land Company tried to get out of paying taxes, under pretence that it was entitled to exemption from taxation, through the exemption given the C. P. R. Co., from which the Land Company purchased its property. Calgary contested the case in the courts. An agreement has now been made whereby the Land Company pays half of the arrearages for the past two years and gives the town a deed of nine lots where the town hall now stands, an entire block south of the railway track and agrees to pay its taxes in future the same as private individuals.

THE by law granting tax exemption to the C. P. R. Co. for its proposed workshops at Fort William, has been carried by a vote of the electors.

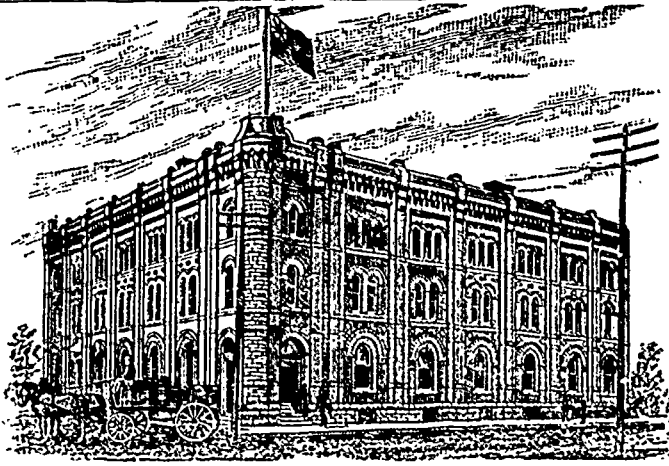
THE *Morden Monitor* makes a very serious charge of glanders among horses imported from Dakota, and existing in that neighborhood. If these reports are true, they should have the immediate attention of the Provincial Government. At any rate they are too serious to go without investigation.

THE residents of Point Douglas, in the district where the new Winnipeg crematory is being erected, are very determined that the establishment shall not be located in their neighborhood. A mass meeting will likely be held to protest against what the residents term an outrage. It does seem that this location for the crematory is a very bad one. Were the crematory located outside the western limits of the city, garbage could be hauled from almost any point directly out of the city, but the Point Douglas location will necessitate the hauling of garbage for long distances directly through the centre of the city. It is anything but a pleasant spectacle to see these unsightly loads passing along the streets. This consideration alone would make a change of location desirable, to say nothing of the disadvantage of having the crematory in a settled district of the city. The council should see that the citizens are protected in this matter.

IN conversation with a *Sun* reporter Jas. Ross, railway contractor, said he had secured the contract for building and equipment of the entire line of the Regina, Long Lake and Saskatchewan railway, which is 235 miles in length. His contract provides for the furnishing of everything save the rolling stock. The C. P. R., which is to operate the line, will provide that. Mr. Ross says the work will all be completed next year. He is not yet definitely certain how much they will be able to build this year, but he expects it will be between 60 and 75 miles. It will depend upon the weather. Mr. Ross has purchased steel rails in England, and these are now on the way. In order, however, that no possible delay might occur, he purchased a quantity of rails in Montreal to enable the work to go on at once. They will be shipped to the ground next week. Mann & Holt are managing the work.

THE *Calgary Tribune*, in an article dealing with the Kay farms, says: Sir John has received permission from his directors to enter upon the butchering business, the centre of operations to be at Calgary. The plans of the slaughter houses and shops have been drawn up by Child & Wilson and have been sent to the directors for their approval. The attempt to domesticate range cattle for dairy purposes has been most successful, and at Balgonie, Stair, Dunmore, Kincarth, Crane Lake, Gull Lake, and Bantry (at which farms there are about 500 cows) cows are already being milked. Sir John has lately submitted a report to his directors regarding a creamery and cheese factory, and they are so satisfied with the report that arrangements will be made to begin the work at once. The creamery will be at Swift Current, and the operations will be commenced next October. The cream from 10 farms will be shipped per express every 24 hours to Swift Current.

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A number of the Behring Sea trouble, the following will be interesting. Twenty four sealing schooners cleared from Victoria this year, for the purpose of sealing in the North Pacific. The values of these vessels, with their outfits, is placed at \$200,500. They give employment to 262 white men and 375 Indians. Two of the smaller schooners are owned and manned entirely by Indians. The seized schooner, Black Diamond, has a tonnage of 82, and is valued at \$9,500. She had a crew of five whites and thirty Indians.

The first exhibition of the recently organized British Columbia Fruit Growers' Association, opened at Vancouver on August 8th. The exhibition is pronounced a success by the Vancouver papers. Considerable attention has been directed to fruit growing in British Columbia during the last few years, and as an encouragement to the industry, the association has been formed. The British Columbians look to Manitoba and the territories for a market for their surplus fruit. As our western prairie country fills up with people, there will certainly be a large demand for fruit, a considerable portion of which must be imported. British Columbia is favorably situated to supply this demand.

MR. PRENDERGAST, who represents the French-speaking element in the Manitoba Government, has resigned, owing to the intentions of the Government regarding the dual language system and separate schools. This will probably end class representation in our Provincial Government, which is a consummation not at all undesirable. It is to be hoped that special class representation in the Manitoba Government will not be encouraged in the future, and if it ceases to exist now it will be one of the favorable features in connection with the present situation in provincial political circles. Representation as Manitobans is all that is necessary or desirable.

THE opinion seems to prevail in Manitoba, outside a few grain men who are better informed, that the wheat crop in the United States is

a short one this year. This is a very great mistake. The crop of both winter and spring wheat is considerably in excess of last year. The idea of a short wheat crop in the United States has probably come about from the reports of a light crop in Dakota. This state is situated immediately to the south of Manitoba, and therefore more is known here of the condition of crops in that state than in other parts of the country. But Dakota is not the whole of the United States, and notwithstanding that it is a large wheat state, a short crop there does not mean a short crop for the entire country. Now, the wheat crop is light in Dakota this year, but according to all reliable estimates, it is the only state which will produce a smaller crop than last year. Taking the country as a whole, it is estimated that the entire wheat crop will be from 80,000,000 to 85,000,000 million bushels greater than last year. Some estimates have been made as high as 100,000,000 bushels larger than last year. The increase is principally in winter wheat, but there is also a considerable increase in spring wheat over last year. Minnesota alone is expected to return about three to five million bushels more than last year. The last official report places the spring wheat crop, including Dakota, at an average of three points better than last year. The total wheat crop of the United States this year is now generally placed at 485,000,000 to 500,000,000 bushels.

LAST week THE COMMERCIAL copied an article from the Montreal Trade Bulletin, on Manitoba wheat. The Bulletin reported a sale of Manitoba No. 1 hard wheat at Montreal, \$1.03 per bushel, and took occasion in connection therewith to show the gradual decline in prices which had been going on for some time. This grade of wheat, it stated, had a few weeks previously been held at \$1.16. Our Montreal contemporary, the Bulletin, evidently pressed heavily upon a tender spot on somebody's toes, in reporting this sale of Manitoba wheat at \$1.03, for in its following issue it tries to let itself down easily, or rather, to smooth over the feeling it may have caused in certain quarters by publishing the sale at this low figure.

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Call and get quotations or send for Samples.

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

In its last issue the *Bulletin* intimates that it had been assailed for reporting the sale at \$1.03, and intimates that it does not think any more No. 1 hard could be had within four or five cents of the price previously stated. It concludes by stating that a sale of three cars of No. 1 hard on the spot had been heard of at \$1.12 per bushel. Now this story seems a little shady. The sale previously reported at \$1.03 was all right enough, and it seems peculiar that anybody could be found who would be foolish enough to pay \$1.12 for wheat a few days after the same grade had sold at \$1.03, when in the meantime, as is well known, the tendency of prices was downward. The sale "heard of" at \$1.12 must be regarded as somewhat imaginary. It is questionable if a sale of Manitoba wheat at Montreal has been made at above \$1.03 to \$1.04 since the sale at \$1.03 reported by the *Bulletin*, and at the time of writing it is questionable if \$1 could be very readily obtained for Manitoba No. 1 hard at Montreal, though quoted nominal at \$1.02. We have heard of offers to sell at a relatively lower price, for wheat in store at Port Arthur.

Mining on Texada Island, B. C.

Encouraging reports are heard from the Texada gold mines, more especially from the now far-famed "Nutcracker," which is holding its own in point of richness with any mine yet discovered. We were permitted by Lewis Griffiths to look at some magnificent specimens which he brought down from that mine recently, and without exaggeration it may be said that some of it literally shines with specks of gold, no glass being necessary to detect the particles. The shaft is sunk about 11 feet and looks well all the way down, the ledge holding its own in a most promising manner. Mr. Griffiths also brought down about 100 lbs. decomposed quartz which he, in company with others interested, will wash out to-day. Gold can be plainly seen with the naked eye, and the pulverized rock should pan out well.—Nanaimo Courier.

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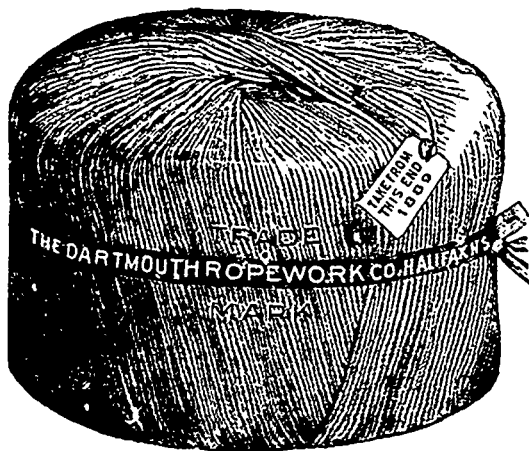
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The Commercial

WINNIPEG, AUGUST 13, 1880.

BRITISH INVESTMENTS IN THE U. S.

The desire on the part of the British capitalists to invest their surplus wealth in manufacturing concerns in the United States, appears to have reached a regular epidemic state of late. British capital has been freely invested in we may say all parts of the world. Egypt, Turkey, South America, Mexico, etc., all alike appeal to British capital for funds. The United States and Canada have long been favorite fields for the investment of British capital, and though at times very heavy losses have been made, yet the money keeps on coming. Hundreds of thousands and millions of dollars have been lost to the British investors, and yet the supply seems on the increase. It is evident that John Bull's purse is a very long one.

Heretofore American railroad companies have drawn largely upon British capital as a means of carrying out their schemes, and many of these have not proved very profitable to the first investors in the stocks of the roads. American mining schemes have swallowed up a good deal of British wealth. Ranching, farming and landed enterprises have been frequently floated with British capital, whilst vast sums of money from the same source have gone into debentures, municipal, state, provincial or national as the case may be. The present craze for American investments, however, is somewhat new in its nature, namely: the purchase of established manufacturing industries. Stocks, bonds and debentures are for the time being to give place to investments in industrial enterprises.

The results of these investments in American manufacturing concerns will be awaited with curious interest, and it will be just a little strange if the British investors do not gain considerably more in experience than they do in dividends, from many of their recent purchases. A great howl has gone up from a portion of the United States press against the purchase of manufacturing concerns by "the foreigners." These papers cry out that it is a shame that their enterprises are passing into the hands of foreigners; that in using the wares turned out in these manufacturing establishments they will be paying taxes to the foreign capitalists

who own them and draw the dividends, that it shows lack of ability that these institutions are being taken out of the hands of citizens and passing into the hands of foreigners. Now, this is all bosh. This much can be depended upon, and that is, that the shrewd Yankee knows what he is doing when he sells out to the foreigners, and the smile in his sleeve is no doubt a broad one as he hands over his establishment in return for British gold. It is a funny thing if he does not get the best of the bargain every time. The newspapers need not squirm about the dividends going to support British aristocracy. It is to be feared all the dividends the British investors may get will not greatly increase their wealth. If the British capitalists do not get "milked" in the process, there will be more reason for surprise.

In the first place, the Yankee is not going to sell out a profitable industry unless he gets a big thing for it. If his business is a paying one, and returning him regular dividends, he is not going to sell out unless he gets something for the prospective profits which he has in view from the enterprise. The Yankee steps out with his cash, and is free to start another establishment, with new machinery. The British capitalist steps in at a disadvantage from having paid a big price for his manufactory, and at best he has a second-hand outfit to work with. He is inexperienced, and must depend upon the advice of his managers. Altogether, therefore, his chances for successful competition in the industry are not very bright.

The first object of the British capitalist in making these foreign investments is to secure larger returns upon his capital. Interest rates in Great Britain are very low, and the prospect of big returns from foreign investments is therefore very alluring. But certainly some very foolish investments have been made by British capitalists, both in Canada and the United States. Too much reliance has often been placed upon the interested representations of agents, who have drawn a glowing picture of large dividends. Still, it must not be inferred that there are not profitable openings for the investment of British capital on this continent. In the vast natural wealth of Canada alone, awaiting development, there are many opportunities for the profitable employment of capital which cannot be procured at home. In undeveloped natural

wealth Canada certainly stands away ahead of the United States, and in this field there is probably a better opportunity for the profitable investment of capital, than in buying up second-hand manufactories in the United States.

There is another aspect in which these foreign investments of British capital may be considered. This is the building up of foreign industries, with the aid of British capital, to compete with home industries in the same lines. In all parts of the world British capital is being called for, and is being invested, with the avowed object of building up foreign industries to compete with the British manufacturer. In some of the countries where British investments of this nature have been large, these same countries impose a heavy tax upon imports of British goods. Especially is this true in the case of Canada and the United States. This is a question well worthy the attention of British economists. But mere arguments are not likely to have much effect upon the British capitalist, who sees large prospective dividends from foreign investments, and but a paltry one or two per cent. obtainable at home.

THE LABOR QUESTION.

The labor problem is a most important question in all countries, and especially so in the leading industrial nations of the world. In the new world the labor question has not been so pressing in the past as in the more thickly populated industrial centres of Great Britain and Europe, but still it is one of the most important issues, and one which is continually coming up in some form or another. Competition in manufacturing, it may be said, is keen the world over, and in all manufacturing industries labor occupies a very important place. It is therefore not strange that many attempts are constantly being made to regulate labor, either to suit the views of the workmen themselves, or to adapt labor to the necessities of the industry, or to the desires of the employers. On the one hand labor is always disposed to draw as large a remuneration as possible for the work performed, and not infrequently engages in strikes and contentions with the object of forcing an advance in wages. On the other hand, competition or other causes have sometimes reduced the profits of an industry, and rendered the employers less able to pay the current rates of wages. It has even happened, that at times when

a demand has been made by labor for greater remuneration, employers were less able to continue current rates than at a previous time. Hence the apparent conflict between capital and labor. Labor always desirous of selling itself as dearly as possible, and capital anxious to make the most out of labor.

Rates of wages, recognized hours of labor, the employment of women and children in industrial pursuits, are all matters which affect both labor and capital. Some of these points have been frequently made the subject of legislation in different countries, together with the question of the sanitary condition of factories, etc. Altogether it is pleasing to know that a very great improvement has taken place in many respects, concerning the condition of labor, brought about by the force of public opinion and legislative enactment, still there is great room for improvement, in some countries of course more than others. In spite of competition, there has been a steady inclination to shorten the hours of labor; to regulate or restrict the working of young children in factories, and to improve the sanitary conditions surrounding labor generally. In this field there is legitimate scope for legislative enactment. In Australia, eight hours constitute a recognized day's work, and the custom is said to work well. In Europe the tendency is steadily in the direction of shorter hours of labor. The London *Economist* recently stated its belief that eight hours would ultimately be recognized as a day's work. It is better, however, that the tendency to shorten hours of labor be allowed to develop, rather than to force such result by official enactments. All this goes to show that labor occupies a favorable position to that it once did, and that the rights of labor are becoming more fully recognized. Besides this, employers are beginning to learn that well-nourished workmen will do as much in eight or nine hours, as poorly fed men can do in a longer period of time.

Competition between different countries in industrial pursuits makes the labor question an international one. This has been recognized in the proposals to hold an international labor conference in Switzerland, in the furtherance of which the Swiss President is taking an active part. A programme has been outlined for the consideration of the labor problem, at this conference, under five principal heads. These are. The prohibition of

Sunday labor; the fixing of a minimum of age for the admission of children into factories; the fixing of a minimum limit of a working day for young persons; the prohibition of the employment of women and young persons in specially unhealthy or dangerous callings, and the limitation of night work for women and young persons.

It is questionable if a set of rules can be adopted at this conference which will be made law throughout Europe. Still the discussion of the subject in its various phases cannot but prove very beneficial to the cause of labor at large. In Great Britain labor occupies a favorable position in comparison with the European countries. Sunday labor and the employment of women and children in factories, sanitary conditions, etc., have already received considerable legislative attention in Britain, but on the continent Sunday labor still largely prevails. It is to be hoped the conference may be the means of securing one day's rest in seven for labor, as well as directing attention to other abuses in such a manner as to secure their more speedy removal. The example of Great Britain should teach the employers of labor in Europe that they are not likely to lose by the abolition of Sunday labor, even with a continuation of the same rates of wages for six day's work, as is now paid for seven day's work in the week. As in the case of shorter hours, so it will prove in regard to Sunday labor. The men who have a much needed rest one day in seven, will as a rule have better capacity for work during the six days in which they labor, and in the end will be able to accomplish as much.

INTERNATIONAL RAILWAY TRAFFIC.

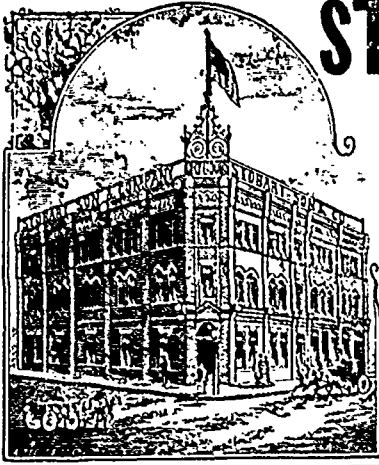
It seems that after all the threats of shutting out the Canadian railways from the United States, and the howling against the Canadian roads, by a portion of the press of the United States, the whole matter is to be allowed to drop. At any rate there seems to be little prospect of any early interference with the railway situation, as concerns Canadian roads. The fact of the matter is, that the United States Government could not shut out the Canadian roads without doing an enormous injury to vast interests in its own country. The matter was all right enough as a popular cry in sections of the country, for a time, but a little investigation of the question has shown that the injury which would be inflicted upon large sections of the United States, by any action against the Canadian roads, would be far greater than the harm which could be done to Canada. Of course, the Canadian roads would suffer severely, were they cut off from their connections

in the United States, but at the same time, vast commercial interests and great commercial centres, in the United States would also be seriously affected thereby. All the way from Portland, Oregon, to Boston, on the Atlantic coast, there are many interests which would be injured by shutting out Canadian railway competition, and from these a strong protest was sent out against any interference with the existing order of things. There are certain railway and other interests in the United States which, from selfish motives, would like to see the Canadian roads shut out. They would like to be freed from the competition of the Canadian roads. But opposed to this is a great commercial interest, which is largely dependent upon the Canadian roads for railway competition and liberal freight rates. Besides, certain United States roads, such as the Michigan Central, Vermont Central, Northern Pacific, etc., have connections in Canada, from which they could be cut off by retaliation on the part of Canada, should such a course be taken against the Canadian roads having connections in the United States.

One of the questions in connection with the railway situation, was in the free transit of cars between the two countries. The collector at Detroit, who appears to be of a pugnacious disposition, seemed very anxious to interfere with the passage of Canadian cars into the country. He has appealed on two or three occasions to the head of his department, in the matter of having a tax placed on empty freight cars coming into the country. To this Secretary Windom has replied to the effect that the department does not deem it in the public interest to disturb a practice which has continued in force without interruption for over twenty years. This would seem to indicate that the railway situation along the border is not likely to be interfered with.

For fear, however, that some steps might be taken in the matter of taxing freight cars, the Boston Chamber of Commerce prepared strong resolutions against any such action, as greatly prejudicial to the commercial and railway interests of New England. In the west, St. Paul and Minneapolis would protest strongly against any interference with the railway competition which they enjoy, via their Sault Ste Marie route, connecting with the Canadian Pacific, and to which route they are indebted for their independence of the Chicago combination of railways.

In connection with the question of placing a tax upon Canadian cars used in the United States, it is claimed that more United States cars are used in Canada than Canadian cars in the former country. This would more than balance the matter in favor of the United States, and render the imposition of a duty upon Canadian cars simply a step in the direction of the restriction policy proposed to be adopted against Canadian roads, regarding bonding privileges.



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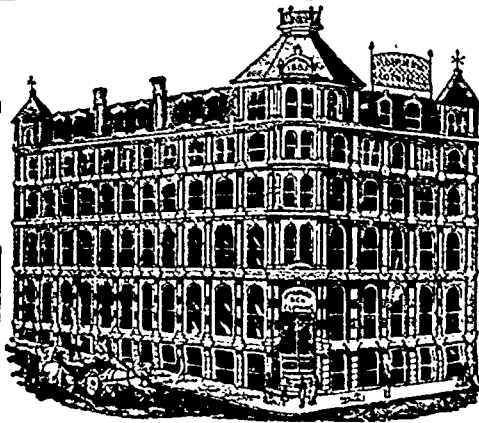
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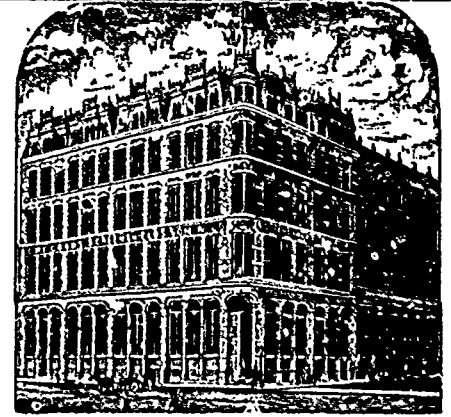
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WINNIPEG MONEY MARKET.

The situation in monetary circles continues steady and quiet. Later returns did not materially improve the showing as to the result of paper due on the 4th of the month, and a good deal of the paper not met then has now been renewed. Dealers are exercising a good deal of leniency, hoping that the early harvest and the reports regarding the improved condition of the crops will soon have the effect of relieving the financial stringency. In the meantime payments are slow and money close. Mortgage loan business has been quiet, but shows signs of picking up. Real estate, which has been dull during the last month or two, seems to be looking up some, and several sales of city properties are reported.

WINNIPEG WHOLESALE TRADE.

There has not been much activity in wholesale circles for the last week, though a steady and fairly good movement for the season was reported. The fruit trade was the only branch in which there was a rush, and this line continues active. Produce was dull, prices almost nominal in many commodities. Groceries steady. In textile lines, shipping out fall stocks of clothing was going on briskly. Lumber was moving fairly well to country points, and some good sales were reported in lumber, hardware and building material, on account of the activity in railway construction, elevator building, etc. A quantity of the lumber for one large line of elevators being erected in Manitoba was imported from Minnesota.

FRUITS—GREEN.

Business is rushing and the market is well supplied with most varieties. California oranges were out of the market, and only very light stocks of other oranges. Other California fruits were in good supply. Watermelons were abundant, and very good apples were offering freely. Southern Concord grapes have arrived. Receipts of blueberries have commenced to slacken already, and prices are advancing. The crop is apparently a light one this season. Quotations for blueberries are useless, as they are so irregular. Last sales were about 6c per pound. Tomatoes are light in stocks and advancing in price. Prices are: Lemons, \$7 to \$7.50 per box; Oranges—Rodi and Palmero oranges, \$3 per box; apples, \$4 to \$4.75 per bbl., as to quality; California plums, \$2.25 per box; California peaches, \$2.25; California pears, \$4 per box; California white grapes, \$3.00 per crate of 20 pounds; Concord grapes, 90c per basket. Fananas—Port Limon, \$3 to \$3.25 a bunch, according to quality and size; tomatoes, per crate, \$2.06 or \$1.00 box; Melons, \$3.00 to \$4.50 per dozen, or \$3.00 to \$15.00 per 100; cucumbers, 50 to 60c per dozen; onions—Southern, \$4.00 per 100 lbs.; Bermuda, in 50 lb. crates, per crate, \$2.25.

GROCERIES.

Sugars were further reduced last week in eastern markets, a reduction of ½c being reported on Tuesday. The decline in the face of the very strong statistical position is remarkable. Willett & Hamlin, New York, in their weekly sugar circular, say: "Raw and refined unchanged for the week. The strength of the general position of sugar is quite overshadowed

by the local conditions. On July 1, as appears by our to-day's figures, the total stock of sugar in all principal countries was 555,890 tons, against 891,980 tons July 1, 1888—a deficiency of 336,084 tons. The reduction in 1888, from July 1, to October 1, was 500,845 tons. The same reduction this year would leave but 55,000 tons stock for all the countries—a remarkably strong statistical exhibit. But local causes during the past four weeks have put this out of sight, and temporarily, if not permanently, changed the condition. Stocks are so small as to lead us to expect the recovery of a portion if not all of the recent decline in raws and refined, particularly if the new beet crop proves to be a later one than has been, until quite recently, anticipated. The latest information is against an early crop. Looking further ahead, we see many indications in the latest information of growing crops, that 1899 will give a higher average price for sugar than 1889." Prices in this market are quoted as follows: Sugars, yellows, 8½ to 9c, as to quality; granulated, 10½c; lumps, 11½c. Coffees—Rios, from 22 to 25c; Java, 25 to 30c; Old Government 33 to 34c; Mocha, 32 to 35c. Teas, Japan 23 to 46c; Congous, 22 to 69c; Indian teas, 35 to 60c; young hyson, 26 to 50c. T. and B. tobacco, 56c per pound; P. of W., burrs 47c; P. of W. caddies, 47½c; Honeysuckle, 78, 55c; Brier, 78, 53c; Laurel Bright Navy, 38, 56c; Index d. thick Solace, 68, 48c; Brunette Solace, 124, 48c; Beaver, 61c; Oldcrow, 47c; Woodcock, 52½; Silver Ash, 62; Standard Kentucky, 30.1. Special brands of cigars are quoted: Rolianco, \$50; Gen. Arthur, \$50; Mikado, \$40; Terrier, \$30 per 1000.

HARDWARE AND METALS.

There is generally a strong tone in iron and steel, with advances in eastern markets in iron, galvanized iron, iron wire, etc. The Montreal rolling mills report an advance of about 10c in bar iron. The situation in Britain is strong. A telegram from Montreal says: "The nail combination has decided upon an advance in prices. It will amount to five cents per keg on all classes of goods. Hitherto a rebate of five cents per keg has been allowed to buyers of large quantities, but this is now abolished." Quotations are.—Cut nails, 10d, and upwards, \$3.30 to \$3.40; I. C. tin plates, \$5.75 to \$6.25; I. C. tin plates double, \$11 to \$11.50; Canada plates, \$3.75 to \$4.00; sheet iron, \$3.75 to \$5.50, according to grade; iron pipe, net pieces, 1 inch, 9½c; 1½ inch, 12c; 2 inch, 15½c; 2 inch, 23½c; ingot tin, 29 to 30c per lb., bar iron, \$3.00 to \$3.25 per 100 lbs.; shot, 6½ to 6¾; per lb.; tarred felt \$2.40 to \$2.50 per 100 lbs.; barbed wire, 6½c nett.

GRAIN AND PROVISION MARKETS.

WINNIPEG.

WHEAT

The general wheat situation was rather uninteresting last week, and there were no important features in the markets. Prices were not subject to any very material changes, though on some days quotations ranged higher than during the previous week. Cash prices at Minneapolis have shown a considerable shrinkage of late, due to the movement of new

wheat. Duluth quotations do not show much change, and continue to rule at about 80c for August and September. The official crop report of the United States Government, issued on Monday, was not as bullish as was expected, and its publication gave some strength to the market, but these reports are apparently viewed with a good deal of mistrust in grain circles, and are not considered as reliable as they should be. The official report indicates a total wheat crop of 485,000,000 to 490,000,000 bushels. The report shows a decline of nearly three points in the spring wheat crop during the month, making it now 81½, or three points better than 1897, and one above 1896. In August, 1888, spring wheat was placed at 87½ by the official report. Averages in the principal states are: Wisconsin, 90; Minnesota, 93; Iowa, 94; Nebraska, 91; Dakota, 57; Washington, 75. The quality of the crop will be better than usual, especially in the extreme northwest. The visible supply increased 710,000 bushels for the week ended August 10th. Shipments from Atlantic ports for the same week were 1,440,600 bushels, including flour.

The local situation has been marked by excellent harvest weather throughout Manitoba and the Territories. The weather was clear and decidedly on the warm side, and the only interruption was the rain on Monday of August 12. So far since harvest commenced the weather has been very favorable. The cool dip on Aug. 3 had the effect of causing some farmers to hustle right into cutting their grain, and some fields have been cut a little on the green side, but the warm, clear weather since that date has caused the grain to ripen rapidly. Telegraphic reports from all over the province on Tuesday, indicated that nearly or about one-half the grain was cut, so that by the close of the week it is safe to say that the largest half of the grain was in stock. Many farmers were running binders night and day, owing to the rapid ripening of the grain. So far as can be learned, very little damage has been done by hail this year. Quite a number of samples of new wheat have been received by dealers here and they are all very fine. The berry is plump, hard and very fine in color. Nothing seen would grade under No. 1 hard, of the highest quality. Reports continue to be more encouraging as to the condition of the crop, and it is now tolerably certain, that a fair crop of excellent quality will be safely gathered in.

FLOUR.

Trade is rather quiet and prices are steady. The mills are not particularly active, and in the city and country several are shut down to make repairs before the movement of new wheat commences. There is almost a certainty now that the new wheat crop will be of extra quality, the only danger being from wet weather between now and threshing. Prospects are therefore good that the mills will have the very finest material to work with, and will have no difficulty in turning out extra fine flour from this crop. Prices are steady as follows per 100 pounds to the local trade: Patents, \$2.70; strong bakers, \$2.50; second bakers, \$2.35; XXXX, \$1.90; superfine, \$1.30. Graham flour, \$2.50; middlings, \$2.70 per 100 pounds.

MILLSTUFFS.

Quotations are unchanged as follows: bran, \$12. per ton; shorts, \$14 per ton. Ground feed, \$22 to \$23 per ton.

OATS

Very irregular in price, and quoted at anywhere from 35 to 40c per bushel. About 400 is the usual jobbing price in the city, with cars on trace worth about 35c.

BUTTER.

The butter market continues very dull and slow. Practically nothing moving, with local quotations at about 12 to 14c per pound. The situation east in butter has not changed, and at Montreal ordinary western is worth from 14 to 15c per pound.

CHEESE.

The situation in cheese is dull and easy. The city trade has been injured by farmers peddling cheese to the retail trade. Jobbing lots are quoted at 9 to 10c, but the lower figure is nearer the basis of sales. Factories are holding at about 8c per pound, but purchasers are slow at this figure, as the result of handling last season's cheese has not been very profitable to the wholesale trade. Cheese sold as high as 9c for finest at country points in Ontario recently, and was quoted as high as 9½c for finest to as low as 8c for medium at Montreal.

EGGS.

Slow at 14c per dozen in case lots.

CURED MEATS.

Hams were held firmer last week, and there was some appreciation in breakfast bacon. There is a considerable range in prices. Hams are held at 14 to 14½c, breakfast bacon at 13½ to 14c, rolls at 12 to 12½c, and long clear at 10c. Some home cured is offered at 14 to 14½c for hams, breakfast bacon at 13 to 13½c, and rolls 11c. Bologna sausage held at 7c per pound. Mess pork \$18 to \$19 per barrel.

LARD.

Lard was easy and selling at lower prices, with the usual quotation at \$2 per pail of 20 pounds.

DRESSED MEATS.

The meat trade was very dull last week all around, with prices not materially changed, but easy. Beef of good quality is plentiful. Beef sides are held at 5 to 5½c per pound as to quality. Pork easy at 6½ to 7c per pound. Mutton 9c per pound, veal 6c and lamb 11c.

LIVE STOCK.

Scarcely anything doing in live stock, and not enough movement upon which to base quotations. Cattle may be quoted at 2½ to 3c per pound at the yards here, as to quality. No sales of hogs were reported, but values easier, and nominal at 4 to 4½c.

POULTRY.

Spring chickens bring about 30 to 40c per pair, and old fowl about 10c per pound.

VEGETABLES.

Vegetables were in good supply and easier in tone. Prices for green stuff and vegetables are: Beets and carrots, 30 to 40c per dozen bunches; radishes, 20c; onions, 20c; lettuce, 25c, per dozen bunches; cabbage, 40 to 75c per dozen; cauliflower, 40 to 75c per dozen; green beans, \$2 per bushel; peas in pod, \$1.50 per bushel. New potatoes, 75c per bushel; celery, 40 to 50c per dozen bunches; squash, 75c to \$1.50 per dozen as to size and quality; cucumbers, 50 to 60c per dozen.

Insurance Briefs.

A. G. Ramsay, general manager of the Canada Life Insurance Company, returned to Toronto last week from a visit to Manitoba.

W. C. Archer & Co. have been appointed agents at Vancouver, B.C., for the North American Life Assurance Company of Toronto.

T. C. Livingstone, general manager for the West of the Mutual Life Insurance Company, of New York, returned to the city last week from a visit to New York, and Hamilton, Ont.

The North American Life Assurance Co. has paid over to the executors of the late Hon. A. E. B. Davie, Premier of British Columbia, the sum of \$10,000, being the amount of its policy on his life.

Some months ago a fire occurred at Young's hotel, Portage la Prairie. Detectives have been at work on the case, and recently they arrested P. V. Georgen, a barrister of that town, on the charge of arson. After hearing a number of witnesses, the case was withdrawn by the Crown attorney.

Manitoba Crop Report.

The Manitoba Government crop report for August was published on Friday last. Regarding wheat, reference is made to the serious damage done by the June drought and gophers. In districts it is said the gophers have decreased the yield by 25 to 50 per cent. The average yield of wheat per acre is placed at 14.8 bushels for the entire province. The acreage yield by sections is stated as follows: Eastern group of counties, 14.5 bushels per acre; Southwestern group, 11.7 bushels; Central group, 15.2 bushels; Northwestern group, 17.3 bushels. Souris River, Rock Lake, Turtle Mountain, and Dennis counties show the greatest destruction from gophers.

The yield of oats is placed at 21.5 bushels per acre on an average for the province. Barley promises an average yield of 18.5. The yield of grains all round is about one-half that of 1887. A large amount of new land has been broken, estimated at 135,649 acres. This is greatly in excess of any previous year.

The Norquay Monument.

At a public meeting, held in Winnipeg last week, to consider the propriety of erecting a monument to the memory of the late Hon. John Norquay, it was decided to go on with the matter. Provision was made for the appointment of a committee of forty, to solicit subscriptions, etc., with Rev. Canon Mathewson as chairman. Subscriptions will be limited to the maximum sum of \$1, in order to give all an opportunity to contribute. Subscriptions will no doubt pour in from all parts of the Province.

JAMES GLEASON, of the Deloraine House, Deloraine, Man., is dead.

It is said the C. P. & M. Ry. Co. will erect a new depot building at Fox. William West.

A. C. SMITH contemplates building an elevator at Rosebank, where the N. P. will furnish cars for shipping.

W. CLOUGH, of Winnipeg, will build an elevator at Otterburn, Man., at once, to replace the one burned last week.

A STABLE and three horses were cremated in Winnipeg on Friday, the property of James Flaagan and F. Osenbrugge.

The sale is reported of the business of Winnett & Co., furniture, Winnipeg, to A. W. E. Thompson, manufacturers' agent, of Winnipeg.

OGLIVIE'S flour mill, Winnipeg, has shut down for three weeks for repairs, and in order to allow some new and improved machinery to be placed in position.

It is reported in a telegram from Ottawa, that James D. Leary, of New York, will build a timber raft in British Columbia, after the style of the Joggins raft, and tow it to San Francisco.

THE N. P. & M. Ry. have decided to erect their round house and machine shops, in Winnipeg, at once, and have advertised for tenders for the work. It will cost in the neighborhood of \$60,000.

GEO. V. HASTINGS, of the Keewatin mill, was in Winnipeg last week, on business in connection with the erection of a system of elevators throughout Manitoba, for his company. One of the elevators has been located at Carman.

THE C. P. R. has arranged for three farmers' excursions to the Northwest from Ontario and Quebec. The first of the excursions will leave on August 20, to be followed by two others, one on the 3rd and the other on the 24th of September.

The Minnesota officials have agreed to allow Manitoba wheat to go into storage at Duluth, without being inspected, graded or weighed, as is the custom there with native wheat. This will have the effect of materially cheapening the handling of Manitoba wheat at Duluth.

AN important business transfer is reported in the sale of the business of the Manitoba Packing & Provision Co., Winnipeg, to A. Macdonald & Co., wholesale provisions, Winnipeg. It is understood the purchasers will take possession of the packing factory and carry on the business on an extensive scale. A. Macdonald & Co. are also adding wholesale groceries to their business.

HON. MR. DEWDNEY, minister of the interior, and party arrived in Winnipeg on Friday last, and proceeded westward to Regina, where Mrs. Dewdney turns the first sod for the Regina and Long Lake road Monday night. Mr. Dewdney will be banquetted. Tuesday he will come to Portage la Prairie, where he will be joined by H. H. Smith and A. F. Eden. The three will proceed to Saltcoats to inspect the crofter settlement.

VICTORIA has voted on two by-laws, granting aid to the proposed Victoria and Saanich railway. One by-law, that the city should take \$125,000 worth of stock in the road, was very properly defeated. The other by-law, guaranteeing interest at the rate of four per cent. on \$500,000, was carried by a slim majority. The proposed railway is intended to connect Victoria with the main land, via Saanich peninsula, which is considerably shorter than the present route.

THE Winnipeg oarsmen have nobly sustained the reputation of the city. They have returned from the recent aquatic contests at Minnetonka and Pullman fairly loaded with medals, banners and trophies, the most notable event captured being the senior four-oared race at Pullman. Winnipeg now has the champion senior four of all this great continent, the distinguished oarsmen being Messrs. Galt, Turnbull, Fox and Garwood. The two former are well known wholesale merchants of this city, of the firms of G. F. & J. Galt, wholesale grocers, and Turnbull & McManus, wholesale, cash, door, etc.

REFERENCE has been made in these columns on one or two occasions, to the actions of the Winnipeg city council in regard to the water-power scheme. It was intimated in one article that the council was evidently desirous of choking off private enterprise in connection with this undertaking. Some of the Aldermen take exception to this remark. The statement was not made in reference to the aldermen individually, but against the council as a corporate body. In the case of Alderman L. M. Lewis, we may add, that he has consistently, but ineffectually, opposed the majority of the aldermen in this matter, and has sought to obtain fair opportunities for the private companies desirous of undertaking the work.

Grain and Milling.

The amount of Manitoba wheat in store at Lake Superior elevators on Monday, Aug. 12, was 515,037 bushels. Shipments for the previous week were 83,900 bushels.

The grist mill, at Pilot Mound, Manitoba, is advertised for sale by legal process. This is a stone mill, which was located some distance from the railway, but recently moved to the station at Pilot Mound.

At a meeting held at Binscarth, Manitoba, to consider the advisability of erecting another grain warehouse, it was decided that one should be immediately erected. A list was opened and the full sum required was subscribed at once.

Smith & Brigham, of the Moosomin flour mill, have purchased the large mill building at Fort Ellice, Man., and are removing the timber and lumber to Moosomin, with which they purpose to erect a building to increase their storage capacity. The building at Fort Ellice was put up some years ago, under the stimulus of a bonus, but the project fell through before the mill was completed. No machinery was put in.

A Secret Well Kept.

Probably the only secret process which has been kept inviolate, and for ages openly defied the world of science, is the iron trade of Russia. The secret of making Russian sheet iron is owned by the Government, and is such an immense monopoly that it is currently supposed to defray the entire expenses of the Government. The works constitute an entire city,

isolated and fortified against the rest of the world. When a workman enters the service he bids a last farewell to his family and friends, and is practically lost to the balance of the world. He is never heard of afterwards, and whether he lives or dies all trace of him is forever lost. There have been several desperate attempts made to steal or betray the secret, but in every instance it has resulted in the death of the would-be traitor. In one case a letter attached to a kite, which was allowed to escape, was picked up by some peasants, and, despite their protestations that they could not read, they were at once put to death by the guards to whom they delivered the letter, and it was afterward decreed that the guards themselves should pass the remainder of their days within the works. The wonderful properties of this iron are so well known that it is unnecessary to enlarge upon them.—*Ex.*

A British Columbia Fish Story.

The unaccountable rise of the waters in Harrison lake and river, announced in these columns a few days ago, has brought several theories to the front, the most popular one being that the immense salmon run has been the cause of it. The theory is quite likely to be correct, for reports say that Harrison river is simply a mass of salmon moving toward the lake. They are running so thickly that the water is black with them from shore to shore, and boats have simply to plough a road through the fish in order to obtain a passage. The millions that enter the lake every day must neces-

sarily displace a large quantity of water, and, consequently, cause the lake to rise. The lake is about 40 miles long and several miles wide the most of its length, and therefore the number of salmon required to raise the water three feet in four weeks must have been something enormous. It is generally conceded that the salmon theory is correct.—*Westminster Columbian.*

British Columbia.

The Revelstoke *Star* says: Work on the smelter building is progressing favorably. The frames on the sampling works and engine room are up and they will be completed in a few days. The frames of the roasting furnace and smelter are ready to raise. The iron work for the roaster, boiler, crusher, rolls, sample grinders and engines are on the ground. A gang of men are cutting ditches to lay pipes from the creek near the station to the smelter. Dr. Campbell, the manager, informs us that he expects to be ready to treat ore by the end of the present month.

The Nanaimo *Courier* says: We understand that Arthur Bullock has disposed of his dry goods business to Mr. Stannard, of Victoria, who has for many years been known to the people of the capital in connection with the firm of W. Wilson & Co. The business will be conducted under the name of Stannard & Co. The present cost price sale will continue until the first of September, when Mr. Stannard enters into possession. Mr. Bullock will probably leave some time during the month of September for the Old Country, where he will engage in the real estate business in London, with the object of disposing of properties in this province.

A. W. MORRIS & BRO. MONTREAL.

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THE BEST EQUIPPED BAG WORKS IN CANADA

The following lines give a very forcible and correct illustration of the output of the Canadian Bag Manufacturers:



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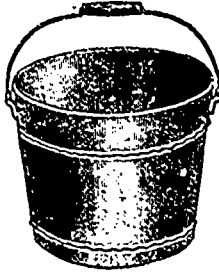
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FINE AND MEDIUM GRADES

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MONTREAL.

Our Brands: { Reliance Terrier, Mikado and General Arthur.

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Chicago Board of Trade Prices.

Wheat opened $\frac{1}{2}$ to $\frac{1}{4}$ higher on Monday, Aug. 12th, than closing prices on Saturday, and had a higher range during the day. August ranged from 75 $\frac{1}{2}$ to 76 $\frac{3}{4}$ c., and December from 77 $\frac{1}{2}$ to 78 $\frac{3}{4}$ c. Provision prices were weak in the face of very large receipts of hogs. Closing prices were:

	Aug.	Sept.	Oct.	Dec.
Wheat.....	76 $\frac{1}{2}$	76	—	77 $\frac{1}{2}$
Corn.....	35 $\frac{1}{2}$	35	35 $\frac{1}{2}$	34 $\frac{1}{2}$
Oats.....	19 $\frac{1}{2}$	20 $\frac{1}{2}$	20 $\frac{1}{2}$	21
Pork.....	10.30	10.30	10.12 $\frac{1}{2}$	—
Lard.....	6.37 $\frac{1}{2}$	6.37 $\frac{1}{2}$	6.35	—
Short Ribs....	5.35	5.35	5.32 $\frac{1}{2}$	—

Wheat opened a shade lower on Tuesday. August ranged from 76 $\frac{1}{2}$ to 77c., and Sept. from 77 $\frac{1}{2}$ to 78c. Trading was quiet, and the market without features of importance. Provisions had a demoralized tone. Closing prices were:

	Aug.	Sept.	Oct.	Dec.
Wheat.....	76 $\frac{1}{2}$	75 $\frac{1}{2}$	—	77 $\frac{1}{2}$
Corn.....	35 $\frac{1}{2}$	35 $\frac{1}{2}$	35 $\frac{1}{2}$	35
Oats.....	20 $\frac{1}{2}$	20 $\frac{1}{2}$	20 $\frac{1}{2}$	21 $\frac{1}{2}$
Pork.....	10.12 $\frac{1}{2}$	10.12 $\frac{1}{2}$	9.95	—
Lard.....	6.30	6.30	6.25	—
Short Ribs....	5.25	5.25	5.25	—

Wheat opened about $\frac{1}{4}$ higher on Wednesday, and ranged during the day at from 77 to 78 $\frac{1}{2}$ c. for July to 79 $\frac{1}{2}$ to 78 $\frac{3}{4}$ c. for December. Opening prices were about the lowest of the day, and the market was strong, with higher cables and lighter local receipts. Provisions weak. Closing prices were:

	Aug.	Sept.	Oct.	Dec.
Wheat.....	78	77	—	78 $\frac{1}{2}$
Corn.....	35 $\frac{1}{2}$	35 $\frac{1}{2}$	35 $\frac{1}{2}$	35 $\frac{1}{2}$
Oats.....	20 $\frac{1}{2}$	20 $\frac{1}{2}$	21	21 $\frac{1}{2}$
Pork.....	9.97 $\frac{1}{2}$	9.97 $\frac{1}{2}$	9.75	—
Lard.....	6.27 $\frac{1}{2}$	6.27 $\frac{1}{2}$	6.20	—
Short Ribs....	5.17 $\frac{1}{2}$	5.17 $\frac{1}{2}$	5.15	—

On Thursday the wheat market was quiet and again without important features. Cables were $\frac{1}{4}$ d. higher. Closing prices were:

	Aug.	Sept.	Oct.	Dec.
Wheat.....	—	76 $\frac{1}{2}$	—	78 $\frac{1}{2}$
Corn.....	—	35 $\frac{1}{2}$	35 $\frac{1}{2}$	34 $\frac{1}{2}$
Oats.....	—	—	—	—
Pork.....	—	9.75	9.92 $\frac{1}{2}$	—
Lard.....	—	6.15	6.15	—
Short Ribs....	—	—	—	—

A fairly large business in wheat on local account was done in wheat on Friday. Prices opened lower at 76 $\frac{1}{2}$ c for September, and 77 $\frac{1}{2}$ c for December. Closing prices were about $\frac{1}{4}$ c under the top range for the day as follow:

	Sept.	Oct.	Dec.
Wheat.....	77 $\frac{1}{2}$	—	78 $\frac{1}{2}$
Corn.....	35 $\frac{1}{2}$	35 $\frac{1}{2}$	34 $\frac{1}{2}$
Oats.....	—	—	—
Pork.....	9.72 $\frac{1}{2}$	9.67 $\frac{1}{2}$	—
Lard.....	6.22 $\frac{1}{2}$	6.15	—
Short Ribs....	—	—	—

Minneapolis Markets.

On Thursday, Aug. 15th, cash wheat closed 6c lower than a week ago, and cars on track were 3 to 5c lower than a week ago. Closing prices on Aug. 15th were:

	Cash.	Aug.	Dec.	On track
No. 1 hard.....	93	—	—	93-4
No. 1 northern.....	81	78 $\frac{1}{2}$	77 $\frac{1}{2}$	83
No. 2 ".....	77	—	—	78-80

The Northwestern Miller says of the flour market. Owing to the reduced state of supplies, a larger trade is looked for when prices are established on the basis of new crop flour. Bakers' grades are bringing 23s to 23 $\frac{1}{2}$ s 9d delivered in the United Kingdom. Within that range it is possible to sell large amounts for export. Few patents have gone to Europe from

the 1888 crop, but with a cheaper and better new crop of wheat, better results are looked for in the future. A few weeks of good weather will put the crop in condition for milling, when more active business is expected. Some country mills say they are grinding new wheat almost alone and some make no mixture with old and claim good results. A very superior production of flour is well assured.

Quotations at the mills for car or round lots are: Patents, \$5.10@5.35; second patents, \$4.55@5.10; bakers', \$3.25@3.50, in barrels; best low grades, \$1.50@1.90, in bags; red dog, \$1.15@1.40 in bags.

He Saw the Proprietor.

WIFE—"John, I wish you'd go into Coffee & Co's when you're down town and see why they haven't sent up the groceries I ordered by postal card two days ago. It's shameful to neglect my order so. Just give them a real hard scolding, will you, John?"

JOHN—"I shall go their and see Mr. Coffee himself about it."

JOHN (an hour later)—"Mr. Coffee, here's an order on this postal card that I've carried in my pocket two days. I wish you'd get the goods up to the house early this morning; will you please?"—Grip.

THE St. Paul, Minneapolis & Manitoba Ry. have made a rate of one fare for those desiring to visit Milwaukee during the G. A. R. celebration. Tickets can be bought on the 21st of August and are good till the 27th.

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DRY GOODS,

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Complete range of Samples with Andrew Callender, McIntyre Block, Winnipeg.

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DOORS, SASH, BLINDS,

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Opposite C.P.R. Depot,
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FLOUR AND GRAIN
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Liberal advances made on consignments of
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CORRESPONDENCE SOLICITED.

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we will pay the Highest Cash
Price for live or dressed Hogs.

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DRUGS AND MEDICINES
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Headquarters for commercial travellers and tourists
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BUTTER!

Merchants holding fine Dairy Butter, June make in
clean new tubs, who are willing to sell at present values
for cash, will please correspond with us.

Finest quality of Hams and Bacon always in Stock;
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Commissions of Farm Produce solicited and carefully
handled. Ample storage capacity

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Packers and Provision Merchants,
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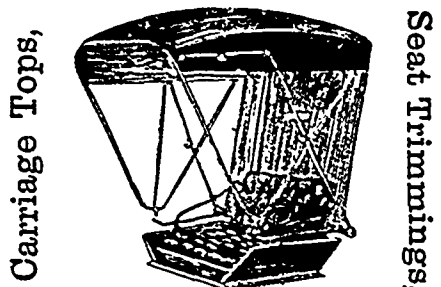
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PORK PACKERS AND COMMISSION MEN,
70 McDERMOT STREET, WINNIPEG.
Hams, B. Bacon, L. C. Bacon, Spiced Rolls,
Bologna, Sausage, Lard, etc.
CORRESPONDENCE SOLICITED. WHOLESALE ONLY.

J. S. CARVETH & CO.,
PORK PACKERS
Sugar-Cured Hams, Breakfast Bacon, Spiced
Roll, Pure Pork Sausage, Long Clear
Bacon, Bologna Sausage.
PACKERS AND COMMISSION MERCHANTS.
23 Jemima St., WINNIPEG.

LIVE OR DRESSED
HOGS
WANTED
For which the highest price will be paid.
Correspondence Invited.
Manitoba Packing & Provision Co. (Ld.)
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MONTREAL,
Manufacturers of the Celebrated Iron Frame Linen and
Perfect Fitting
SHIRTS AND COLLARS.
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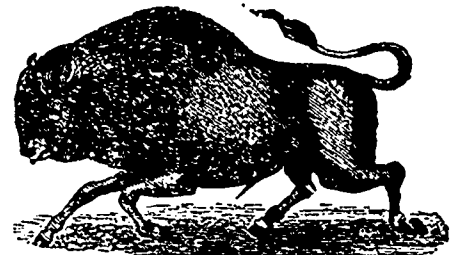
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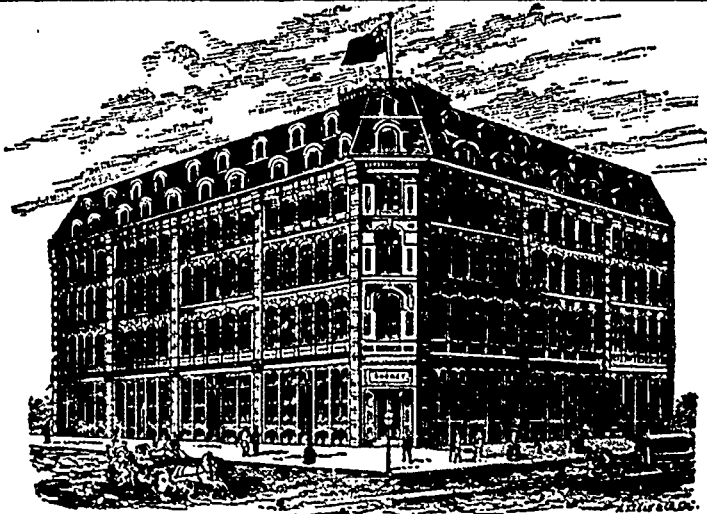
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matched, now on the road. Best value always
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Proprietors, Manufacturers of
Gas Fixtures of Every Description,
Engineers, Plumbers,
Steam & Gasfitters Brass Goods,
Gas Meters and Automatic Fire Extinguishers.

SAMUEL HOOPEE, DEALER IN MONUMENTS, HEAD
Stones, Mantle Pieces, Grates, etc. Special designs fur-
nished on application. Cor. Bannatyne and Albert Sts.
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Samples on application.

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The leading commercial hotel of the city.
Directly above the C.P.R. Station and Steam-
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HEADQUARTERS FOR FISH—IN STOCK AND TO ARRIVE.
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Boneless Fish in 5, 25 and 40 lb. boxes.
Finnan Haddies in 30 and 50 lb. boxes.
Labrador Herring in bbls. and half bbls.
Bloater, Smoked Herring, Fresh Codfish,
Haddock, Smelts, Tommy Cods, &c.
EGGS, BUTTER, CHEESE, FRUIT, ETC.
Orders, Consignments and Correspondence
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WINNIPEG.

H. S. Howland, Sons & Co.
WHOLESALE
HARDWARE.

Full lines of Rodgers', Butlers', Wostenholm's, Ask-
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Warnock's and Rixford's AXES. Diston's and Shurley
& Deitrich's SAWS. Yalo and Peterboro LOCKS.
Black Diamond FILES. Heller Bros.' HORSE RASPS
and BLACKSMITH'S TOOLS, etc., etc.
Orders by mail and telegraph promptly filled at lowest
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REPRESENTED BY
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Manufacturers' Agent

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KRUG BROS. & Co.—Furniture, Chesley, Ont.
CANADA WIRE MATTRESS Co.—Toronto, Ont.
D. HIBNER & Co.—Parlor Frames, Rockers,
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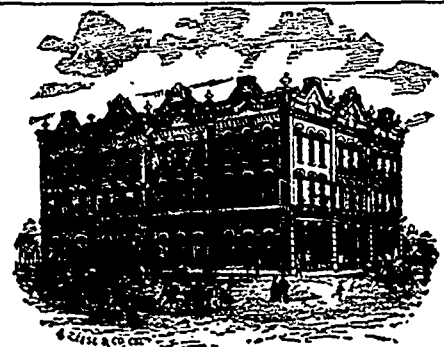
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A. W. E. THOMPSON, Representative.
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Estimates given on application.

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THE CLARENDON.

The only FIRST CLASS solid brick hotel in
Winnipeg. Elegant Dining Room.

TERMS MODERATE.

BENNETT & CO., PROPRIETORS.

Eastern Business Changes.

ONTARIO.

Fred. Goddard, baker, Toronto, sold out.
 Freeman Hodgins, hotel, London, sold out.
 Sarah Baker, butcher, Toronto, has assigned.
 John England, baker, Bowmanville, has sold out.
 Mrs. Larkworthy, hotel, Mitchell, has sold out.
 George Phillips, hotel, Teston, out of business.
 D. Killen & Co., grocer, Toronto, has assigned.
 Kay Electric Co., (ltd.) Hamilton, have assigned.
 Richard Morgan, grocer, Islington, has assigned.
 John McDonald, tanner, Tiverton, has assigned.
 James Parkhill, shoes, Woodstock, has assigned.
 James Langstaff, physician, Richmond Hill, is dead.
 R. G. Relyea, dry goods, Smith Falls, has assigned.
 Coyne Bros., dry goods, St. Thomas, have assigned.
 Annie Sonntag, cigars, etc., Hamilton, has assigned.
 David Shaw, lumber, Bixley Township, has assigned.
 H. Fralick & Co., grocers, etc., Toronto, have assigned.
 Yuille & Harvey, boxmakers, Toronto, have assigned.
 Hannah Macdonald, dry goods, Guelph, has assigned.
 F. W. Wahn, iron founder, Neustadt, has assigned.
 T. Taylor, tailor, London, about leaving for England.
 Charles Kennedy, hotelkeeper, London, has sold out.
 R. O. Smith, stationer, etc., Mitchell, has sold out.
 T. Irwin & Sons, general store, South River, sold out.
 E. R. Bigger, hotel, Lambton Mills, is out of business.
 Robert McKenna, fancy goods, etc., Toronto, has sold out.
 John Brown, cabinet manufacturer, Exeter, has assigned.
 J. & R. White, groceries, etc., Pembroke, have assigned.
 Murchey & Luttrell, iron dealers, Guelph, have assigned.
 S. Ball, drugs, Little Current, meeting of creditors held.
 McRae & Barnes, boots and shoes, Hamilton, have sold out.
 C. Anderson, sawmill, Little Current, offering to sell out.
 H. E. Parish & Co., coal and wood, Toronto, have assigned.
 Wright & Co., dry goods, Fenelon Falls, are out of business.
 Gillard & Underdale, confectioners, Wallaceburgh, sold out.
 F. D. Ramsay, general store, Harriston, removed to Chesley.
 Richard White, general storekeeper, North Bay, has assigned.
 Robert Johnston, jr., grocer, etc., Foresters Falls, has assigned.
 R. F. Howson, general storekeeper, Fordwich, has assigned.
 W. J. Reid & Co., wholesale and retail crockery, London: Nathaniel Reid the senior partner dead.

Reider & Ruby, general store, New Hamburg, burned out; insured.
 Benj Spahr, hotelkeeper, New Hamburg, burned out; insured.
 Weston & Boston, spices, Hamilton, are offering to compromise.
 Hess & Co., furniture, Toronto, E. G. Hess, prop., have assigned.
 F. W. Robinson, dry goods, Wallaceburgh, advertising to sell out.
 Dundas Horse Shoe & Drop Forging Co. Ltd. Dundas, have sold out.
 Hess Bros, mfrs. chairs, etc., Listowel and Toronto, have assigned.
 Schooley & Lyons, general store, Aylmer, style now Lyon and Burgess.
 Canadian Rubber Stamp Mfg. Co., Toronto, (F. Crapper, prop.) sold out.
 John Gray, general store, Kugawong, assignede advertises estate for sale.
 Jeffrey & McKinnon, hardware, St. Catharines: John B. McKinnon dead.
 Ludlaw & Ainslie, planing mill, Comber, were burned out; partially insured.
 Marks, Dobie & Co., general store, Thessalon, stock, etc., sold at 65c on the dollar.
 Appel & Katzenmeier, general storekeepers, New Hamburg, burned out; insured.
 Reissner & Pryor, tins, etc., Leamington, dissolved and style now Reissner & Lutz.
 Parmenter & Bullock, manufacturers of rivets, etc., Gananoque: C. L. Parmenter of this firm dead.

QUEBEC.

L. Munier, hardware, Montreal, sold out.
 Canada Furniture Co., Montreal, dissolved.
 Hydro Colorie Association, Montreal, assign ed.
 J. A. Cloutier, mfgs. shoes, Quebec, has failed.
 Alfred Normandin, grocer, St. Henri, has assigned.
 V. F. Lefebvre, tailor, St. Jerome, has assigned.
 J. G. Darling, boarding house, Montreal, has assigned.
 Cyrille Blouin, grocer, Levis, demand of assignment.
 Patterson & Rolin, tailors, Montreal, have dissolved.
 Vallee & Roy, stock brokers, Montreal, have dissolved.
 N. Leroux & Co., shoes, Montreal, demand of assignment.
 J. B. de Vicq de Cumptick, Quebec, meeting of creditors.
 Prevost & Frere, millers, Sault au Recollet, have dissolved.
 Perrault, Scott & Co, patent enamel works, Montreal, have dissolved.
 Collette, Decary & Co., wholesa'e gents' furnishings, Montreal, have assigned.
 Louis Marson, dry goods, admitted Wm. Gendron, style Marson, Gendron & Co.

NOVA SCOTIA.

Charles E. Farrow, hotel, Kentville, is dead.
 J. Hinkley, furniture, North Sydney, burned out.
 Casson & Learmont, hotel, Truro, have dissolved.
 H. S. Piper, printer and publisher, Bridgetown, dead.
 Miss Beatty Marshall, dry goods, Halifax, has assigned.
 E. Collishaw & Co., grocer, New Glasgow, have dissolved.
 A. Kirk & Co., general store, Antigonist, A. Kirk has retired; business continued under same style by T. D. Kirk & A. Kirk.

Lumber Cuttings.

John Joslyn, lumber merchant, Broadview, Assa., was killed last week by a C. P. Ry. engine.

Bush fires are still bad along the British Columbia coast. The smoke is likely to interfere with navigation unless rain comes soon.

A Victoria, B.C., man is said to have discovered a process by which lumber can be rendered fire proof at a cost of \$1 per thousand.

Graham & Horn, of Fort William, are adding to the capacity of their sawmill at Vermillion Bay. A new steel boiler, smoke stack, and other additions are being made to the mill.

A. Christie, of Brandon, has returned from a trip to Rat Portage, where he concluded a large lumber deal. He purchased the whole season's cut of the mill of H. Bulmer, consisting of about 4,000,000 feet of pine lumber.

A large consignment of Machinery has arrived at Chemainus, B.C., for the Victoria Lumber and Manufacturing Co. The company has not yet decided whether to erect a new mill or to make extensive repairs and alterations to the old one. It is probable that they will build a new mill. The mill has not been running steadily lately on account of the scarcity of water. A new pile driver is being built.

The sale of the Hastings saw mill property at Vancouver, B.C., is again reported. The Vancouver News says: Matters in connection with the sale of the Hastings mill property are progressing satisfactorily. Before the sale can be completed the intending purchasers want to verify the accuracy of the statements made respecting the property. Then as one or more of the present owners are in England at present, their former approval has to be obtained and these matters cause a little delay. The price is well on to a quarter of a million, and the transfer is of great importance to this city as will be recognized when the names of the purchasers are made public.

The largest sale of timber limits that has taken place in Ottawa for many years came off at that place on Wednesday, when the whole of E. B. Eddy's limits, saw mill, mill site, piling grounds, etc., were put up to public auction. The sale was the result of a determination of the E. B. Eddy Manufacturing Co. to retire from the wholesale manufacture and sale of lumber and timber in order to devote more attention to the other branches of their manufacturing business at Hull. Several of the limits were withdrawn from the sale owing to the price offered being unsatisfactory. This was the case with the saw mill, mill site and piling grounds. The following limits were sold: Lot No. 2, 25 square miles, sold to A. Lumsden for \$8,190; lot No 4, 45 square miles, sold to A. and P. White for \$14,850; lot No. 6, 71 square miles, bought by Bronson, Weston & Co. for \$32,532; lot No. 81, 24 square miles, bought by A. Lumsden for \$50,840; Lot No. 9, 50 square miles, sold to F. Murtagh for \$16,000. Lot 2 is on the Kippewa, lot 4 on the Ottawa, lot 6 in the lower Desmoine, lot 8 the west portion of the Fort Eddy limits and 9 in the Coulouge. The Banque National offered some 300 square miles of limits for sale, but the offers were not satisfactory and no sale took place.

Lake Freights at Chicago.

Vessel room was in good demand from lake shippers to-day. Rates to Buffalo were firm and a trifle higher, being quoted at 2½¢ for wheat and 2½¢ for corn. Erie canal rates steady at 4½¢ for wheat and 4½¢ for corn from Buffalo to New York, including charges at Buffalo. Georgian Bay rates firm and higher, being quoted at 1½¢ for corn and 1½¢ for oats. Oats to Sarnia quoted at about 1½¢ — *Daily Business*, August 12th.

Educating the Indians.

A home for Indian children has been established at Elkhorn, Man., under the care of the Church of England. The Home is composed of three two-storey buildings, each about 40x45 feet. The centre buildings, besides the apartments of the Superintendent, contains the dining room and kitchen on the ground floor, and a large school room on the upper, the eastern building is for the boys, the western for girls, with apartments for the matron. The cost of the buildings was about \$10,000, \$6,000 of which was received as a grant from Government through the Indian office, the remainder was raised by private subscriptions. \$100 per year is allowed by the Government for each Indian child inmate.

The Merchant.

Though of recent years the word merchant has been associated with ship owners, that meaning is far from its primary signification, says the *Commercial Bulletin*, of Boston. The Latin noun *merx*, from which the word is derived, signifies "goods," the verb *mercari* to traffic, its participle *mercans*, a trader, but a buyer rather than a seller. All these Latin words are general terms, and the buyers for country shops are close to the primary signification of the Latin substantive which has been transferred into English. Though even in Chaucer's time "merchant" was used of wealthy citizens trafficking in foreign exchange, the Scotch still preserve the primary signification of the word by applying it to peddlers.

Mercury, the god of merchants and of gain generally, passed through a series of changes no less remarkable than those of the name used to designate his worshippers. Mercury, whose very name was derived from *merx* mentioned above, was the Roman god of gain, whose emblems were a purse and a branch of peace. The serpent-twined rod and winged hat, with which he is now represented, are the property of the Greek god Hermes, whose attributes differed widely from those of Mercury, but with whom the later Romans attempted to identify him at a time when aping Greek fashions in Rome was as common as our own straining after English models.

The California Raisin Crop.

The Fresno, Cal., *Expositor* says that "the coming rasin crop promises to be not only the largest but the best ever had. The spring passed off without any injury to the vines, the fine weather in May and the beginning of June favoring the setting of the grapes. On all first-class land the bunches are large and the berries

are even. On some of the sandy vineyards, especially where the land is neglected, the berries are more uneven, and show a trace of mildew. But this is the exception, not the rule. At no time since the business was started, and the first raisins made, have our vineyards been so free from enemies or pests. No grasshoppers, grape flies or caterpillars. In fact, the vineyards are as clean and thrifty as they could possibly be, and have never looked so well."

The Souris branch of the C. P. railway will start from Kenway station, on the main line, eight miles west of Brandon. Work was commenced on the grade last week by Egan Bros. who have the contract.

NIXON & CO.

WHOLESALE DEALERS IN

Boots, Shoes and Rubbers

AGENTS FOR

GOODYEAR RUBBER COMPANY
OF CANADA.

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Steel, Hayter & Co.

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PURE INDIAN TEAS

Direct Importers of Indian Teas from
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ASSAM, DARJEELING, KANGRA, CACHAR,
SYLHET AND KUMAON.

Indian Teas from the above districts always
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Samples and quotations on application to

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149 NOTRE DAME STREET, - - WINNIPEG.

H. R. IVES & CO.

—MANUFACTURERS OF THE—

"Buffalo" series of Stoves and Ranges
With Baxter's Patent Oven Balance Doors

These doors are made in two horizontal sections, the upper one hinged at the top, the lower at bottom. By a slight lift on the handle, the two doors being exactly balanced, swing open, the lower one stopping when precisely level with the bottom of the oven, forming a solid, wide and substantial shell. The operating device is very simple, and is all outside, where it may be easily taken apart and in no way interfere with the oven. The enterprising dealer will at once see the grand "selling feature" of this invention.

We manufacture a complete line of Oval Pot Ranges, Coal and Wood Cooks. Send for Catalogue and Price List. Warehouses and City Foundry: Queen St., MONTREAL.

Hardware and Stove Works: LONGUEUIL.

Office of Canada Wire Co. - H. R. IVES, President.

Barb Wire Fencing, Wire Mats, Etc. Stoves, etc., can be procured in Winnipeg at 54 Princess Street, from our agent, J. G. T. Cleghorn.

The Canada Rubber Co'y OF MONTREAL

Manufacturers of Rubber Shoes, Felt Boots,
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WORKS: Papizeau Square, Montreal
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Branch: Cor. Front & Yonge Sts., Toronto.

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Fancy Dry Goods,

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Corner Wellington and Jordan Streets

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Eby, Blain & Co.

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JAS. COOPER.

J. C. SMITH

Cooper & Smith,

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36, 38 & 40 FRONT ST. WEST,

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THE FENSOM Elevator Works

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Hand, Steam and Hydraulic

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OF THE

BOSTWICK

Folding Steel Gates and
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ESTIMATES FURNISHED.

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LONDON, - Canada.

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Closest prices given to dealers

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Account Books Paper—all kinds
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Pocket and Office Dairies
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PERMITS FILLED

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PASSENGER DEPOT, WINNIPEG.

Toronto Hide & Wool Co

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HIDES!

SHEEPSKINS AND WOOL.

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83 and 85 Front Street East, TORONTO.
PROPRIETOR.

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

COCHRANE, CASSILS & CO.

Wholesale Boots and Shoes

Cor. Craig & St. Francis Xavier Sts.,

MONTREAL.

Manitoba and N.W.T. Agency: J. M. MACDONALD,
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British Columbia Branch: WM. SKENE, Van Horn
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TRANSPARENT
CARBOLIC ACID TOILET SOAP
Is pleasant to use.
It heals the skin, and de-
stroys insects and germs
on the hair of man or
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BRANDS: Hardwater, Dominion, Linen, Ivoryne
and Electric, also a full line of Toilet Soaps.

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EVERY VARIETY OF

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to distinguish them from inferior imitations
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Free Sample Rooms for Travellers. Opposite

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BARB WIRE,
PLAIN TWISTED WIRE, WITHOUT
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We are in a position to fill all orders promptly.
Ours is the only wire manufactured in the Dominion or
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A personal inspection will convince you of this fact. Qua-
lity of wire the best ENGLISH BESSEMER STEEL
Every pound guaranteed.

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17 McWILLIAM STREET WEST,

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LYMAN, KNOX & CO.

—IMPORTERS AND—

Wholesale Druggists,

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Prices given on application and Correspondence
Solicited.

OGILVIE MILLING CO.

Mill at Point Douglas.

Capacity . . . 1000 Barrels per day

OFFICE:—Corner King and
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A Full Stock of Patent Hungarian, Strong
Bakers' and Spring Extra Flour; Oatmeal, Pot
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Wheat, Bran, Shorts, Ground Feed, Oats,
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Wheat buyers at all C.P.R. Shipping Stations

The Manufacturers' Life & Accident Insurance Co's

Head Office: - TORONTO.

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

Incorporated by Special Act of the Dominion Parliament.
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Absolute Security Offered in a Live, Prosperous and

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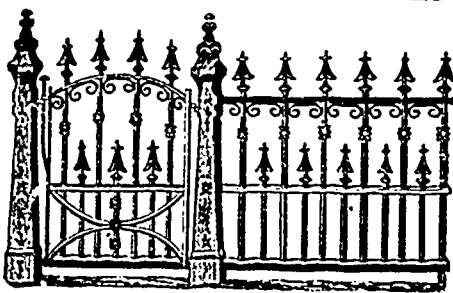
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One Block from Union Railway Depot.
A first-class Family and Commercial House.

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Manufacturers of Horse Collars, Boots
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OF THE BEST BRANDS

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WINES, LIQUORS AND CIGARS

Permit Orders Promptly Executed

8th Street, - - Brandon

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—AND—

Commission Merchants,

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Of Flour, Butter, Eggs and Cheese.

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THOMAS LAURY & SON'S CELEBRATED
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Always in Stock HAMS and BACON, etc.

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For Flour, Bran, Oats, etc.—Jute and Cotton.

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Fine Finish, Fine Toned, Easy Touch.

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M. Staunton & Co.,
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McALPINE TOBACCO CO.

TRY OUR

"SILVER ASH"

Cut Smoking.

A Strong, Mellow and Lasting Smoke in
10 CENT PACKAGES.

—ALSO OUR—

"Standard Kentucky"

FINE CUT CHEWING

The Superior of any Cut Chewing Tobacco in
Canada.

WORKS: NEW YORK CITY, AND

ESPLANADE, TORONTO.

British Columbia.

H. Burmister has purchased the meat business of J. Ferguson, at Nanaimo.

J. Cathcart, of Chemainus, will open a butcher shop at Duncan Station.

A tailor, from Brandon, Man., was fined for doing business in Westminster, without a license.

Ninety-five colored coal miners, from Pennsylvania, have arrived to work in the Comox coal mines.

The good-will, furniture and stock-in-trade of the Palace Hotel, Nanaimo, has been purchased by Hindmarsh and T. Peters.

F. W. Hall, formerly of the Driard Hotel, Victoria, will purchase the half interest in the Central Hotel, Nanaimo, owned by G. Howe.

The British Columbia Soap Works, of Victoria, owned by Pendray & Co., are being enlarged. It is the intention to commence the manufacture of bluing, shoeblacking, etc.

J. J. Dawley, formerly proprietor of the Commercial Hotel, and C. C. Fox, have purchased I. Rechtel's interest in the Vancouver House, on Yates street, Victoria.

S. L. Kelly's ice manufacturing works at Victoria, have been put in operation, and work satisfactorily. This is the first attempt to manufacture ice by artificial process, made in B. C.

H. T. Thrift, of Surrey municipality, is calling for offers on \$10,000 or \$15,000 worth of debentures proposed to be issued by the municipality of Surrey to enable the construction of the dyking works. Offers will be received up to the 31st inst.

The following is a statement of the business of the Nanaimo branch of the Dominion Savings Bank: Deposits for the fiscal year ending June 30th, 1889, \$119,761; withdrawals for the same period \$92,513.61. Total amount due depositors on June 30th, 1889, \$283,744.94.

The Vancouver daily *World* has recently been considerably enlarged in size. The *World* is now a four page, thirty-two column, paper; which is not so bad for a city the age of Vancouver. But Vancouver journals have kept in advance even of the rapid growth of the young city.

The *Columbian*, of Aug 7th, says: Harvesting at Chilliwack and Sumas is well advanced, and magnificent crops are being reaped. A little more rain would have improved crops, but as it is they are over the average. On Friday last threshing commenced and is now in progress on half a dozen farms.

The *Columbian* of Aug. 10th says: The salmon run to-day was fully up to the average, and shows no sign of decreasing. The estimated pack up to date is 240,000 cases, and this number will probably be increased by 75,000 cases more if the run continues good. Many of the canneries have run out of tin for making cans, and have ordered fresh supplies, which a month ago they little expected would be necessary.

The *Victoria Times* says: W. Howatson is collecting data in respect to the consumption of news, print and wrapping papers in British Columbia. His intention is, if his inquiries

show the demand will warrant it, to erect a paper mill and commence the manufacture of this article. Raw material of a very superior kind, can be procured in the province, and with transportation charges amounting to twenty per cent. of the value, as against eastern manufacturers, there would be no difficulty, we are of opinion, in controlling the local market. It is all a question of the amount consumed.

The big run of salmon in the Fraser continues. The *Westminster Columbian*, of Aug. 7, says: "Last night's salmon catch beats the previous records for this season, and to say the least it was something wonderful. Every boat came in this morning loaded to the water's edge, and the fishermen well nigh exhausted from their exertions. The day shift went out at 5 o'clock this morning, and the first drift made by one of W. H. Viannen's boats resulted in a catch of 640 fish, the largest catch made in one drift this year and probably the largest ever made on the river. It required three boats to haul the fish in, and each was well loaded. Such fishing as this was unexpected, and is surprising to even the oldest fishermen. This is the third week of the "big run," but there is no sign of the fish lessening in numbers. It is probable the pack will be the largest ever made on the river.

The country up the Fraser river from Westminster, is a famous fruit section, and the crop appears to be a good one this year. The *Westminster Columbian* says: "Every steamer from up river points arrive at this city fairly loaded with plums and other fruits, an evidence of the immense increase in the yield this season over that of any former year. Many young orchards are bearing this season for the first time, which largely increase the production, but next year the quantity of fruit for export will be more than double that of this year. Since Friday last fully ten tons alone have been received at the different wharves, and the season for this kind of fruit has only just commenced. The quantity of apples received during the same time was very great. Up to the present, the local demand for fruit has been so great that none has been exported, but in a few weeks more exports to the Northwest will commence on a large scale, if railway rates are not prohibitory. The express company should offer very liberal rates to points as far east as Winnipeg."

Lake Superior Region.

An empty frame house, at Port Arthur, owned by Geo. Marks, was burned last week. Loss \$600; no insurance.

The *Victoria Standard* denies the report that it is about to change proprietorship and come out as a morning newspaper.

The foundry by law, granting \$2,500 bonus to Mr. Thompson, of Qu'Appelle, to establish a foundry at Fort William, has been carried.

L. H. Doll, jeweler, Donald, is moving to Revelstoke. Dawson, Bole & Co., druggists of the same place, are also moving to Revelstoke.

A Chinaman while digging a well on the Westminster road, three miles from Vancouver, struck a seam of coal 3½ feet thick, at a depth of 20 feet.

Donald's newspaper, *Truth*, has ceased publication. The proprietor will likely start a paper at Westminster. Other newspaper enterprises are talked of. The *Vancouver World* says a new morning paper will shortly be started there.

A telegram was received at Port Arthur last week, from Thomas Marks, president of the Port Arthur, Duluth & Western railway, stating that the contract for the construction of the road was signed. The contract is made with G. H. Mudd's firm, formerly Government engineer on the C. P. R. between Port Arthur and Rat Portage, backed by Scotch capitalists.

As a summer resort, Port Arthur cannot be too highly recommended. The *Sentinel* says: The lake that gives us drink is the birth-place of the breezes that temper with kindly coolness the heats of the Junes, Julys and Augusts. As a summer resort Port Arthur has admittedly few equals and certainly no superiors. Hotel accommodation unsurpassed, scenery to make the heart glad, fishing the best in the world, and other attractions almost too numerous to mention. A great country surrounding it and an inland ocean in front of it, our town offers more real enjoyment in the hot weather for less money than can be found anywhere. Our citizens do not have to leave their homes in the heated spell to find comfort and pleasure—the luxury of a continual seaside is always theirs. The mystery is why many more tourists do not find their way here. Scores of Canadians travel much farther than they would to reach Port Arthur, and at double and triple the expense and yet not enjoy half the comforts that they would here.

The principal feature of interest in the mining district, says the Port Arthur *Sentinel*, has been the big strike at the Beaver. Apart from this, however, matters throughout the district have been progressing favorably and quiet development work is being pushed through in all directions. The bush fires still prevail to some extent in certain districts and have interfered somewhat with exploratory operations. The announcement that the railway contract has been signed and that the work will commence at once, is sure in itself to create a much greater degree of activity throughout the mineral region. Many good locations are but awaiting the advent of the railway to see active development work commenced and just as the road is pushed forward will the riches of the district be fully demonstrated. At Silver Mountain East they now have 24 barrels of high grade ore, all told, ready for shipment, and the work goes on. At the West End, Mr. Woodruff, in the absence of Mr. Nicholls, was in charge. The mine continues to turn out rich ore in all its workings. At the Beaver they are still in bonanza. For 21 days now they have been taking most extraordinarily rich ore from both levels of No. 2 shaft and the drifts northward. The ore which is being produced is probably the finest the Beaver has ever shown and will average \$1,000 to the ton.

Clougher's elevator at Otterburn, Man., was burned last week. Valued at \$3,000, insured for \$1,000. Only a small quantity of wheat was in the building.

Every Morning at 9.45

—THE—
ST. PAUL,
MINNEAPOLIS
—AND—
MANITOBA
RAILWAY

Leaves Winnipeg for Fargo, Minneapolis and St. Paul, making connections at Grand Forks for Great Falls, Helena and Butte, and all Pacific Coast Points, and at Minneapolis and St. Paul Union Depots for Chicago, Detroit, Toronto, New York, Montreal and all points in Canada and the United States.

Forty Seven Miles the Shortest Line to St. Paul. No change of Cars. The only line running free Colonel Sleeping Cars to St. Paul. Also elegant Buffet Sleeping cars serving Meals at small cost to all classes of passengers. Baggage for Ontario points checked through without annoyance at customs.

For full particulars, maps, folders, rates of freight, call on or write to

H. G. McMICKEN, General Agent,
378 Main St., Corner Portage Avenue.

W. S. ALEXANDER, Gen. Traffic Mgr., St. Paul.

F. J. WHITNEY, Gen. Ticket and Pass. Agt., St. Paul.

THESE VESTIBULED TRAINS go in service May 15th.

Chicago, St. Paul, Minneapolis & Omaha Ry
THE NORTHWESTERN LINE,

The best equipped line to

CHICAGO, OMAHA AND KANSAS CITY.

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

These Vestibuled Trains are limited as to time but not limited as to number of passengers. All classes of Passengers carried, with separate apartments for each class, and NO EXTRA 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 8.30 a.m.

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

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

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

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

HALF FARE.

5--Harvest Excursions--5

AUGUST 8TH AND 20TH, SEPTEMBER 10TH AND 24TH AND OCTOBER 8TH.

The Minneapolis & St. Louis Railway,
"ALBERT LEA ROUTE,"

will sell upon above named dates round trip excursion tickets to points in Minnesota, Dakota, Nebraska, Kansas, Texas, Mississippi, Tennessee, Indian Territory, Colorado, Idaho, New Mexico, Montana, Wyoming, Arizona, Missouri, Iowa, Louisiana and Alabama at rate of ONE FARE for the round trip. Tickets good 30 days from date of sale. Stop-overs granted in the territory to which tickets are sold. For information regarding rates, maps, call on any agent, or write to

C. H. HOLDRIDGE,
G. T. & P. A., M. & St. L. Ry.,
Minneapolis.

Northern Pacific & Manitoba Ry.

Daily except Sunday.	Express No. 51 Daily.	Central Standard Time.	Miles.	Express No. 6. Daily.	Daily Ex. Sjn.
STATIONS.					
1 25 p.m.	1.40 p.m.	Winnipeg, L.	0	9:10 a.m.	4:00
1.10 p.m.	1.52 p.m.	Portage Junction	9	9:20 a.m.	4:15
12.47 p.m.	1.19 p.m.	St. Norbert	9	9:37 a.m.	4:38
11 55 a.m.	12.47 p.m.	St. Agatha	24	10:19 a.m.	6:36
11 24 a.m.	12.7 p.m.	Silver Plains	33	10:46 a.m.	6:11
10 50 a.m.	12.08 p.m.	Morris	40	11:05 a.m.	6:42
10 17 a.m.	11 55 a.m.	St. Jean	47	11:23 a.m.	7:07
9 40 a.m.	11 33 a.m.	Lettalie	56	11:45 a.m.	7:45
8 55 a.m.	11.00 a.m.	West Lj. nno. A	67	12:10 p.m.	8:30
8 40 a.m.	10.50 a.m.	Winnipeg Junction	67	12:35 p.m.	8:45
	6.25 a.m.	Winnipeg Junction		8:50 p.m.	
	4 40 p.m.	Minneapolis		6:35 a.m.	
	4 00 p.m.	St. Paul Ar		7:03 a.m.	
	6 40 p.m.	Helena		4:00 p.m.	
	3 40 p.m.	Garrison		0:35 p.m.	
	1.05 a.m.	Spokane		9:5 a.m.	
	8 00 a.m.	Portland		7:00 a.m.	
	4.20 a.m.	Tacoma		0:45 a.m.	

P. M.	A. M.	St. Paul	A. M.	P. M.	P. M.
9 30	8:00		7:30	3:00	7:35
P. M.	A. M.	Chicago	A. M.	P. M.	P. M.
10 30	7 00		9 00	3 10	8 10
P. M.	P. M.	Detroit	P. M.	P. M.	A. M.
6 45	10 15		7 15	10 45	6 10
A. M.	P. M.	Toronto	A. M.	P. M.	P. M.
9 10	9 05		9 10		9 05
A. M.	P. M.	New York	A. M.	P. M.	P. M.
7 00	7 50		7 30	8 50	8 50
A. M.	P. M.	Boston	A. M.	P. M.	P. M.
8 30	3 00		9 35	10 50	10 50
A. M.	P. M.	Montreal	P. M.	A. M.	A. M.
9 00	8 30		8 15		8 15

Pullman Palace Sleeping Cars and Dining Cars on every train.
J. M. GRAHAM, General Manager.
H. SWINFORD, General Agent.

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

TIME TABLE.

Read Down.	STATIONS.	Read Up.
going west.		going west.
No. 1 Daily.		No. 2 Daily.
14 00 De	Lethbridge	Ar 1 30
16 55	Woodpecker	23 35
18 50	Purple Springs	22 40
17 45 Ar	Grassy Lake	21 45
18 00 De		
18 50	Cherry Coulee	20 55
20 00	Winnifred	De 20 00
20 55	Seven Persons	Ar 19 55
22 10 Ar	Dunnore	De 17 30

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

Manitoba and Northwestern Ry.

CHANGE OF TIME.

PASS Tuesday Thursday and Saturday	Miles from Portage	STATIONS.	PASS Monday Wednesday and Friday
LEAVE			ARRIVE
16 00		Portage la Prairie	18 30
17 45	35	Gladstone	12 05
18 45	61	Necpawa	10 38
19 45	79	Minnedosa	9 55
20 50	94	Rapid City	8 30
21 30	115	Snoul Lake	8 00
22 30	138	Birtle	7 00
23 30	155	Binscarth	6 35
24 10	160	*Russell	5 15
24 40	180	*Langenburg	7 15
1 45	206	*Saltcoats	3 40
ARRIVE			LEAVE

*Trains for Binscarth leave Birtle Tuesdays and Saturdays only at 22.50, returning leave Binscarth Wednesdays and Mondays only at 5.55. For Russell leave Birtle Tuesdays only at 22.50; returning leave Russell Wednesdays only at 5.15. For Langenburg and Saltcoats leave Birtle Saturdays only at 22.50, returning leave Saltcoats Mondays only at 3.40. For Rapid City leave Minnedosa Tuesdays, Thursdays and Saturdays at 20.00, returning leave Rapid City Mondays, Wednesdays and Fridays at 8.30.

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.

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And Manitoba Railway.

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TO ALL POINTS IN CANADA

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Also Tickets on Sale to all Points in the East,

Via the Great Lakes,

At Greatly Reduced Rates.

All Baggage destined for points in Canada Checked Through, doing away with Customs Troubles.

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

Round Trip Excursion Tickets

To Pacific Coast, Good for Six Months.

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H. J. BELCH,

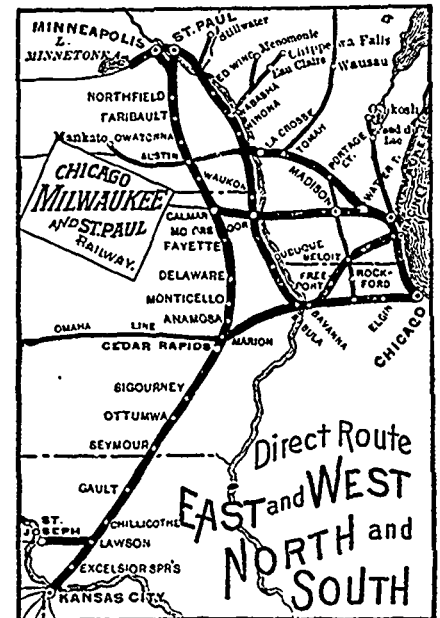
City Ticket Agent, 285 Main St., Winnipeg.

HERBERT SWINFORD,

General Agent, 457 Main St., Winnipeg.

J. M. GRAHAM, General Manager.

Chicago, Milwaukee and St. Paul Railway.



For tickets, time tables, or any information in regard to the line, apply to any ticket agent in the Northwest, or to W. H. DIXON, Asst. Gen'l Pass. Agent, 162 East Third Street, St. Paul, Minn.

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A. V. H. CARPENTER, Gen'l Pass. and Ticket Agt.
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