

MERCHANTS' BANK OF CANADA.

Capital, \$5,799,200 Rest, \$2,145,000

HEAD OFFICE - MONTREAL.

BOARD OF DIRECTORS—ANDREW ALLAN, President, ROBERT ANDERSON, Esq. Vice-President, Hector McKenzie, Esq., JOHN DUNCAN, Esq., Jonathan Hodgson, Esq., H. Montague Allan, Esq., John Casella, Esq., J. P. Daves, Esq., T. H. Dunn.

General Manager, GEORGE HAGUE, Acting Supt of Branches, JOHN GAULT.

BRANCHES IN ONTARIO AND QUEBEC:

Belleville, Ingersoll, St. John's, Que. Berlin, Kingston, Perth, St. Thomas, Galt, London, Prescott, Toronto, Gananoque, Mitchell, Walkerton, Hamilton, Napanee, Sherbrooke, Que. BRANCHES IN MANITOBA—Winnipeg, A. Wickson, Manager - Brandon, E. S. Phillips. Bankers in Great Britain—London, Glasgow, Edinburgh, and other points. The Clydesdale Bank (Limited) Liverpool, Commercial Bank of Liverpool. Agency in New York—41 Wall Street, Messrs Henry Hague and John D. Harris, Jr. agents. Bankers in United States—New York, Bank of New York, N.A.B., Boston, Merchants National Bank, Chicago, American Exchange National Bank, St. Paul, Minn., First National Bank, Detroit, First National Bank Buffalo, Bank of Buffalo, San Francisco, Anglo-Alifornian Bank, Newfoundland—Commercial Bank of Newfoundland, Nova Scotia and New Brunswick—Bank of Nova Scotia and Merchants Bank of Halifax. A general banking business transacted. Letters of Credit issued, available in China, Japan and other foreign countries. INTEREST ALLOWED ON DEPOSITS.

UNION BANK OF CANADA.

HEAD OFFICE, - QUEBEC.

CAPITAL PAID UP - - - \$1,200,000
RESERVE FUND - - - 150,000

DIRECTORS:

ANDREW THOMSON, Esq. President. E. J. PRICE, Esq. Vice-President. Hon. Thos. McGreevy, D. C. Thomson, Esq., E. Gilchrist, Esq., E. J. Hale, Esq., Sir A. T. Galt, G.C.M.G. E. K. WRBB, Cashier.

F. L. PATTON, Manager, - - WINNIPEG.

BRANCHES:

Alexandria, Ont. Quebec, Que. Iroquois, Ont. Smith's Falls, Ont. Leithbridge, N.W.T. Toronto, Ont. Merrickville, Ont. West Winchester, Ont. Montreal, Que. Winnipeg, Man. Ottawa, Ont.

Foreign Agents. London—The Alliance Bank (Limited). Liverpool—Bank of Liverpool (Limited). New York—National Park Bank. Boston—Lincoln National Bank. Minneapolis—First National Bank.

Collections made at all points on most favorable terms. Current rate of interest allowed on deposits.

THE SUN LIFE ASSURANCE CO'Y OF CANADA.

HEAD OFFICE: - MONTREAL.

Capital and Assets - \$2,000,000.

Life and Accident Insurance. All Approved Forms. Unconditional Policies

MONEY TO LOAN.

Active Agents wanted in Manitoba and the Northwest Territories.

OFFICE: 377 MAIN STREET, - WINNIPEG.

A. L. ANDERSON, THOMAS GILROY, GENERAL AGENTS.

CIGARS!

Encourage Home Manufacturers by smoking

SELECTS, La Rosa and Havana Whips,

—MADE BY—

Bryan & Co
WINNIPEG, - MANITOBA.

Andrew Allan, President. John McKenzie, Superintendent. F. H. Brydges, Vice-President. H. B. Williams, Sec.-Treas.

THE VULCAN IRON COMPANY,
OF MANITOBA, (LIMITED).

BRASS & IRON FOUNDERS,
Light and Heavy Forgings, Engine and Boiler Works, Millwrighting,

GENERAL BLACKSMITHING,
All Kinds of Machinery.

POINT DOUGLAS AV., WINNIPEG

BANK OF BRITISH NORTH AMERICA.

INCORPORATED BY ROYAL CHARTER.

Paid-up Capital.....£1,000,000 Stg.
Reserve Fund.....£250,000 "

LONDON OFFICE—3 Clements Lane, Lombard Street, E.C.

COURT OF DIRECTORS—J. H. Brodie, H. J. B. Kendall, John James Cater, J. J. Kingsford, Henry R. Farrer, Frederick Lubbock, Richard H. Glyn, Geo. D. Whittman, E. A. Hoare, J. Murray Robertson.

A. G. WALLIS—Secretary.

Head Office in Canada—St. James St., Montreal.
R. R. Grindley, General Manager. K. Stanger, Inspector

Branches and Agencies in Canada—London, Kingston, Fredericton N.B., Brantford, Ottawa, Halifax, N.S., Paris, Montreal, Victoria, B.C., Hamilton, Quebec, Vancouver, B.C., Toronto, St. John, N.B., Winnipeg, Brandon, Man.

H. M. BRERDUN, MANAGER, MAIN STREET, WINNIPEG.

Agents in the United States—New York—H. S. Siskeman, and F. Brownfield Agts. San Francisco—W. Lawson and J. C. Welch Agts. London Bankers—The Bank of England—Messrs Glyn & Co.

Foreign Agents. Liverpool, Bank of Liverpool, Australia, Union Bank of Australia, New Zealand, Union Bank of Australia, India, China and Japan—Bartered Mercantile Bank of India, London and China, Agra Bank, (Limited), West Indies Colonial Bank, Calcutta, Messrs. Marquand, Krauss and Co., Lyons, Credit Lyonnais.

Bank of Ottawa.

HEAD OFFICE, OTTAWA.

Capital paid up.....\$1,000,000
Rest.....\$360,000

DIRECTORS:

James MacLaren, Esq., President. Chas. Magee, Esq., Vice-President. C. T. Bate, Esq. John Mathor, Esq. Alex. Fraser, Esq. Hon. Geo. Bryson. Hon. L. R. Church. Robert Blackburn, Esq. George Hay, Esq.

GEORGE BURN, Esq., CASHIER.

BRANCHES:

Arnprior, Pembroke, Carlton Place and Keewatin, Ont. Winnipeg, Manitoba.

AGENTS—Canada, Bank of Montreal, New York, Messrs. W. Wat son and A. Lenz; London, Eng., Alliance Bank, St. Paul, Merchants National Bank.

WINNIPEG BRANCH: 369 MAIN STREET:

We receive accounts of corporations, manufacturers, firms and individuals on favorable terms. Interest allowed on deposits. Sterling and American exchange bought and sold. Drafts issued on all the principal points in Canada. Letters of credit issued for use in Great Britain and elsewhere. Collections promptly attended to.

F. H. MATHEWSON, MANAGER.

ALLAN, BRYDGES & CO.

BANKERS AND BROKERS,

339 Main Street, Winnipeg, Man

Municipal, School and other Debentures negotiated.

✂️ SCRAP BOUGHT AND SOLD. ✂️

Branch Office—CARBERRY, Man.,
R. T. Rokeby, Manager.

INTEREST ALLOWED ON DEPOSITS.

Mitchell Drug Company

WHOLESALE DRUGS,
17 Owen Street, - - WINNIPEG.

A Full Assortment of Drugs, Patent Medicines and Sundries at Lowest Prices.

✂️ CORRESPONDENCE SOLICITED. ✂️

RICHARD & CO,

Importers and Wholesale Dealers in

Wines, Spirits and Cigars

365 MAIN STREET,
WINNIPEG.

IMPERIAL BANK OF CANADA.

CAPITAL (paid up).....\$1,500,000.00

REST.....\$650,000.00
H. S. HOWLAND, President. F. R. MERRITT, Vice-President
HEAD OFFICE, TORONTO. - D. R. WILKIE, Cashier.

BRANCHES IN THE NORTHWEST.

Winnipeg.....C. S. Hoare, Manager
Brandon.....A. Jukes, "
Calgary.....S. Barber, "
Portage la Prairie.....N. G. Leslie, "

BRANCHES IN ONTARIO.

Essor Centre, Niagara Falls, Ingersoll, St. Thomas
Fergus, Port Colborne, Yonge St. Welland,
Galt, St. Catharines, Toronto, Woodstock,
Sault Ste. Marie.

Deposits received and Interest allowed at current rates. Drafts and letters of credit issued available in Canada, Great Britain, United States, Franco, China, India, Australia and New Zealand.

Municipal and other debentures purchased.

Agents in Great Britain—Lloyds Barnetts & Bosanquet's Bank (Limited), 72 Lombard Street, London, England. Correspondents: London & Southwestern Bank, Manchester & Liverpool District Banking Co. (Limited). E. W. Yates & Co., Liverpool.

The Western Canada Loan & Savings Co.

CAPITAL, - - - \$1,400,000.00.
RESERVE FUND, - - - \$800,000.00.

HEAD OFFICES: Toronto, - WALTER S. LEE, Managing Director
BRANCH OFFICES, Winnipeg, - - W. M. Fisher, Manager.

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

For further information write to the Manager of the Winnipeg Branch.

The Provident Savings Life Assurance Society
OF NEW YORK.

Assets on December 31st, 1888, \$280 to each \$100 of Liabilities.
DEPOSIT WITH DOMINION GOVERNMENT \$50,000.

SHEPPARD HOBANS, President.

LOW RATE OF ASSURANCE. AGENTS WANTED.

-APPLY TO-
J. G. MOORE, - WINNIPEG, MAN.

GEN. MANAGER FOR MANITOBA AND NORTHWEST TERRITORIES.
Send for our Literature forwarded post free. P.O. Box 371. Temporary Office over Bank of Ottawa.

DAWSON, ROLE & CO.
REGINA, N.W.T.

Wholesale Druggists

Dealers in Drugs, Patent Medicines, Toilets, etc., etc.

We carry the largest CIGARS and Tobaccoists' Sun-line of dries in the West.

WRITE FOR QUOTATIONS.

TEES, WILSON & CO.
70 ST. PETER STREET, MONTREAL.

A FULL ASSORTMENT OF INDIAN, CEYLON, CHINA AND JAPAN

TEAS.

We make a specialty of CEYLON and INDIAN Teas, and carry the largest assortment of any House in the Dominion.

Represented in Manitoba, Northwest Territories and British Columbia, by

D. C. McCREGOR, - McINTYRE BLOCK, WINNIPEG.

RUBLEE, RIDDELL & CO

Commission Merchants

AND IMPORTERS OF Green and Dried Fruits.

15 OWEN STREET,
WINNIPEG

HENDERSON & BULL,
WHOLESALE COMMISSION MERCHANTS
ESTABLISHED 1832.
41 BANNATYNE STREET EAST, WINNIPEG.
AGENTS FOR
THE CANADA SUGAR REFINING Co. Ld. Montreal
Sugars and Syrup.
THE EDWARDSBURG STARCH Co., Ld. Montreal
Starch, Etc.
THE CANADA JUTE Co., Ld. . . . Montreal
Bags, Jute and Cotton, Hessians, Twines.
(Mills and Grain Merchants supplied at lowest prices.)
LONGFORD LUMBER COMPANY, . . . Orillia
Pails, Tubs and Woodenware.
SIMCOE CANNING COMPANY, . . . Simcoe
Canned Goods.
CUDAHY BROS. . . . Milwaukee
Lard, Pork and Smoked Meats.
PIONEER OATMEAL MILLS, - Portage la Prairie
Oatmeal, Pot and Pearl Barley.

AMES, HOLDEN & CO., MONTREAL.

The Ames, Holden Company,

WHOLESALE

Dealers in

BOOTS & SHOES,

33 Queen Street,

WINNIPEG

JAMES REDMOND
WINNIPEG.A. C. FLUMERFELT,
WINNIPEG.

Thompson,

Codville & Co.,

WHOLESALE GROCERS,

26 McDermott Street,

WINNIPEG.

JAS. PORTER

W. M. RONALD.

PORTER AND RONALD,

DIRECT IMPORTERS OF

CROCKERY

GLASSWARE

**CHINA
LAMPS,**

CHANDELIERS,

CUTLERY,

SILVER-PLATED WARE & FANCY GOODS

380 MAIN ST., WINNIPEG

GROCERS, ATTENTION!

ASK FOR THE CELEBRATED

"Reindeer Brand"

CONDENSED MILK,

Condensed Coffee and Milk

THE BEST IN THE MARKET.

FOR SALE BY ALL WHOLESALE GROCERS.

—MANUFACTURED BY THE—

Truro Condensed Milk & Canning Co. Ld
TRURO.

HENDERSON & BULL, Agents,
WINNIPEG.

MILLER, MORSE & Co

—WHOLESALE—

Hardware, Cutlery,

Guns, Ammunition,

Du Pont Gun Powder,

ETC.

Princess St., WINNIPEG.

J. H. ASHDOWN,

Wholesale Dealer & Importer of all kinds of

Shelf and Heavy Hardware,

STOVES AND TINWARE,

PAINTS, OILS AND GLASS,

RAILROAD and MILL SUPPLIES,

The Trade furnished with our Illustrated
Catalogue on application

Corner Main and Bannatyne Streets.

WINNIPEG.

Cornell, Spera & Co.,

—WHOLESALE—

Mens' Furnishings

SMALLWARES, Etc.

S. W. CORNELL A. E. SPERA G. CO. STOTT.

Our repeat orders for Goods have nearly all
been passed into stock. Although many lines
have been sold out we are still showing a well-
assorted range.

Our travellers are now out on their sorting
trip. All orders placed with us will receive
prompt attention.

27 Portage Ave. East,
WINNIPEG.

H. A. Nelson & Sons

TORONTO —AND— MONTREAL

DIRECT IMPORTERS AND
WHOLESALE DEALERS

Fancy Goods and Toys.

ALL THE NEWEST NOVELTIES

FROM THE

European and American Markets.

Represented in Manitoba, Northwest Ter-
ritories and British Columbia, by
W. S. CRONE.

Mackenzie, Powis AND Co.

Have now in Store the most complete -
range of

INDIAN TEAS

Bought at the late favorable turn in
the market.

BUYERS SHOULD EXAMINE.

Also on the way first crop choicest JAPANS
together with first crop CONGOUS.

Mackenzie, Powis & Co.,

WHOLESALE GROCERS.

Cor. McDermot & Albert Sts., WINNIPEG

**THE FENSOM
Elevator Works**

—MANUFACTURERS OF—

Hand, Steam and Hydraulic

ELEVATORS

For Factories, Warehouses, Hotels,
etc. ALSO MANUFACTURER
OF THE

BOSTWICK

Folding Steel Gates and
Guards.

ESTIMATES FURNISHED.

34 to 38 Duke St., - TORONTO

Redwood Brewery

**Fine Ales, Extra Porter
and Premium Lager.**

Most Extensive Establishment of
the kind in Western Canada.

ED. L. DREWRY,

PROPRIETOR,

WINNIPEG, - MANITOBA.

Highest cash price paid for good
Malting Barley.

The Commercial

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

Eighth Year of Publication.
ISSUED EVERY MONDAY
SUBSCRIPTION, \$2.00 PER ANNUM.

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| 3 months, do | 0 75 " |
| 6 " do | 1 25 " |
| 12 " do | 2 00 " |

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Fine Book and Job Printing Departments.

Office, 4 and 6 James St. East,

JAMES B. STERN,
 Publisher.

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

WINNIPEG, NOVEMBER 4, 1889.

A. GRANT, hardware, Calgary, has sold out to J. H. Ashdown.

J. W. FERRIER, pump maker, Shoal Lake, Man., is moving to Portage.

MISS ANDREW, milliner, Winnipeg, is opening a branch at Morden, Man.

R. P. REDMOND has opened a cigar and tobacco store at Carberry, Man.

A KEMP, a watchmaker from Moosomin, will open at Whitewood, Assa.

THE Lester Kaye Company will open a butcher shop at Dunmore, Assa.

O'CONNOR & Co., druggists, Port Arthur, have sold out to T. S. T. Smellie.

THE Shoal Lake Milling Co. has opened a flour and feed store at Neepawa, Man.

W. J. CURTIS, furniture, Emerson, Man., is selling out and contemplates moving to Calgary.

A FANCY goods store is being opened at Morden, Man., by Misses Dingman & Cleveland.

J. DOUGLAS, merchant tailor from Westville, N.S., has commenced business in his line at Medicine Hat, Assa.

FRANK D. STEWART, farmer, has been appointed agent for the Massey Manufacturing Co., at Carman, Man.

M. C. CAMERON, of Fleming, has taken over the Ontario house at Moosomin, Assa., lately conducted by S. Widdes.

BLACKBURN & DIXON's new store at Dunmore, Assa., is about completed. It is a two storey building, 24x48 feet.

THE Macleod, Alberta, Gazette says: The price being paid for three year old steers this fall is \$40, for fours and fives \$45.

THE Great Northwest Telegraph company has opened an office at Carberry, Man. R. P. Redmond has been appointed agent.

THIRTEEN new buildings have been erected at Pilot Mound, Man., this season, six of which are dwellings and seven places of business.

THE semi annual examinations of the British Columbia Medical Council will be held at New Westminster, on Saturday, November 9th.

THE Northwest Central railway company is calling for tenders for 150,000 ties, to be delivered at any point on the line of railway.

MRS. M. E. PARMENTER and H. E. Crawford are executrix and executor respectively for the estate of the late John Spring, clothier, Winnipeg.

H. KERN, dyer, Winnipeg, has sold out to H. E. Walthow and purposes moving to Medicine Hat, Assa., where he will open a store, and engage in dairying.

THE merchants of Pilot Mound, Man., and of other towns in the district says the Sentinel, intend adopting the coupon system, commencing on the first of January next.

HON. LAURENCE CLARK, Chief Factor for the Hudson's Bay Company at Prince Albert, Sask., has been very ill from heart trouble, but at last accounts was recovering.

W. CURRIE, of Neepawa, Man., has arranged to buy wholesale several lines of farm implements from D. Maxwell & Co. and dispose of them to farmers on his own terms.

It is reported from Ottawa that the cattle-smuggling case against Conrad & Co., of Maple Creek, Assa., has been settled by the payment of duty and fines amounting to \$1,600.

ALEX. MUNROE, grocer, Brandon, is dead. He succumbed to a severe attack of typhoid fever. The deceased was a brother of George H. Munroe, liquor merchant, Brandon.

H. N. HILL, late of the firm of F. G. Lewin & Co., general dealers, Moosomin, Assa., has purchased the business of John Rutlege, druggist and stationer, of Whitewood, Assa.

LESTOCK REID and T. N. Campbell, land surveyors, of Prince Albert, Sask., have formed a partnership to carry on business in their line; also as real estate and insurance agents.

P. McFADDEN has leased the Queens hotel at Shoal Lake, Man. This building escaped the recent fire, and was at that time occupied as a dwelling, but will now be again used as a hotel.

ADAM ROSS & Co. have taken a consignment of goods to the Lake Dauphin district, Man., where they are opening a general store. It is said three stores will be opened in that new district.

A PARTY has been fined \$50 at Killarney, Man., for exposing damaged meat for sale. Vendors of meat should bear in mind that the law is strict regarding the sale of diseased or offensive meats.

B. P. RICHARDSON, member Legislative Assembly of the Territories, of Grenfell, Assa., has been appointed superintendent of the Equitable Life Assurance Society for Manitoba and the Territories.

H. S. SCATCHERD, formerly of Cousins & Scatcherd, general merchants, Medicine Hat, Assa., has again entered business at the Hat. He has bought the hardware stock of J. Botterill, and will continue the business.

H. N. RUTTAN, city engineer of Winnipeg, was at Ottawa last week for the purpose of submitting to the governor-in-council plans for the construction of works on the Assiniboine river at Winnipeg to utilize the water power of the stream.

THE merchants of Pilot Mound, Man., says the Sentinel, propose reducing the price of butter taken on account two cents a pound, beginning on the 15th of November. The reduction will not apply when butter is exchanged for goods directly.

THE American Plumbing company have received the job of fitting the Winnipeg fire halls with steam heating appliances. A hot water system was proposed but was found too expensive. The same company has received by tender the contract for putting in a system of hot water heating in the new Winnipeg market building, at a cost of \$3,990.

BUILDINGS to the value of nearly \$60,000 have been erected in Boissevain, Man., this year. The most important is the new roller flour mill of Preston & McKay, Knittle Bros.' hotel, A. C. McEown's store, C. Ryan, addition to hotel, R. Morrison, store, Cowan & Co., bank, Butler & Frith, blacksmith and carriage shop, Oscar Martin, hotel, etc.

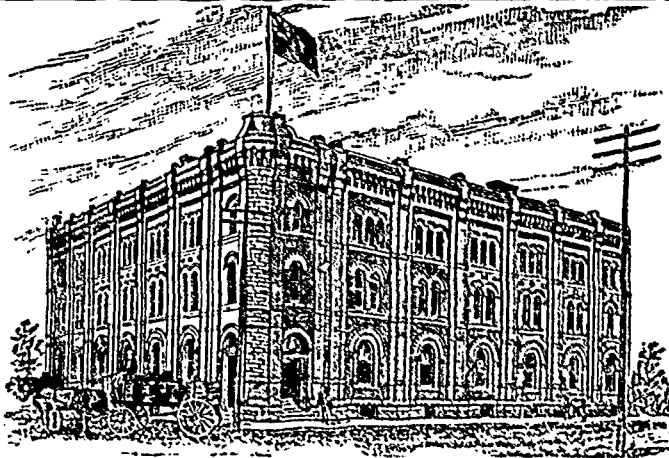
JOHN SPRING, dealer in clothing and furnishings, Winnipeg, died on Saturday, October 26, after a protracted illness from an affection of the heart. Mr. Spring has been in the clothing trade here for upwards of twelve years, and was one of the well-to-do merchants of the city, his business career here having been one of general prosperity.

L. B. COCHRANE, Medicine Hat, has recently opened out with a large stock of general goods in his new premises which he has built this summer. The building is two storeys, 50x28 ft, plastered and finished inside and covered roof and sides with fire proof metallic sheeting. The ground floor and cellar are used for the store and the upper storey will be used as a hall by various societies.

A PUBLIC meeting was held at Yorkton, Assa., beyond the terminus of the Manitoba Northwestern railway, recently, to urge upon the Dominion Government the absolute necessity of taking action in regard to insisting upon the railway company finishing the road as far as graded, it having been reported that the company does not intend ironing and operating the portion of the road graded this fall.

A TELEGRAM was received in Winnipeg last week from Brunswick, Georgia, stating that J. E. Woodworth had been drowned at that place. Mr. Woodworth was well known in Manitoba, having been a resident of the province since 1878. He represented Brandon in the Local Legislature from 1883 to 1886. For the past two years he has been in the grain business at Deloraine, Man. Mr. Woodworth came to Manitoba from King's county, Nova Scotia, and was a brother of D. B. Woodworth, ex-M.P. for that county.

GOODS SOLD TO THE
TRADE ONLY.



GOODS SOLD TO THE
TRADE ONLY.

G. F. & J. GALT,
DIRECT IMPORTERS
TEAS, SUGARS, WINES, LIQUORS and GENERAL GROCERIES
 CORNER PRINCESS AND BANNATYNE STREETS, WINNIPEG, MANITOBA.

Eastern Business Changes.
ONTARIO.

W. Witty, h. Watford, has sold out.
 Jno. Patterson, hotel, Thessalon, is dead.
 W. T. Sawle, publisher, Welland, is dead.
 J. M. Mackid, druggist, Brantford, is dead.
 H. G. Eakins, druggist, Ayr, has assigned.
 John Barclay, druggist, Glenco, has sold out.
 Mary Vivian, livery, Brantford, is burned out.
 Lafortune & Co., dry goods, Ottawa, are away.
 Robert Fletcher, tins, Melbourne, has assigned.
 J. A. MacMillan, jeweler, Arthur, has assigned.
 W. J. Jackson, merchant, Brussels, has assigned.
 Wm. Whittaker, harness, Delaware, has assigned.
 C. P. Pelletier, dry goods, Ottawa, has assigned.
 Gavin Lindsay, stationery, Ottawa, has assigned.
 Mary Harraden, furniture, Toronto, has assigned.
 E. G. Woodley, builder, Toronto, has assigned.
 James Burgess, hotelkeeper, Hamilton, has sold out.
 R. W. Nickle, general store, Clavering, has assigned.
 W. H. Simpson, general store, Tupperville, has sold out.
 William Adkins, general store, Smithville, has sold out.
 Wm. Van Horne, grocery, etc., Uxbridge, has assigned.
 Egan & Vansickler, felt roofers, Toronto, have dissolved.
 McPhail & Haggan, general store, Springfield, has assigned.
 D. McIntosh, general storekeeper, Cold Springs, has sold out.
 J. W. Langman & Co., general storekeeper, Alliston, have sold out.
 Boyd & Winchell, manufacturer of shoes, Toronto, have assigned.
 Hy. Heinbecker, woolen manufacturer, Williamsford, has assigned.
 Kincaid Bros & Co., chair manufacturers, Wingham, have assigned.

Joshua Sisler, general storekeeper, Springfield, has moved to Aylmer.
 D. Campbell & Co., lumber and real estate, Toronto, sheriff in possession.
 Gillies, Waddell & Emes, planing mill and lumber, Port Dover, have dissolved.
 J. M. Eaton, physician and druggist, West Lorne, is sold out, going to Drumbo.
 Stanbury & Menhennick, shoes, Galt, have dissolved, business continued by T. A. Menhennick.
 T. F. Ellis, grocery and dry goods, West Lorne, is closing up business, moving stock to Niagara.
 Wm. McIntosh, general storekeeper, Aylmer; stock sold by assignee to Joshua Sisler, of Springfield.
 Clatworthy & Grier, agents for manufactures, Toronto, have dissolved, business will be continued by G. Clatworthy.

QUEBEC.

L. N. Bourgeois, general store, has compromised.
 E. McConkey, tailor, St. Johns, has assigned.
 M. Lopage, general store, St. Tite, has assigned.
 Ernest Perrae, trader, Montreal, has assigned.
 F. A. Chagnon, grocer, Montreal, has assigned.
 Frank A. Desroches, tailor, St. Jerome, has assigned.
 J. G. Raymond, dry goods, Montreal, has assigned.
 Laughran & Adams, grocers, Montreal, have assigned.
 Ambroise Rufange, contractor, Montreal, has assigned.
 Spaulding & Bro., jewelers, Montreal, have dissolved.
 Vermette & Masse, grocers, Montreal, have dissolved.
 F. N. Bertrand, general storekeeper, Lachute, has assigned.
 P. J. Lalonde, general store, St. Polycarpe, has assigned.
 F. Lacombe & Co., furniture, etc., Montreal, have dissolved.
 Beauchamp & Gondron, grain, etc., Montreal, have dissolved.
 J. F. Stuart, agent for manufactures, Montreal, has assigned.

GLOX!

We have just received one car load of the Best American Clocks which will be Sold at below Montreal Prices.

Call and get quotations or send for Samples.

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

Wm. Bertram & Co., manufacturers, Montreal, have assigned.
 Prefontaine & Cossette, contractors, Montreal, have dissolved.
 Lanthier & Co., clothing, etc., Montreal, demand of assignment.
 V. Brodeur, trader and contractor, Ascot township, has assigned.
 H. Girard & Co., wholesale fancy goods, Montreal, have assigned.
 Turner, Rose & Co., importers of teas, etc., Montreal, J. Turner is dead.
 Prevost & Co., sash and door manufacturers, Sorel, are offering a compromise.
 H. Girard & Co., wholesale fancy dry goods, Montreal; demanded of assignment.

NOVA SCOTIA.

Francis Wilsdon, liquors, Halifax, is dead.
 James Fortuue, liquors, Halifax, has assigned.
 R. Blackmer, jeweler, Springhill, has closed business.
 D. McDiarmid, hotel, etc., New Glasgow, has sold out.
 S. C. Gilliland & Co., stationers, etc., Digby, have dissolved.
 James W. Smith, general store, Cape Negro Island, is dead.
 Arthur Futz, publisher, Springhill, is away; bailiff is in possession of business.
 A. W. Homer & Son, confectioners, etc., Yarmouth; Arthur W. Homer is dead.

NEW BRUNSWICK.

Hugh McMonagle, hotelkeeper, Sussex, is dead.
 T. F. Burke, general store, Grand Lake, has sold out.
 McGowan & Taylor, dry goods, Muncton, have dissolved.
 Barry & McLauchlan, wholesale hardware, St. John, have assigned.
 A. & F. Sutherland, general store, Bathurst, are closing business and intend moving away.

THE insolvent estate of H. G. Henderson, Saltcoats, Man., will be sold at public auction, in Winnipeg, on Monday, the 4th of November, at 11 a.m., at the office of the official assignee. The estate comprises town lots in the town of Saltcoats, with building thereon, now occupied as a hotel; about \$300 worth of furniture, and \$1,400 book debts.

W. D. PETTIGREW & CO.

WHOLESALE

—DEALERS IN—

Plaster of Paris,
Plasters' Hair,
Wheelbarrows

SEND FOR PRICES

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Good Table! Good Rooms! Three best Sample Rooms
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AGENTS FOR MANITOBA AND NORTHWEST:

HENDERSON & BULL,

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The Commercial

WINNIPEG, NOVEMBER 4, 1889.

OUR MINING INTERESTS.

Canada certainly possesses great mineral wealth. This country probably contains within its boundaries greater undeveloped mineral wealth than any other country in the world. Yet with all this great natural wealth, very little development has been done in proportion to the vast extent of our resources. Two principal things are evidently needed for the prosecution of mining on a more vigorous scale in this country, namely: capital, and markets for the product. In some classes of mineral a larger market than can be found at home is necessary for the extensive development of the mineral, and our only available market to the south in the United States is closed to us by the protective duties. In other minerals which could be profitably worked at home under the existing conditions, there seems to be a lack of capital to carry on the work to the best advantage. A perusal of the following paragraph from the Port Arthur *Sentinel* will show at a glance that something is wrong:—

"During the next few days, or at least within a very short period, the Beaver, Badger, Silver Mountain East and Silver Mountain West End mines will all make shipments of high grade ore to the smelters. Some of it will go to New York, some to Denver, Colorado, and the East End lot to Swansea, Wales. The Badger have their car at Murrillo now and are awaiting a report from the last car sent to Denver before making another shipment. They will either send to Denver or Newark. This makes the second car of high grade ore shipped by the Badger within a month—a truly wonderful showing. The car load from the West End will go fully \$25,000. The West End people, besides the barrels, are sending a magnificent nugget enclosed in a box. It will weigh fully 1,000 pounds, and the idea is to have it sawn into slabs and polished for exhibition purposes. The West End have on the dump at the mine another remarkably rich chunk, which will weigh about a ton."

The quoted paragraph shows that all the ore taken from these rich mines has to be shipped long distances to be smelted, the nearest smelter mentioned being over 1,000 miles from the mines, and in a foreign country. This is a most unsatisfactory exhibit. The great mining district of Algoma, vast in extent of mining territory, and fabulous in its mineral wealth, is without a smelter. The crude ores from the mines of the district have to be shipped almost thousands of miles, by rail and water, for reduction. This is radically wrong. If the mines can be made to pay under the present conditions of shipping the ore long distances, how much better would they pay were the facilities for smelting close at hand? Under the existing conditions tons of rock have to be shipped many hundreds of miles, upon which high freight rates must be paid, in order that the pure mineral may be extracted from the ore. With smelting works at hand, the great expense of exporting the refuse rock would be saved. Under the present conditions only the higher grade ores will stand the expense of freight transit to distant smelters. Low grade ores must be left behind. With a smelter close

at hand, a good deal of ore which cannot now be handled to advantage, could probably be made to pay well.

It seems to indicate a lack of enterprise that a smelter has not ere this been established at Port Arthur or some other point in the Algoma district. The richness of the country and extent of its mineral resources has long been known. The district has had railway communication for years, while Lake Superior affords a cheap means of conveying ore from mines near the lake to a smelter at some central point like Port Arthur.

Foreign capital is difficult to be obtained for mining enterprises. So many fraudulent mining schemes have been put upon the market in times past, by unscrupulous parties, during times of mining excitement, that the British investors are inclined to keep clear of mining undertakings entirely. In the case of Algoma, it would seem to be the duty of the Ontario Government, to which province the territory belongs, to take some active measures to secure the fuller development of the mining interests. The Government of the province is comparatively wealthy, and could well afford to spend a few thousand dollars in this direction. However, the revenue derived from the mineral lands would soon recoup the province for any expenditure incurred, should a genuine era of development follow, as it probably would, should the Government make an earnest move in the matter. The action taken by the Ontario Government in the direction of securing the development of the mineral wealth of Algoma has not been in proportion to the importance of the interest, nor in keeping with the fostering care of that Government in some less important interests.

At present there is a great lack of exact knowledge regarding our different mineral regions and their resources. A reliable work upon the minerals and mineral belts of Canada would form a most useful and valuable addition to the literature concerning our country. If such a work could be prepared by a commission, under the direction of the Dominion Government, it would undoubtedly be the means of directing attention to these great resources of our country, especially if followed up by the active co-operation of the Dominion and Provincial Governments in assisting in the development of the same. An active era of legitimate mineral development in Canada would be one of the grandest things this country could have, and our Governments, federal and provincial, should be prepared to do all in their power to bring about such a result.

THE MANITOBA DAIRYMEN.

The rousing meeting of the Manitoba Dairy Association, held in Winnipeg last week, augurs well for the future of dairying in Manitoba. The meeting was well attended by those taking an interest in dairying, from all parts of the province, and throughout the discussions were conducted in an interesting and energetic manner. Altogether the meeting was probably the most important yet held in connection with the dairy interests of this country, and one which will have a good effect in the future. The meeting of the dairymen last

week was a preliminary one, previous to the holding of the regular annual meeting, which takes place on the third Wednesday in January of each year, at a place to be agreed upon by the directors. At the first session of the meeting held last week, an informal discussion took place on various matters connected with dairying in Manitoba. Among other things it was stated that the farmers were paid more for their milk here than was paid in Eastern Canada or the Western States. The price paid for milk here was shown to be from 60 to 80 cents per 100 pounds, against 45 to 65 cents in the States. Even at the higher prices here, some farmers refused to sell their milk to the butter or cheese factories, in their districts. It was claimed, however, that it would pay the farmers better to sell their milk to the factories, in preference to making butter themselves. This was shown conclusively by the following figures: From 100 pounds of milk, about four pounds of butter can be made, which at an average price of 13 cents per pound (a liberal figure) would bring the farmer 52 cents. On the other hand he could sell the milk from 60 to 80 cents, and be saved the labor of making butter. The withholding of milk from the factories by the farmers, is of course a great drawback to the factories, as the smaller the quantity of milk handled the greater will be the proportionate cost of manufacture, other things being equal. It was shown pretty clearly that the factory system of making butter and cheese will be far better for the farmers, once it is established thoroughly. One of the great difficulties in the way of the successful operation of factories is the inability to obtain a sufficient quantity of milk or cream within a paying distance of the factories. The undivided support of farmers in districts where factories are established, is therefore necessary to their successful operation. As the industry is altogether in the interest of the farmers of the country, it is clearly in the interest of the farmers to give the factories all assistance in their power.

At the afternoon and evening sessions of the association, several interesting papers were read, which drew out considerable discussion, and during which no doubt much valuable knowledge would be gained by those present. This is one of the valuable features of these association meetings. Practical men can thus meet together, give their views of the various questions affecting their industry, explain their modes of conducting business, and by the interchange of opinions gained by experience and experiment, information will be diffused among the members generally.

Before the adjournment of the meeting, a motion was passed to the effect "that it is indispensable to the success of the dairying industry that a Government inspector of creameries and cheese factories should be appointed." One of the duties of such an inspector, it is understood, would be to examine milk furnished factories by patrons, with the object of preventing the dairymen from being imposed upon by farmers who might undertake to water or skim milk. It is to be hoped the Government will co-operate with the dairymen in every way possible, with the object of furthering the interests of this industry, which promises to be a source of such great value to the country.

TRANSHIPPING ON THE PACIFIC COAST.

An important order has recently been issued by the Customs department, concerning the transshipment of bonded goods at Pacific coast points. Heretofore a considerable traffic has been going on between points on Puget Sound, Washington, and the port cities of British Columbia. A considerable portion of the traffic from Puget Sound ports to British Columbia has consisted of goods shipped in bond from eastern Canada points, via Puget Sound, to British Columbia. This traffic has been handled by United States vessels, in transshipment from the Sound to the provincial ports. The traffic has now been effectually squelched by the following order, emanating from the Canada Customs department:

"When goods are transported in bond over United States railways in transit from a Canadian port, and destined to another Canadian port in British Columbia, but intended to be transhipped at a United States port on the coast of the Pacific ocean, and to be carried thence by a vessel to their destination, such carrying may be permitted to be done by any vessel having a Canadian register, or being a registered vessel of Great Britain and Ireland, or of any foreign vessel which has acquired the right to the coasting trade of Canada, but by none others."

Between Canada and the United States there is no agreement for a reciprocity of coasting trade, hence United States vessels cannot acquire the right, under existing treaties, to the coasting trade of this country. The first effect of this order will therefore be to exclude United States vessels from handling the traffic. But there is something deeper in this order than appears upon the surface. A little examination will show that the effect of this new move will be to give the Canadian Pacific Railway a monopoly of the trans-continental trade between Eastern Canada and British Columbia. For instance, the Northern Pacific Railway has been carrying goods in bond from Eastern Canada points to Puget Sound, thence by steamer to ports in British Columbia. Under this new order from the Customs department, these steamship lines now established will be prevented from handling the bonded traffic between the Sound and provincial ports. Thus the domestic transcontinental traffic will be confined to the Canadian Pacific Railway, at least until Canadian vessels can be secured to replace the steamers now engaged on the route. British Columbia is therefore for the present cut off from the advantages of competition afforded by the Northern Pacific.

One feature worthy of note in connection with this new Customs' regulation is, that it has come at a time when the Northern Pacific company is making arrangements to extend its business with British Columbia. It has recently been announced that the Northern Pacific Company would place a line of steamers on the route between Puget Sound and British Columbia ports. In fact two steamers are said to be now on the way from New York, destined for the Northern Pacific service between Puget Sound and British Columbia. If this order continues in force, as doubtless it will, it will cause a good deal of opposition in British Columbia, unless some way out of the difficulty can speedily be found. The boards of trade of

Victoria and New Westminster have each taken action upon the question, and have requested the Dominion Government to suspend the order for the present, in the interests of the commerce of the province. The Southern Railway, now in course of construction, from New Westminster southward, will in time doubtless afford competition by connection with the Northern Pacific, but it will be some time before this road can be completed, even if it were pushed forward continuously to completion.

THE CHINA STEAMERS.

Various rumors have been afloat of late concerning the withdrawal of the line of steamers now plying between the Pacific terminus of the C. P. R. at Vancouver and China and Japan. These rumors have been repeated and denied in various forms, but at last it is pretty well understood that the steamers are to be withdrawn. The steamship service between Vancouver and Asia has been provided by a contract between the C. P. R. company and the steamship company, and not as many seem to suppose under a subsidy arrangement with the Government. The service is purely a private one arranged for between the steamship and railway companies. However, an arrangement was made between the C. P. R. company and the Government some time ago, for the subsidizing of a new line of steamers to be put on the route between Vancouver and China and Japan. The steamers for this new line are now being built for the route, and will it is understood furnish a vastly superior service to that which has previously been maintained. The steamers now on the route will be withdrawn this month, as orders have been issued that no passengers will be booked after November 22. This implies that the steamship company has thrown up the contract with the C. P. R. What the latter company will do remains to be seen, but doubtless some effort will be made to keep the route open until the new steamers under construction are ready. It would certainly be a great injury to the Asiatic trade of the Canadian transcontinental road to have the route entirely closed for even a short period of time. A great deal has been said as to the value to this country of a route between the east and the west, across Canadian territory. A break in the service just as the new route is becoming well known, would be a drawback which it would take months to recover from. The development of Canadian trade with the countries across the Pacific would also suffer an interruption which would certainly not do any good.

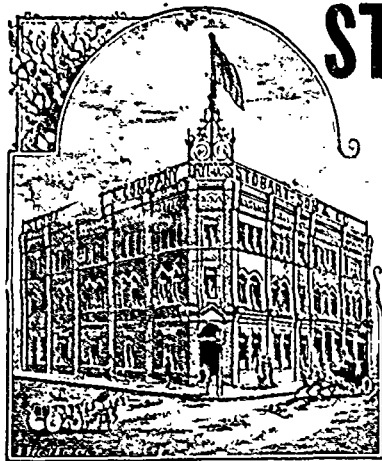
The reasons for the withdrawal of the steamers now on the route have not been clearly stated, but it is rumored that the parties controlling the steamship company are displeased at the action of the C. P. R. in arranging for a new service, independent of the company now operating the line. At any rate it would seem that as the company now operating the line is not to have permanent control of the route, it has decided to withdraw at once. One feature connected with the new C. P. R. line which will be put on

the route is, that the steamers will call at Victoria on their way to and from China and Japan. A good deal of feeling has been worked up in Victoria over the refusal of the management to allow the steamships now on the route to call at that city. When appeal was made to the Canadian Pacific Railway officials, the latter declared that they had no control over the steamship company, and could not therefore interfere to have the steamers stop at Victoria. However, Mr. Van Horne has pledged his word that the new Canadian Pacific Railway line of steamships will stop at Victoria, and preparations are now being made for wharfage facilities for the accommodation of the steamships at the place named.

FIRE PROTECTION.

Moosomin, Assa., has organized a fire brigade. This is a step in the right direction, and one that should be liberally supported by the business men of that place. Moosomin is quite large enough to have a good fire brigade, and a steam fire engine, with other necessary equipment. It is to be hoped the movement thus inaugurated will not be allowed to drop before anything effective has been accomplished, but will be persevered in until the town has the very best equipment for the protection of property from fire, which the place can afford. Every now and then a spasmodic effort is made in one town or another throughout this country to provide some means of fire protection. A meeting is called and the matter is discussed, but very often the whole thing is again dropped, perhaps after some little preliminary expenditure has been incurred. Usually after a fire has occurred, or some neighboring town has been visited by the fiery element, a move is made to provide some protection, but often in a little while the ardor of the residents cools down and the matter is allowed to lapse.

There are a number of towns throughout Manitoba and the territories which should have good fire engines and other equipment for coping with fires. Such places as Carberry, Neepawa, Morden, Manitou, Virden, Minnedosa, Rapid City, and a number of other towns are large enough to invest in a good fire engine. Some of these places have some equipment for fighting fires, others of the places named have nothing at all,—not even a bucket brigade, while probably not one of them has as good equipment as the place could well afford. The expenditure necessary to provide fire apparatus is often looked upon as too great, and so, many thousands of dollars worth of property is left entirely at the mercy of any fire which may originate. There are towns in Manitoba where the property which would meet with almost certain destruction, were a fire to originate, amounts up to over one hundred thousand dollars, and yet the expenditure of two or three thousand dollars in fire protective appliances is considered too heavy an undertaking. This seems to be a very mistaken policy, for when the fire comes, which at best is usually only a matter of time, a small portion of the loss would have provided ample facilities for coping with the fire. The cheap plan, as applied to fire protection is generally a mistake, and every place of any size should endeavor to be prepared to cope with fires to the best possible advantage.



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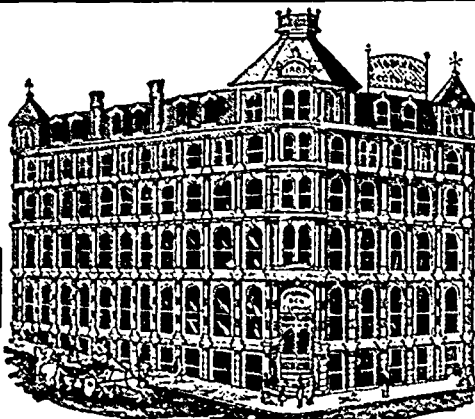
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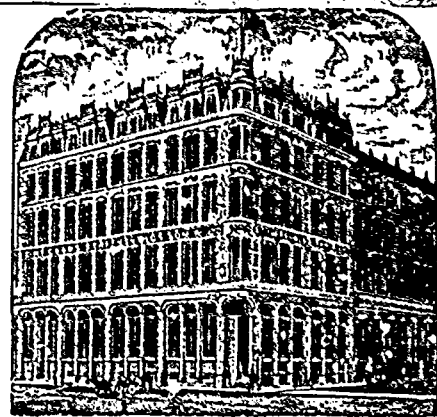
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British Columbia by MR. G. H. SIMPSON.

WINNIPEG MONEY MARKET.

The month wound up with the same quiet and close feeling in financial circles. It is too early to see yet what effect the commencement of another month will have, but dealers are anxiously looking for an improvement this month. A considerable quantity of wheat has now been moved out of the country, and the marketing of grain should soon begin to make some impression in an easier feeling in financial circles, if there is to be any change this season.

WINNIPEG WHOLESALE TRADE.

The most interesting feature in wholesale trade is the "boom" in prices of iron and other hardware lines. The situation in iron and steel is very strong, and the indications are that an era of higher prices has been reached, which will be of more than passing duration. Glass is also very strong, and manufacturers' prices have been considerably advanced, with a good prospect of the higher values being maintained, as manufacturers are said to be sold ahead. In the grocery line canned goods continue to advance. The appreciation in prices has been so rapid as to astonish dealers. Sugars continue unsettled, but the bottom must be surely close at hand.

GREEN FRUITS.

There is nothing new in the market, and old varieties are getting less. Apples hold very firm. Offerings are mostly from the States, and a good many cars are on the way. Ontario apples scarce and very firm. Catawbas are about the only thing in the grape line now to be had in quantities, except winter Almerias. Crab apples may now be considered out of the market, though a few may still be picked up. Quotations are as follows: Lemons, \$7.25 to \$7.50 per box; Jamaica oranges \$6.50 do., per bbl., \$12; southern apples, \$3.90 to \$4, choice to fancy eastern apples, \$4.25 to \$4.50 per barrel; California pears, \$4 to \$4.50 per box; Catawba grapes, 80 to 90c basket; Almeria grapes, \$8 to \$8.50 per keg; choice Cape Cod cranberries, \$10.50 to \$11 per barrel; onions—Southern, \$2.50 per 100 lbs.; Spanish onions, \$1.35 crate; Cider, per gal., 35c; comb honey, in 14 lb. boxes, 25c per pound.

GROCERIES.

Sugars still continue weak in tone, and further declines of $\frac{1}{4}$ to $\frac{1}{2}$ were reported from eastern markets. Syrups are scarce. Eastern dealers are importing syrups from the States. Canned goods are firm, and packers hold stiff at the recent advances. Some car lot sales are reported by packers at the advances, though it goes against the tastes of dealers to pay the figures now asked. Sales of new pack tomatoes are reported from Toronto, \$1.05 for a large lot, but packers now demand \$1.15. The high prices may cause a decline in consumption, but with the light pack this year, packers seem confident that they will be able to dispose of their stocks at their own prices. Quotations here are as follows:—Sugars, yellows, 7 to 8c, as to quality; granulated, 9 to 9 $\frac{1}{2}$ c; lumps, 10 $\frac{1}{2}$ to 11c. Coffees—Rios, from 22 to 25c; Java, 25 to 30c; Old Government 33 to 34c; Mochas, 32 to 35c. Teas, Japan

23 to 46c; Congous, 22 to 60c; Indian teas, 35 to 60c; young hyson, 26 to 50c. T. and B. tobacco, 56c per pound; P. of W., butts 47c; P. of W. caddies, 47 $\frac{1}{2}$ c; Honeysuckle, 7s, 55c; Brier, 7s, 53c; Laurel Bright Navy, 3s, 56c; Index d. thick Solace, 6s, 48c; Brunetto Solace, 12s, 49c. McAlpine Tobacco Co's plug tobacco: Old Crow, 47c; Woodcock, 52c; Beaver, 63c; Jubilee, 60c; Anchor, 59c; cut tobacco. Silver Ash, 65c; Cut Cavendish, 70c; Senator 80c; Standard Kentucky, light, 85c; do dark, 80c. Special brands of cigars are quoted: Roliance, \$50; Gen. Arthur, \$50; Mikado, \$40, Terrier, \$30 per 1000.

HARDWARE AND METALS.

Everything about the hardware trade appears to be firm, and there is a pretty general advance in prices all around. Bar iron has scored another advance of 5c in this market, and other iron in proportion. Iron pipe has advanced sharply. Tin plates are very firm and higher. Dealers are all strong in their views, and not at all inclined to make concessions or push business at present prices, as they feel confident prices will be maintained and even go higher. Values here have hardly advanced in keeping with the situation elsewhere. In Eastern Canada markets prices are even stronger than here. Iron pipe for instance has advanced 20 per cent. at Montreal. British markets are away up on iron and steel, and with a rapid advancing movement. Dealers look upon the advance as justifiable by the situation, and are accordingly firm in their views and expect the firmness to continue. Higher values they say have come to stay for some time. Labor is higher, and this also increases the cost of production. Iron is now higher than at any time since 1873. Quotations here are: Cut nails, 10d, and upwards, \$3.40; I. C. tin plates, \$6 to \$6.50 as to grade; I. C. tin plates double, \$11.50 to \$12.00; Canada plates, \$3.90 to \$4.00; sheet iron, \$4.00 to \$5.50, according to grade; iron pipe, net pieces. 1 inch, 10 $\frac{1}{2}$ c; 1 $\frac{1}{2}$ inch, 13 $\frac{1}{2}$ c; 1 $\frac{1}{2}$ inch, 17c; 2 inch, 26c per foot; ingot tin, 29 to 30c per lb., bar iron, \$3.50 per 100 lbs.; shot, 6 $\frac{1}{2}$ to 6 $\frac{3}{4}$; per lb.; tarred felt \$2.40 to \$2.50 per 100 lbs.; barbed wire, 6 $\frac{1}{2}$ c nett.

HIDES AND SKINS

Dealers are still complaining that there is no money in the prices being paid here, but competition keeps up quotations. However, lower prices are looked for, as the present state cannot last long. Up to 5c per pound is paid for heavy green city steers, and this figure has even been paid for ordinary No. 1 hides, though in excess of quotations. About 4c is the best that can be paid for all around lots at near outside markets in Manitoba, though this price has been exceeded for choice lots. Advices from Toronto last week reported the market very weak, with a decline in prices of cured and green hides of $\frac{1}{4}$ to $\frac{1}{2}$ c. The closing of navigation soon will have an easy tendency on hides here, owing to higher freights. No wool now offering and quotations are withdrawn. Quotations here are as follows: Hides, Winnipeg inspected No. 1, 4 $\frac{1}{2}$ c; No. 2, 3 $\frac{1}{2}$ c, No. 3, 2 $\frac{1}{2}$ c per lb. Calf, 7 to 13 lb. skins are quoted at 5c. for No. 1 and 4c. for No. 2. Deacon skins, 10 to 20c each, the lower price for cut skins. Sheep and lambskins are worth

45 to 50c. for fresh killed skins. 'allow quoted: rough, 2 $\frac{3}{4}$ to 3c. rendered 4 $\frac{1}{2}$ to 5c.

OYSTERS.

Prices are easy, and though unchanged at this date, are likely to be lower during the week. Present quotations are: \$2.50 per gallon for standards and \$2.75 for selects, or good stock. Cans are quoted at 55c for standard, 60c for selects, and 65c for extras.

PAINTS, OILS AND GLASS.

Prices for glass are very firm. Large importations have recently been made, and prices here have been advanced 10 cents for first break, and others in proportion. Advices from abroad say prices are still advancing, and makers are very busy. Importations now can only be made at a considerable advance on former prices. Prices are as follows:—Turpentine in barrels, inscribed gages, 80c per gallon; do. in barrels, guaranteed measurement, or in 5 gallon cans, 85c gallon; linseed oil in barrels, raw 77c; boiled 80c. benzine and gasoline, 50c; pure oxide paints, in barrels, 90c per gallon; coal tar \$3 a barrel; Portland cement, \$4.75 a barrel; Michigan plaster, \$3.40 a barrel, putty, in bladders, 3 $\frac{1}{2}$ c a pound, bulk in barrels, 3c; whiting in barrels, \$1.50 a cwt; Crown pure white lead, \$7.50; Royal Charter, \$7.00; Railroad, \$6.50; Alabastine, \$7.50 per case of 20 packages. Window Glass, first break, \$2.20.

GRAIN AND PROVISION MARKETS.

WINNIPEG.

WHEAT

Last week was not marked by any important features, and the course of leading wheat markets was rather uninteresting in nature. An easy feeling prevailed, and closing quotations were about $\frac{1}{2}$ c lower on several days, but the loss was about made up on other days, and at the end of the week prices were not far from what they were a week ago. The big increase of 2,455,000 bushels in the visible supply at the first of the week had a weakening feeling on prices. Exports from Atlantic ports are still disappointing. Montreal and Toronto quotations for Manitoba wheat were both easy at lower prices last week.

Prices paid to farmers in Manitoba country markets showed a decidedly easier tendency. On Friday 60c per bushel was the highest price paid for best samples at a large number of the most important country markets. The extreme range on that day in the different country markets was from 58 to 65c per bushel for best samples, and the average price would be about 61c. The drawing toward the close of navigation will have a tendency to still lower prices, owing to higher freight rates by all rail routes. The average price now being paid here is nearer a parity with eastern prices than it was earlier, and leaves some margin for profit, when based on cost of shipping by the lake route. But it must be borne in mind that grain now bought at country points here will have to be based on all rail freight rates, consequently wheat must be bought lower, unless there is an advance in eastern markets to cover the extra cost of winter freight rates, as compared with the lake route.

FLOUR.

Business is moving along steadily, with shipments going east as usual. There is no change in local quotations. Prices here are as follows per 100 pounds to the local trade: Patents, \$2.45; strong bakers, \$2.25; second bakers, \$1.80 to \$1.90; XXX, \$1.40; superfine, \$1.10; Graham flour, \$2.25; middlings, \$2.45 per 100 pounds.

MILLSTUFFS AND FEED

There is no change to report in prices. The demand for bran and shorts is good, and with the high prices for feed grain, is likely to continue at firm prices. Bran is still held at \$12 and shorts at \$14 per ton. Imported ground feed, mixed corn and oats is offering freely and selling at \$25 per ton. Ground mill feed is scarce, and is worth about the same price.

OATS

Oats offering are still mostly imported from the east and south. These are selling in broken lots, delivered in the city, at 45c per bushel, and can be laid down here loose in cars on track at about 40 to 41c, from Minnesota points. Quotations for oats at Toronto hold at about 29 to 31c for cars on track, but can be bought lower at outside points in Ontario. On the market here, loads offered by farmers, usually of poor quality, brought about 40c per bushel.

MEALS, POT BARLEY, ETC.

Oatmeal continues easy in price, with Ontario meal offering freely. Prices are now as follows: Standard, \$2.50; granulated, \$2.60 per 100 lbs.; rolled oats, \$2.60 per sack. Cornmeal is held at \$1.65 per 100 lbs.; pot barley, \$2.75, and pearl barley, \$3.25 per 100 lbs.

BUTTER.

Receipts have been a little larger, and the tendency of price is easier, as it is considered the demand for western shipments is about over for the season. Considerable quantities have been shipped to British Columbia this season, and a good deal more could have been sent in the same direction, if the supply had been large enough here. As the quantity could not be obtained here, the British Columbia trade has been largely supplied from Ontario, a number of car lots having been shipped through from Ontario to British Columbia. For the balance of the season it is not expected that there will be much demand in this market beyond that for local requirements. Easier prices are, therefore, looked for, as the local demand will not be large, as considerable stocks are now held here. However, a good deal depends upon the quantity held in the country, yet to be marketed. If the quantity held in the country should turn out to be large, prices will certainly be lower, and those who have held for higher prices will in this case likely miss it. Prices for such small lots as are now selling, run from 17 to 20c for good to choice. At Toronto good to choice dairy ranges from 17 to 19c per pound, and 21 to 25c for creamery. Montreal prices were 15 to 20c for good to choicest dairy, and 20 to 22c for creamery.

CHEESE.

The local situation holds firm, with quotations at 11c per pound for jobbing lots. In Eastern Canada markets there is something of a deadlock, as holders are considerably in advance of buyers as to prices. The cable reports a decline in British markets to 51 shillings. Montreal shipping prices last week were 10 to 10½c for August and September, and 9½ to 9¾c for other good qualities.

EGGS.

Unchanged at 20c per dozen for pickled, with the few fresh offering selling at the same figure. Montreal quotations on eggs are 17 to 18c for limed and 18 to 20c for fresh.

CURED MEATS.

Prices are easy for dry salt, but nominally unchanged: Dry salt, 9½c; spiced rolls, 11½c to 12c; breakfast bacon, 13 to 13½c; hams, 14 to

14½c per pound; bologna sausage, 7c per pound; fresh pork sausage, 8c per pound; pickled pigs feet, \$1.50 per kit of about 20 lbs.; dried beef, 12½c per lb.

DRESSED MEATS.

Prices hold fairly steady all around. Beef is quoted by the side at 4 to 5c per pound, with plenty of good city dressed offering at the latter price. Hogs have been bought all the way from 5½ to 6½c per pound. Receipts of hogs were lighter last week, but with colder weather large receipts are looked for, and prices have an easy tone. Good quality hogs of about 200 pounds weight, suitable for breakfast bacon, etc., bring the best prices. Heavy hogs are slower sale, owing to the very low prices at which dry salt bacon can be imported for. Such being the lower prices, together with poor, thin animals. The bulk of sales were made at 6 to 6½c. Mutton by the carcass holds at 8c and lamb at 9c per pound, with the latter sometimes bought the same as mutton. In fact it is all mutton now. Veal holds at about 6c per pound.

DRESSED POULTRY AND GAME.

The market is well supplied with poultry, and receipts are increasing with cold weather. Prices are easier. Turkeys bring 14 to 16c as to quality. Spring chickens 12 to 15c, and other chickens 10 to 12c. A good many wild ducks are in the market, and bring 25 to 30c per pair.

LIVE STOCK.

Further shipments of cattle have been made east. Cables last week reported a further break of 1c per pound in British markets. At Liverpool finest steers were quoted at 11c, and from that down to 9½c for poor cattle, with inferior and bulls at 7 to 8½c. A cable from London on Wednesday last said: "A consignment of cattle from the Cochrane ranch, Alberta, has been received in good condition. They sold at £13 5s. per head." Markets at Montreal were unfavorable, owing to lower cables. About 4c was the highest bid at Montreal for choice export cattle, and 3 to 3½c for good to choice butchers' cattle, with fair to poor selling as low as 2c. Hogs at Montreal sold at 5 to 5½c, live weight.

SENACA ROOT.

The usual price quoted is 27c per pound here, but sales have been learned of at 28c paid in the country.

VEGETABLES.

Potatoes continued to advance. Offerings on the market bring from 60 to 70c per bushel, and \$1 per bushel is predicted before the advance stops. Perhaps it will not stop even at that figure. Car lots have been brought in from country points, and the last sold at 60c on track here. More were wanted than could be obtained. There is also a demand for potatoes at some western points at from 70c per bushel upward. Importations from the south are now being figured on, though this season is unfavorable, with the prospect of weather almost any day. Carrots and beets are also higher, and the prospect is for higher prices for all vegetables. Other prices are as follows: Carrots \$1; parsnips \$1 to \$1.25 per bushel, beets, 90c per bushel, turnips 60c per bushel, onions \$1.50 per bushel, cabbage 50c to \$1.25 per dozen as to quality, celery 25 to 40c per dozen, Hubbard squash, \$1.50 per dozen, pumpkins, \$1.50 to \$1.75 per dozen, citron, \$1.50 per dozen, sweet potatoes, 5c lb., or \$6.50 per barrel.

Brandon Markets.

Wheat—The deliveries for the past week were the heaviest of the season, there being marketed on last Saturday 17,000 bushels. Prices have fluctuated from 61 to 65 cents a bushel for best sample. Yesterday (Wednesday) the highest prices paid was 62 cents for best, while smutty sold as low as 55 cents.

Oats—Are very scarce and the few samples offering, readily bring 45 cents.

Barley—Is only being bought for feeding purposes and is selling at 40 cents.

Cattle—Are making 2½ cents live weight. Dressed beef is bringing from \$1.50 to \$5.50 per 100 lbs.

Sheep—In fair supply. Live are making 1 cent a pound, while nicely dressed carcasses sell at from 6 to 7 cents a pound.

Chickens—The dealers quote from 8 to 10 cents a pound. Ducks bring 12½ cents a pound and geese about the same. Turkeys from 12½ to 15 cents for good birds.

Potatoes—Are scarce, and good samples would have readily sold at from 70 to 75 cents a bushel. A car load of eastern were brought in this week by one of our merchants, who is finding ready sale for them. All other vegetables are scarce, and bring pretty big prices.

Butter—Is now bringing from 16 to 18 cents cash, and from 18 to 20 cents in trade. Good sweet rolls would command higher prices than these at private dwellings.

Hay—Is more plentiful than had been anticipated, and is now selling at from \$8 to \$10 a ton, according to quality.

The Great Northwestern Telegraph company's system is being extended considerably this season in Manitoba. A new line from Brandon to Carberry has just been completed and opened for business, and a force of men are engaged building a line along the Morris-Brandon branch of the Northern Pacific & Manitoba railway which will be ready for business about December 10th, and will have an office at every station of the railway company. The line between Minnedosa and Brandon has been rebuilt, and men are at work rebuilding the line from Winnipeg to Pembina. A new line has been built to Portage la Prairie along the Northern Pacific & Manitoba railway, and the old line via Stonewall has been torn down. A second wire will be shortly strung to the Portage. The company's connection with the Manitoba & Northwestern railway company's line is still maintained.

A. E. Munson, druggist, Shoal Lake, Manitoba, has added groceries to his business.

The Nanaimo, B. C., *Free Press* reports the unexpected departure from that place of Mr. B. Miller, of the Britannia Restaurant. Liabilities between \$700 and \$1,000.

NEW WESTMINSTER *Columbian*: Salmon only averaged 15 to 20 to a boat last night, and the salmon season of 1889 on the Fraser River may be considered at an end.

The council of Victoria, B. C., is negotiating for the establishment of a paper mill at that place.

CARBERRY *News*: Messrs. Blair & Murchison, merchants of Winnipeg, were in town on Wednesday. They were talking of starting a branch store here.

A NEW 60 horse power engine and boiler for the roller mills at Crystal City, Manitoba, has arrived from Toronto.

New Grain Tariff.

The Canadian Pacific railway company has made a traffic arrangement with the Grand Trunk, whereby the latter road will deliver Manitoba grain, etc., at all points on its line in Ontario, west of Brockville, at the same rates as has prevailed to C. P. R. points in the east. This will open up about 200 stations in Ontario which previously were beyond the reach of Manitoba shippers. In connection with the new traffic arrangement, a new special tariff on grain, flour, oatmeal, millstuffs, flaxseed, oil cake and potatoes in carloads from stations on the western division of the Canadian Pacific Railway to stations on the Grand Trunk railway in Ontario, all rail, has been issued. The rate for wheat flour, millstuff and potatoes is 46c per 100 pounds from all points on the main line from Winnipeg to Portage la Prairie; 47c from Burnside to Brandon; 48c from Kemnay to Virden; 49c from Hargrave to Moosomin; 50c from Red Jacket to Grenfell; 51c from Summerberry to Qu'Appelle; 52c from McLean to Moose Jaw; 53c from Swift Current; 54c from Maple Creek and Medicine Hat; and 55c from Gleichen and Calgary. On the Pembina branch the 46c rate holds as far as Thornhill; the 47c rate to Nings, and the 48c rate to Deloraine. On the Southwestern branch it is 46c from all stations to Carman and 47c from all points beyond. There is a uniform rate of 46c from all points on the Stonewall, Selkirk and Emerson branches. The rate for oats, barley and oatmeal is 3c less than wheat from some stations and 4c from other stations.

Grain destined to stations enumerated in this

tariff may be milled in transit at intermediate stations west of Port Arthur on the direct line of shipment.

The Insurance Question.

Another meeting in connection with the movement looking toward the extension of the amounts of fire insurance carried by retail dealers throughout this country, was held in Winnipeg on Wednesday last. The meeting was well attended by representatives of the leading wholesale houses. The object was to hear the report of the committee appointed at a previous meeting, to work out the details of the proposed plans of accomplishing the desired end. The report of the committee was adopted, to the effect that the proposed formation of a jobbers' association be left in abeyance for the present. It was decided that S. A. D. Bertrand, official assignee, be requested to organize what is to be known as the Manitoba and Northwest Insurance Bureau. In this undertaking he will be assisted by a committee of merchants. The plan is to make a personal canvass of the country, with the object of obtaining all possible information regarding insurance carried by dealers, etc., and at the same time impress upon dealers the necessity of taking the fullest advantages of the indemnity afforded against loss from fire, by insurance. Efforts will also be made to obtain from the board of underwriters a more uniform and lower rate of insurance for the provincial and territorial towns. The scheme is meeting with the hearty approval of the local wholesale trade, nearly all the houses having signified their willingness to assist

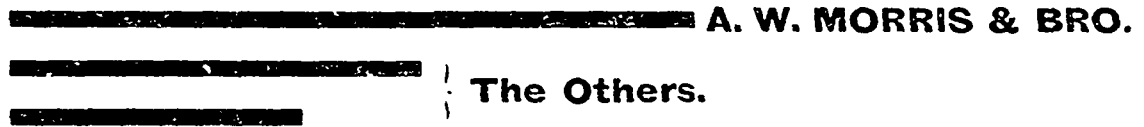
the movement. The leading eastern houses doing business in this country, so far as heard from, have also promised to co-operate, and it is hoped that all the houses doing business here will join in the movement. The membership fee, which will entitle members to all the information possessed by the proposed insurance bureau, has been placed at \$50. Under this plan insurance will become to a certain extent a basis of credit for retailers. The retail dealer who avails himself of the advantages offered by insurance to a reasonable extent, will be looked upon as far better credit than the dealer who refuses to insure to a sufficient extent. This is perfectly legitimate, for it has been demonstrated over and over again, that there is no security in selling to a dealer who does not insure to the fullest extent. A wise wholesale dealer will not carry stock in his own warehouse without having it fully insured, and why should he be asked to carry stock in a country store, where the dangers from fire as a rule are greater, without insurance? The wholesale dealer who sells on credit, takes all or a large portion of the risk of destruction of the goods from fire, for it has been proved time and again, that losses from fire in country stores in this country usually fall upon the creditors of the party burned out.

Those moving in the matter of forming the proposed insurance bureau, are fortunate in their selection of the gentleman who has been chosen to superintend the plan. Mr. Bertrand possesses to the fullest extent the confidence of all the business men here, among whom he has been so generally known since the early days of wholesale trade in Winnipeg. He will probably visit eastern cities shortly, in the interest of the proposed insurance bureau, where he will doubtless meet with a cordial reception from the wholesale trade.

A. W. MORRIS & BRO. MONTREAL.

BAGS
THE BEST EQUIPPED BAG WORKS IN CANADA

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JUTE BAGS

Brown, Bleached, Half Bleached, Striped, Fine Hessian, Double Warps, Chain or Overhead Sewing Selvage Top or Hemmed.

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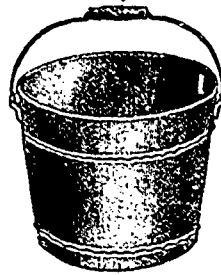
THE E. B. EDDY M'F'G CO.

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TEES & PERSSE, Winnipeg,

Agents for Manitoba and the Northwest

Chicago Board of Trade Prices.

Wheat opened on Monday, October 28, at about Saturday's closing prices, December starting at 80½c, and May at 84c. The range of prices was narrow. In spring wheat there was an easier feeling and a decline of ½c in the nominal value of No. 2 to go to store, the closing prices for ordinary No. 2 being 75½c. No. 2 hard in special locations sold from 79½c to 79c for fair to good samples and 80½c for choice. No. 3 sold at 64½c and No. 4 at 53c. Spring wheat by sample was in moderate request for good to choice wheat, but prices were easier. On track and switched lots ranged as follows: No. 3 at 63 to 65c for fair, 66 to 70c for good, 71 to 73c for choice, 74 to 76c for choice hard. No. 4 at 50 to 53c for fair, 54 to 57c for good, 58 to 61c for choice. No. 3 white at 63 to 64c. No grade at 46c. Closing prices for futures were:—

| | Oct. | Nov. | Dec. | May. |
|------------|-------|-------|------|------|
| Wheat | 78½ | — | 80 | 83½ |
| Corn | 31½ | 31½ | 31½ | 33½ |
| Oats | 18½ | 18½ | — | 21½ |
| Pork | 11.70 | 9.65 | — | — |
| Lard | 6.00 | 6.02½ | 5.00 | — |
| Short Ribs | 5.15 | 4.90 | — | — |

On Tuesday prices opened steady, but again had a lower tendency, selling down ½c to the close for cash and December, and ¾c lower for May. Closing prices for futures were:—

| | Oct. | Nov. | Dec. | May. |
|------------|-------|-------|-------|------|
| Wheat | 78 | 79½ | — | 85½ |
| Corn | 31½ | 31½ | 31½ | 31½ |
| Oats | 18½ | 18½ | 18½ | 21½ |
| Pork | 11.00 | 9.15 | — | — |
| Lard | 6.05 | 6.05 | 5.92½ | — |
| Short Ribs | 5.20 | 4.92½ | — | — |

On Wednesday wheat had a higher range and closed firmer. December ranged from 79½ to 80c, and May from 83½ to 84c. There was nothing to improve prices, except the falling off in receipts at Minneapolis and Duluth. In spring wheat the nominal value was from 77½c early to 78½c near the close. A few cars of No. 2 hard sold at 79½c, and No. 3 sold to a small extent at 65c to go to store. Spring wheat by sample was in light request to-day, but values were firmly held for choice lots. Poor wheat was rather dull. Free on board and switched lots ranged as follows: No. 3 at 63 to 64c for fair, 65 to 69c for good, 70 to 73c for choice, 75 to 76c for choice hard. No. 4 at 40c for very poor, 50 to 55c for fair to good, 57 to 60c for choice. No. 3 white at 64 to 66c. Lake freights were higher, 3½c being paid on wheat to Buffalo. There was a heavy break in October option in

provisions, October pork breaking over \$1 per barrel. Closing prices for futures were:—

| | Oct. | Nov. | Dec. | May. |
|------------|------|------|------|------|
| Wheat | 78½ | — | 79½ | 83½ |
| Corn | 32½ | 32½ | 31½ | 33½ |
| Oats | 18½ | 19 | 19½ | 22½ |
| Pork | 9.00 | 9.80 | — | — |
| Lard | 6.15 | 6.00 | 5.90 | — |
| Short Ribs | 5.05 | 4.90 | — | — |

Trading was quiet and of an uninteresting nature on Thursday. No. 2 spring wheat was worth 78½ to 79c, and No. 3 spring 64 to 65c; No. 2 red wheat 78½ to 79c. Closing prices for futures were:—

| | Oct. | Nov. | Dec. | May. |
|------------|-------|-------|------|------|
| Wheat | — | 79½ | 80½ | 83½ |
| Corn | — | 32½ | 32 | 33½ |
| Oats | — | — | — | — |
| Pork | 9.62½ | 9.47½ | — | — |
| Lard | 6.85 | 5.95 | 5.85 | — |
| Short Ribs | — | — | — | — |

Closing quotations on Friday were:—

| | Nov. | Dec. | Jan. | May. |
|------------|-------|-------|-------|------|
| Wheat | 79 | 81½ | — | 83½ |
| Corn | 32½ | 31½ | — | 33½ |
| Oats | 18½ | 18½ | — | 21½ |
| Pork | 9.40 | — | 9.25 | — |
| Lard | 5.95 | 5.92½ | 5.87½ | — |
| Short Ribs | 4.92½ | — | 4.72½ | — |

Minneapolis Markets.

Following were the closing quotations for wheat at Minneapolis on October 31:—

| | Oct. | Dec. | May. | On track |
|----------------|------|------|------|----------|
| No 1 hard | 77 | 78 | 83½ | 77½ |
| No. 1 northern | 74½ | 75½ | 81 | 75½-6 |
| No 2 " | 70 | 71 | 76½ | 70-3 |

These quotations are about ½c under prices of a week ago.

Of the flour market the Minneapolis *Market Record*, of Thursday last, says: The market was quiet with a fair inquiry reported and a moderate business transacted for the day. All local millers appear to be well supplied with accepted orders and were running well up to capacity. With a probability of lower ocean freights and a lighter wheat movement flour makers begin to look for a possible improvement in prices as well as activity later in the season.

| | |
|----------------------------------|------------------|
| Patents, sacks to local dealers. | \$4 97 to \$5 00 |
| " to ship, sacks, car lots. | 4 40 to 4 60 |
| In barrels. | 4 60 to 4 80 |
| Delivered at New England points | 5 30 to 5 40 |
| New York points. | 5 20 to 5 30 |
| Bakers here. | 3 25 to 3 60 |
| Superfine | 1 70 to 2 25 |
| Red dog, sacks | 1 10 to 1 25 |
| Red dog, barrels. | 1 35 to 1 50 |

BRAN AND SHORTS.—The market for both was firmer at the same range with more of the sales near the higher quotations; bran \$6 to \$6.25 for fine, \$6.25 to \$6.50 for coarse; shorts \$6.75 to \$7.50 for fine and coarse.

OATS.—Prices were firm at 19 to 21 for ordinary white and mixed. Very choice white held at 21½ to 22c, and some poor rejected would bring only 17 to 18c.

Duluth Wheat Market.

No. 1 hard wheat closed as follows at Duluth on Friday last: November, 78½c; December, 80c; May 86c.

The Travelling Med.

C. H. Fildes, representing Greene & Sons Co., wholesale hats, caps and fur goods, Montreal, was at the Leland last week. This well known house now has two representatives in the west.

About twenty commercial men says the Medicine Hat Times, did business in town this week.

THE new hospital which is being built at Medicine Hat is almost completed. It is a three storey stone structure, standing on the banks of the South Saskatchewan, costing \$12,000. This institution owes its existence largely to the efforts of Supt. Niblock, of the Canadian Pacific railway, who commenced at the beginning of this year to carry out the project. It has been built entirely by voluntary contributions and the whole amount has been raised with the exception of about \$700, and Mr. Niblock is still receiving subscriptions. The donations have come from all sources, some local and a large number from a distance. Among the largest contributions are the Canadian Pacific railway management and Sir John Lester Kaye, each of whose donations was \$500. Supt. Niblock says he expects to have it completed, fitted up and opened before the end of the year. The hospital will be under the management of a board, and the services of one of the best nurses in the country will be secured to superintend. Dr. Oliver will be the physician in charge.

Brandon Times: Our merchants are doing a great amount of trade. Several of the large establishments have been obliged to add to their staff to keep their customers supplied.



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Manufacturers of

Fine Cigars,
MONTREAL.

Our Brands: { Reliance Terrior,
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Are unsurpassed by any in the Dominion
Ask your Wholesale Merchant
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We will Pay the Highest
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Butter, Cheese and Eggs,
HOGS,

LIVE OR DRESSED.

Write for Prices.

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NORRIS & CARRUTHERS,

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TORONTO and MONTREAL

Open to buy Wheat f.o.b. Cars at any
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on Sample or Inspector's Certificate

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PORK PACKERS,

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WHOLESALE PROVISIONS.

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HAVE NOW IN STOCK FINEST QUALITY

**Pickled Eggs,
Dairy Butter,
American Onions.**

Also full Stock of Hams, Bacon, Lard,
Cheese, etc. Close prices.

Consignments of Farm Produce Solicited. Cash paid
for Dressed Hogs.

Wholesale Provisions,
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MCLAUGHLIN & MOORE

Royal Dominion Mills.

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Milling No. 1 Hard Mani-
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PORK PACKERS

Sugar-Cured Hams, Breakfast Bacon, Spiced
Roll, Pure Pork Sausage, Long Clear
Bacon, Bologna Sausage.
Pigs Feet, Bologna and Sausage Casings.
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Oats for Sale delivered at any Point in Manitoba
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Mess Pork, Bacon, Hams, Lard, Butter,
Dried Fruits, Cheese, Eggs, Potatoes,
Hops, Grain, Baled Hay

And all kinds of Produce, Fish, Game and
Poultry Handled in Season.

Advances made on Consignments. Consignments of all
Kinds of Produce Solicited.

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-OF-

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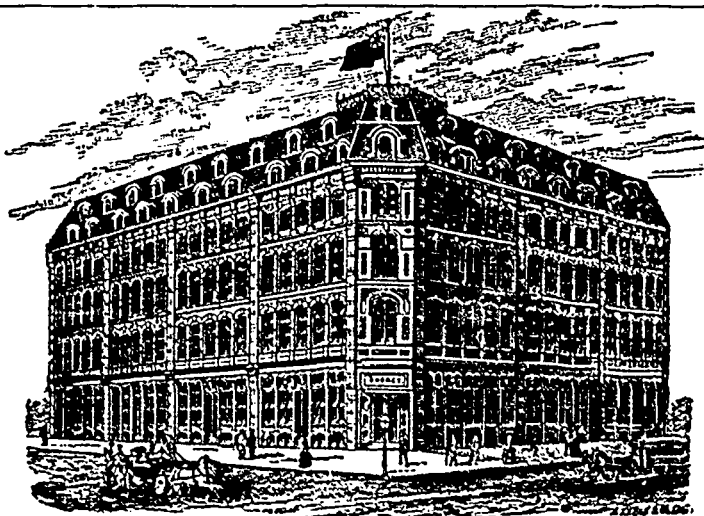
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British Columbia.

Golden is excited over a coal discovery, said to be good anthracite.

W. A. Cunyow & Bro. have started an employment bureau at Vancouver.

A new opera house, erected at a cost of about \$40,000, has been opened at Nanaimo.

F. G. Walker, barrister, has bought out Judge Bole's legal practice at New Westminster.

Finlay McLennan, of the Cabinet hotel, Vancouver, has leased his interest in the hotel to John and Angus McLennan.

H. Burmeister, butcher, Nanaimo, has assigned to E. Quennell, for the benefit of his creditors. Liabilities are placed at \$700; assets in the form of book debts.

We are in a position to state, says the Vancouver *World*, that the erection of the Grand Opera House on the corner of Robson and Grandville streets, is to be proceeded with at once.

The British bark Teber and the German bark J. H. Husted, both loaded with salmon, have sailed from Victoria for Britain. The former carries 31,000 cases of salmon, and the latter 36,684 cases.

The Vancouver Foundry Company has received a car-load of new machinery from Bertram, & Sons, of Dundas, Ontario. The machinery will be put in use at once in connection with the works.

Capt. Insley has built a new steamer at Vancouver, to be called the Delaware, to ply on the Fraser river. Capt. S. F. Mackenzie has also a steamer about completed at Vancouver, for the river and coast trade.

A party named Knight, from Winnipeg, has established a pork packing establishment at Enderly. This district, which now has the only roller flour mill in the province, bids fair to become a leading agricultural section.

R. P. Rithet is arranging for the extension of wharfage facilities in the outer harbor at Victoria, in the expectation of the calling of the new line of China steamers at Victoria. The proposed improvements will furnish about 25,000 feet of wharfage.

A number of Westminster and Vancouver gentlemen have taken the preliminary steps to form a joint stock company for the purpose of entering into the fruit growing and dairying business on an extensive scale at Nicomen, where about 1,100 acres of land has been secured.

The Vancouver *World* says: Holland & Co., brokers and commission agents, have been appointed agents for the Northern Pacific Railway Company in this city. The Northern Pacific it appears has resolved upon an aggressive policy on this coast, and Vancouver's traders and shippers are likely to be benefitted by the new move just completed.

Nanaimo has a successfully conducted co-operative store. During the quarter ending September 30th, goods sold amounted to \$30,043, realizing a profit of \$3,925, which the committee propose to divide as follows: Dividend of 12 cents on the dollar to members; depreciation

of fixtures, \$231.52; building stock, \$200; reserve fund, \$200. Fifty-eight members have been added during the quarter, fourteen withdrawn, leaving 586 members on the books of the society.

At the last meeting of the Vancouver board of trade the report of the committee on the dredging of False Creek and the north arm of the Fraser river, and the appointment of a Harbor Trust, which had been presented to the council of the board of trade, was read and discussed. Reference was also made to daily mail communication with Nanaimo, and improved service between Vancouver and New Westminster, but in all these matters it was decided to defer definite action for more mature consideration.

The *Columbian* says: "W. H. Vianen has shipped 1,000 gallons of cranberries from Westminster to Victoria. The cranberry crop, though large this year, is not reaching the market in the usual quantities. The reason for this is that the Indians made such excellent wages during the salmon run that they are not disposed to wander about a cold and wet marsh to pick berries while their larder is well supplied with bacon and flour." There should be a profitable opening in the cultivation of cranberries for some enterprising individual, so that dependence need not be placed on the Indians for a supply of the wild berries.

Vancouver *World*: Never in the history of Vancouver was real estate so active as it is at present. The demand for business, residential and acre property is brisk; owners are reasonable in their demands, and sales, therefore, are a matter of momentarily occurrence. The demand for east end property continues to be unabated, notwithstanding the vast quantity that has lately changed hands in that section of the city. Within the last few days, Rand Brothers sold to one party, representing an eastern syndicate, properties aggregating the sum of \$185,000. The property was principally in the west end, the Brighthouse estate being the principal locality in which the investors planted their dust. Other dealers report sales aggregating a considerable sum. In every instance the prices realized are fully 25 per cent. higher in advance of last spring's quotations. There is not the slightest excitement or a boom; it is a gradual sliding up of values, which has been maintained all along the line since Vancouver came into existence.

Lumber Cuttings.

About \$20,000 worth of machinery has been purchased to be used in refitting the Hastings saw mill at Vancouver, British Columbia.

The British barque George has been engaged to load lumber at the Hastings mill, Vancouver, B.C., for London, England, at 72s 6d per thousand feet.

The tug S. L. Mustick, said to be the second most powerful on Puget Sound, has been purchased by the McLaren-Ross Sawmill Company, of New Westminster, B.C.

Vast quantities of timber are said to be destroyed every year on Vancouver Island and the mainland of British Columbia by forest

fires. The Indians are blamed for many of the fires.

Three separate engines—one of thirty, one of fifteen, and one of seven horse power—have been shipped to the McLaren Ross lumber mills of New Westminster, B.C., by C. Leonard & Co., of London, Ont.

Westminster *Truth*: Strickland & Co. have shipped to the Brunette saw mills here an oscillating hoisting engine and boiler for driving the piles for the new mill; also a 24x36 Hamilton engine to W. P. Sayward, of Victoria, for his new mill on the Gorge at that city.

The Vancouver *World* says: It is understood that arrangements have been made for the erection of a large saw mill on Burrard Inlet, similar in size and capacity to that of the McLaren-Ross mill now building at Westminster. The company, which is practically composed of the shareholders in the Westminster concern, and to be known as the North Pacific Lumber Company, has purchased 100 acres of Senator Reid's property, just east of Hastings, as a mill site. Operations on a large scale will commence shortly, and be prosecuted with vigor.

Fur Trade Notes.

Musk rats are very numerous this fall, says the *Minnedosa Tribune*. They are building their houses on the edges of the ponds, well up out of the water. This is looked upon as an indication that wet seasons are at hand.

The Montreal *Trade Bulletin* says: Cable advices from Leipzig state that an unfavorable turn in the market for American furs has occurred there, although it is not expected that it will be felt here immediately. It is as well, however, to be prepared for a lowering of prices later on in Canadian furs. The principal articles to suffer will likely be muskrat and racoon, prices of which will probably be reduced before the close of the year. Meanwhile we have little to report in local business. We quote prices as follows:—Beaver, per lb., \$1 to \$1.50; bear, per skin, \$12, \$15 to \$18; bear cub, per skin, \$5, \$7 to \$8; fisher, \$5; fox, red, \$1 to \$1.50; fox, cross, \$2.50; lynx, \$4 to \$5; marten, \$1 to \$1.25; mink, \$1.25 to \$1.50; muskrat, fall 10c, winter 15c; otter, \$10 to \$12; racoon, 50c to 75c; skunk, 25c, 50c, 75c and \$1.

Jumping deer are reported to be plentiful in their favorite haunts in the wooded valleys along some of our Manitoba streams.

DAWSON, BOLE & Co., wholesale and retail drugs, etc., of Regina, Assa., have sold their retail drug business at Regina to Robert Martin, and will confine their attention to the wholesale trade. Martin will occupy the present premises, and Dawson, Bole & Co. have leased the Bonneau building on Broad street, where they will carry on the wholesale business as temporary quarters. In the spring they contemplate the erection of a large brick warehouse. The firm of Dawson, Bole & Co. has been one of the most successful in the Territories, and they are not likely to lose anything by their new move.

Toronto Hardware Trade.

The recent advances in England are now making themselves perceptibly felt in the Canadian market. It was some little time before the trade was awakened to the fact that a change had taken place in the general industries in this particular line in the European markets. However, when orders reached the other side with limits which it was impossible for their agents to place their orders at, they considered it essential to put such prices upon their goods as would meet, to some extent, the existing ruling figures in the English market, and the general opinion is that a number of orders have been booked in Canada by merchants for the manufacturers at prices that will result in a loss, and upon excellent authority it may be stated that there are very few merchants who have contracts made at the old prices, and will be compelled at no distant date to supply their wants at the advances. This fact has had a very perceptible effect upon the market here, and there are not any anxious sellers for heavy merchandise; in fact, there is a general feeling of independence, and the result is that what stock is moving is at comparatively higher prices.

It is a fact that some merchants here and more in Montreal have been selling heavy goods at a price calculated on old figures, but they refuse to do this longer. In this respect they are feeling very firm, and rather than sell stocks on hand without a margin they will hold them, in anticipation of the higher prices which they think are certain in the future. Merchants here have been unable to purchase their goods on the other side at old prices as manufacturers there have all along refused to book orders for future delivery except at substantial advances. Manufacturers and consumers here, on their part, show no unwillingness to pay the advances asked. They appear to realize that the higher figures are here to stay, and are in fact rather anxious to book now, hoping thereby to escape paying more in the future.

Recent cable reports put iron pipe at 67 1/2 per cent. discount, making the cost laid down here about 50 per cent., but there are still sellers at 55 per cent. Pig iron has been advancing for some weeks and has now reached a price in Glasgow that is higher than the ruling figures in Canada, calculating the cost of transportation and duty. Bar iron is practically shut out; bars and sheet must be higher when no importations arrive and stocks are limited. For common iron there is nothing on the market under \$2.40. Deliveries are more difficult than ever, particularly for bar iron, horse shoes and cut nails. The Nova Scotia iron works are sharing in the general activity. They are working full capacity, are full of orders, and for staple sizes refuse to book for future delivery before the middle of January. Nova Scotia bar is quoted here at \$2.75. Galvanized sheets are in active request and there is nothing on the market under 5 1/2c in case lots.

Antimony—Cookson's, per lb. 18 to 20c; other makes, per lb. 17 to 17 1/2c.

Tin—Lamb & Flag, 56 and 28 lb. ingots, per lb., 24 to 25c; straits, 100 lb ingot, 24 to 25c.

Copper—Ingot. 13 to 15c; sheet, 16 to 18c.

Lead—Bar, 5 to 5 1/2c; pig, 4 to 4 1/2c; sheet, per roll, \$4.75 to \$5.25; shot, 5 1/2 to 5 3/4c.

Zinc—Sheet, 6 to 6 1/2c; block, 5 1/2c; solder, hf and hf, 20 to 22c.

Brass—Sheet, 21 to 20c.

Iron—Pig, Carabrac, \$28.00; Nova Scotia, No. 1, \$24.50; Nova Scotia, bar, \$2.75; bar, ordinary, \$2.40 to \$2.45; Swedes, 1 in. or over, \$4.25 to \$4.50; Lowmoor, 5 1/2 to 6c; hoops, coopers, \$2.85; do. band, \$2.55; tank plates, \$2.25 to \$2.50; boiler rivets, best, \$4.50 to \$5; sheet, 10 to 18 gauge, \$3; 22 to 24 do. \$3.25; 24 to 26 do. \$3.25; Russia sheet, per lb. 10 to 11c.

Galvanized iron—Best, No. 22, 5 1/2; do. No. 24, 6c; do. No. 26, 5 to 5 1/2c; No. 28, 6 1/2c.

Iron wire—Nos. 1 to 8, per 100 lb. \$2.60; No. 9 do., \$2.65 to \$2.70; No. 12 do., \$2.95; galv. iron wire, No. 6, \$3.25; barbed wire, galv., 6c; do. painted, 4 to 5c; coil chain, 3 in. 4 1/2 to 4 3/4c; iron pipe, off list, 55 p.c.; do. galv. off list, 30 p.c.; boiler tubes, 2 in., 10c; do. 3 in., 15 to 16c.

Steel—Cast, 13 to 14c; boiler plate, 1/4 in., \$3; 5-16 do., \$2.90; 3/4 do., \$2.85; sleigh shoe, \$2.50.

Cut nails—10 to 20 dy. pkg 100 lbs. \$2.80 8 dy and 9 dy, \$3.05; 6 dy and 7 dy, \$3.30; 4 dy and 5 dy, A.P., \$3.60; 3 dy, C.P., \$3.80; 2 dy, A.P., \$4.20.

Horse nails—Pointed and finished, 60 per cent. off list.

Horse shoes—Per keg, \$3.75.

Canada plates—Penn's, \$3; do. Horton's, \$2.85 to \$2.90; do. Blaine's, \$2.85 to \$2.90; do. Dover's, \$2.85 to \$2.90.

Tin plate—IC coke, \$4 to \$4.10; IC charcoal, \$4.50 to \$6; IX charcoal, \$5.50 to \$7.25; IXX charcoal, \$6.50 to \$8.50; DC charcoal, \$4.00 to \$4.15.

Window glass—25 and under, \$1.50 to \$1.75; 26 x 40, \$1.60 to \$1.85; 41 x 50, \$3.60 to \$3.70; 51 x 60; \$4 to \$4.10.

Gunpowder—Can blasting, per keg, \$3.25 to \$3.50; can sporting FF, \$5; can sporting FFF, \$5.25; can rifle, \$5.25.

Rope—Manilla, 15c; Sisal, 13c.

Axes—Keen Cutter and Peerless, \$7.50 to \$8; Black Prince, \$7.50 to \$8; Bushranger, \$7 to \$7.25; Woodpecker, \$7 to \$7.25; Woodman's Friend, \$7 to \$7.25; Gladstone and Pioneer, \$11 to \$11.25.—*Empire*.

Southern Manitoba Coal.

The proprietors of the nearest coal mine to Deloraine contemplate building a spur line from that town to the mine—a distance of 15 miles, and during the latter part of last week petitions were signed in all the towns between Deloraine and Morden, praying the Dominion Government to grant the proprietors a bonus to help them build the road. That there is an urgent want for cheap coal in Southern Manitoba nobody will deny, as the price of both hard and soft coal is 30 per cent. more than in Winnipeg, and we earnestly hope the much-needed line will soon be in operation. Surely the Dominion Government cannot refuse the usual encouragement to this small line, seeing that it has already bonused the Galt road. The petitions have been sent to Ottawa, and very soon we hope to hear of the ultimate success of the scheme.—*Morden Monitor*.

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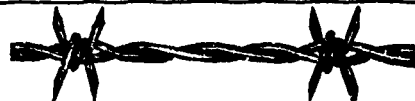
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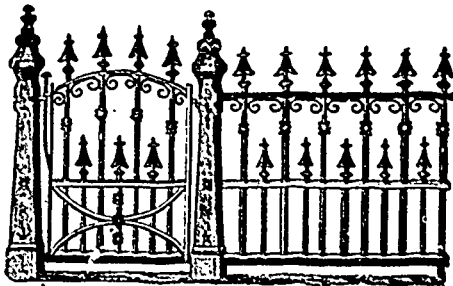
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GENERAL STATIONERS.

AGENTS

Canada Paper Company,

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

Alex. Pirie & Sons,

Manufacturers Fine Stationery, Aberdeen, Scotland.

M. Staunton & Co.,

Manufacturers Wall Papers, Toronto.

GERRIE BLOCK, PRINCESS STREET,

WINNIPEG.

McALPINE TOBACCO CO.

TRY OUR

'Beaver Bar.'

—A CHALLENGE TO—

NORTH AMERICA

—IT IS THE—

BEST CHEWING TOBACCO

MADE ANYWHERE.

Manufactured from Pure White Burley Leaf.

WORKS: NEW YORK CITY, AND

ESPLANADE, TORONTO

Grain and Milling Matters.

Eastern grain men complain of a great scarcity of cars on the Grand Trunk. Manitoba wheat taken east by boat from Port Arthur is said to be lying at lake ports, for want of cars.

An engine and boiler with complete outfit of grist mill machinery has been shipped for the new mill at St. Albert, Southern Alberta, in course of erection by Hutton & Maloney.

Preston & McKay's new roller flour mill at Boisvovain, Manitoba, has been erected at a cost of \$20,000.

The new roller mill being built at Birtle, Manitoba, by the Arrow Milling Company, will be ready for work in a week or two. It will be one of the best mills in Manitoba. The company has commenced the purchase of wheat.

J. B. Laws states that the forecast of the British wheat crop must be considerably discounted. The area for 1889 is 2,540,720 acres, or over 180,000 acres less than in 1888. He puts the crop at a little over 8,000,000 quarters, and the amount required for consumption at 27,000,000 quarters.

The receipts of Manitoba wheat at the Canadian Pacific Railway Lake Superior elevators during the week ended October 26 were 267,324 bushels, the shipments 71,695 bushels and the quantity in store on the date named 608,932 bushels.

A new company has been formed at Regina, composed of J. D. Sibbald & Co. and H. W. Hansell, for the purpose of operating the Regina roller mill and elevator. The company will be known as the Northwest Milling and Elevator Company. Operations will be commenced at the mill at once, and grain is now being purchased. The putting in operation of this mill will have the effect of improving the Regina grain market this season.

The Manitoba Government has issued another crop report, compiled from returns received up to October first. The report shows a considerable scaling down of average yields, as compared with the August report, wheat being placed at 2.4 bushels less per acre. From these last returns the department estimates the grain yield for the province as follows: Wheat, 623,245 acres under cultivation; total yield, 7,201,519 bushels; average yield, 12.4 bushels per acre. Oats, 218,744 acres; aggregate yield, 3,415,104 bushels; average yield per acre, 16.8 bushels. Barley, 80,238 acres; total yield, 1,051,551; average yield, 13.6 bushels. Potatoes, 11,941 acres; 1,393,385 bushels; average yield, 119 bushels.

Correspondents of provincial and city papers continue to talk of a combination among grain buyers in Manitoba. All this is very silly, as it has been shown over and over again that the price of wheat in Manitoba has ruled at considerably above an export basis for over a year back. If a cent or two more per bushel is being paid for wheat at one point, as compared with another place, forthwith there is a cry that the grain men at the town where the lower price is paid, have formed a combination. Sometimes a little more can be paid at one

market than another, owing to the better average quality of the wheat taken at one place, as compared with the other. Again, sometimes grain buyers at a certain market get running each other and pay prices above average values for a short time. But because this happens, it is no reason why buyers in the neighboring markets should resort to the same unbusiness-like practice of paying a good deal more for wheat than they can sell it for. When prices are a trifle higher at one point than another, some such reason as this can usually be found for it. These constant cries of combines are very absurd in the present state of the wheat markets, for if any real combine existed, buyers would not likely be paying in excess of export values for wheat.

Following are the returns from the Winnipeg grain inspector's office for the week ending October 26:

| | |
|---------------------|---------|
| Extra Manitoba hard | 3 cars |
| No. 1 hard | 40 cars |
| No. 2 hard | 24 cars |
| No. 1 Northern | 2 cars |
| No. 2 Northern | 10 cars |
| No. 3 Northern | 5 cars |
| No. 1 rejected | 8 cars |
| Rejected | 9 cars |
| No. 1 White Fyfe | 1 car |

Total 102 cars

F. and E. Pearson have taken possession of Jermyn's flour mill at Minnedosa. It is understood the consideration paid for the mill was \$16,000.

The Morden *Monitor* has another long article on the price of wheat. THE COMMERCIAL simply stated facts in the article concerning the price of wheat, and there is no room for controversy on the point. This paper is not published in the interests of grain dealers, and indeed gets very little support from the grain trade. The merchants of Morden have every right to build a grain elevator if they think proper. On business principles this journal has always advocated the plan that merchants stick as closely as possible to their legitimate business. We do not blame the Morden people for "kicking vigorously" if as the *Monitor* claims the price paid for wheat there is so much lower than other markets. The prices taken by THE COMMERCIAL were those furnished by the Canadian Pacific Railway telegraph. According to the prices furnished to-day (Nov. 1), Morden does not appear to be below the average, sixteen other Manitoba markets being quoted as low or lower than Morden. At Brandon, on Thursday, wheat ranged from 55 to 60c, as to quality. It is folly to talk about the farmers being taken advantage of, when the average price of wheat in Manitoba is actually above a parity with prices in eastern and export markets. The trouble at Morden seems to be that higher prices are being paid at a small market west of that place. Well, if the buyers at Thornhill wish to pay a good deal more than wheat is worth, the Morden buyers would be very foolish to follow the example thus set. At the same time, the Morden people are fully justified in doing everything in their power to obtain as high prices as they can for the farmers in their district.

Dairy Matters.

The Provincial Government of Quebec will subsidize local butter factories. The Manitoba Government might follow this example and do something to encourage the industry in this province, to advantage, though it is questionable if a promiscuous subsidy system is the best way of assisting the industry.

During the week ended October 26, at Brockville, Ont., eight factories contracted for September and October, five at 10½c and three at 10¼c.

Editor's Table.

THE COMMERCIAL is pleased to note the prosperity which appears to be enjoyed by its esteemed contemporary the *Brandon Times*. The *Times* came to hand last week greatly enlarged in size, and with further improvements prominent in the future.

The last issue of the *Dominion Illustrated* contains an engraving of the dry dock at Esquimalt, B. C.; also a cut of the fine new building of the New York Life Insurance Company, at Montreal, one of the finest structures of its kind in Canada. It portrays the number is rich—those of Governor Bulkeley and Col. Cone being memorials of the late visit to Montreal of the Connecticut Regiment; those of the late Hon. Sir Sidney Smith, Father Tabaret and Judge Olivier being associated with our political, educational and judicial systems. Published by the Dominion Illustrated Publishing Company. Subscription, \$4.

A sample copy of the *Insurance and Commercial Magazine*, published at 23 Park Row, New York, has been received. This publication is in magazine form, over 100 pages in size, and a gem in typographical neatness; also handsomely illustrated. A useful journal for insurance men.

A copy of the *Victorian*, the new weekly journal published at Victoria, B. C., has reached the table. The columns of the *Victorian* are mainly taken up with editorial comment and discussion, well written and interesting in style.

Prices in British Columbia.

The New Westminster *Columbian* reports the following wholesale prices current at that place:—

| | |
|----------------------------------|-----------------|
| Beef, per 100 pounds live weight | \$ 4 00 to 4 50 |
| Pork, " " | 7 00 to 7 50 |
| Mutton " " | 8 00 to 9 00 |
| Potatoes " " | 75 to 1 00 |
| Cabbage " " | 50 to 1 00 |
| Onions " " | 1 00 to 1 50 |
| Wheat " " | 1 50 to 0 00 |
| Oats " " | 1 00 to 1 25 |
| Peas " " | 1 25 to 1 50 |
| Hay, per ton | 10 00 to 14 00 |
| Butter (rolls) per lb | 25 to 30 |
| Cheese, " " | 14 to 15 |
| Eggs, per dozen | 35 to 40 |
| Cord wood, per cord | 3 50 to 4 00 |
| Apples, per box | 80 to 1 00 |
| Hides, green, per 100 pounds | 4 00 to 6 00 |
| " dry " " | 5 00 to 9 00 |
| Wool, per pound | 6 to 11 |

SIR A. T. GALT will go to England shortly to endeavor to finance his railway schemes in Alberta and Montana.

Canadian Excursions!

FOR SEVERAL YEARS PAST

—THR—
**ST. PAUL,
MINNEAPOLIS**
—AND—
MANITOBA
RAILWAY

Has given a favorable opportunity to visit the Eastern Provinces of Canada through a series of Low Rate Excursions.

The following announcement is made for the present season: From Stations on its lines North of and including Winnipeg, Grand Forks and Crookston and West to Minot, tickets will be sold at Excursion Rates on the following days:

Nov. 11, 18 and 25; Dec. 2, 9, 16, 17, 18, 19, 20, 21, 22 and 23, 1899; Jan. 6, 7, and 8, 1899

Stop-over privileges and ninety days time will be granted on these tickets with 15 additional days time on payment of 85, or 30 days on payment of \$10 extra. Tickets will be issued to points in Ontario and Quebec west of and including Montreal.

A choice of routes will be given through the principal cities of the continent. The "Manitoba" train service is unexcelled, and with Palace Dining and Sleeping Cars and Free Tourist Sleeping Cars the journey back to the scenes of early days will be made over this favorite line with comfort and luxury. Call upon or address any agent of the Manitoba Railway for full particulars regarding rates, baggage, sleeping berths, etc., or write

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

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 FARES.

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 6.20 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

MINNEAPOLIS & ST. LOUIS RAILWAY
—AND THE FAMOUS—

Albert Lea Route

Two through trains daily from St. Paul and Minneapolis to Chicago without change, connecting with the fast trains of all lines for the East and Southeast.

The direct and only line running through cars between Minneapolis and Des Moines, Iowa, via Albert Lea and Fort Dodge.

Short line to Watertown, Dak. Solid through trains between Minneapolis and St. Louis and the Principal Cities of the Mississippi Valley connecting in Union Depot for all points South and Southwest.

Many hours saved and the only line running two trains daily to Kansas City, Leavenworth and Atchison, making connections with the Union Pacific and Atchison Topocka & Santa Fe Railways

Close connections made in Union Depot with all trains of the St. Paul, Minneapolis & Manitoba; Northern Pacific; St. Paul & Duluth; Minneapolis, St. Paul & Sault Ste. Marie Railways, from and to all points North and Northwest.

Remember! The trains of the Minneapolis and St. Louis Railway are composed of comfortable day coaches, magnificent Pullman Sleeping cars, Horton reclining chair cars, and Palace Dining Cars.

150 lbs of baggage checked free. Fare always as low as the lowest. For time tables, through tickets, etc., call upon the nearest ticket agent, or write to

S. F. BOYD,
Gen. Ticket and Pass. Agent, MINNEAPOLIS Minn

Northern Pacific & Manitoba Ry.

Time Table taking effect Sept. 1, 1899.

| Freight No. 55. Daily except Sunday. | Express No. 51. Daily. | Central or Meridian Standard Time. | STATIONS | Miles | Express No. 54. Daily. | Freight No. 60. Daily. Ea. S.m. |
|--------------------------------------|------------------------|------------------------------------|-----------|------------|------------------------|---------------------------------|
| 12 15 p.m. | 1.40 p.m. | Winnipeg | 0 | 9:25 a.m. | 4:15 | |
| 11.57 a.m. | 1.32 p.m. | Portage Junction | 3 | 9:35 a.m. | 4:31 | |
| 11.30 a.m. | 1.20 p.m. | St. Norbert | 9 | 9:48 a.m. | 4:54 | |
| 11 00 a.m. | 1.07 p.m. | Cartier | 15 | 10:00 a.m. | 6:18 | |
| 10 17 a.m. | 12.47 p.m. | St Agathe | 23 | 10 17 a.m. | 5.51 | |
| 9 35 a.m. | 12.30 p.m. | Silver Plains | 32 | 10:37 a.m. | 6:27 | |
| 9 00 a.m. | 12.10 p.m. | Morris | 40 | 10:56 a.m. | 6:50 | |
| 8 24 a.m. | 11.55 a.m. | St. Jean | 47 | 11:09 a.m. | 7:27 | |
| 7 55 a.m. | 11.33 a.m. | Letellier | 56 | 11:33 a.m. | 8:00 | |
| 7 15 a.m. | 11.05 a.m. | West Lynno | 65 | 12:01 p.m. | 8.35 | |
| 7 00 a.m. | 11.00 a.m. | Pembina | 68 | 12 15 p.m. | 8.50 | |
| | 2.25 a.m. | Winnipeg Junction | 8.50 p.m. | | | |
| | 4 40 p.m. | Minneapolis | 6:35 a.m. | | | |
| | 4 00 p.m. | St. Paul | 7:55 a.m. | | | |
| | 6 40 p.m. | Helena | 4 00 p.m. | | | |
| | 3 40 p.m. | Garrison | 6:35 p.m. | | | |
| | 1 05 a.m. | Spokane | 9:55 a.m. | | | |
| | 8 00 a.m. | Portland | 7 00 a.m. | | | |
| | 4 20 a.m. | Tacoma | 6:45 a.m. | | | |

PORTAGE LA PRAIRIE BRANCH.

| Mixed No 5 Daily except Sun. | STATIONS | Mixed No 6 Daily except Sun. |
|------------------------------|--------------------|------------------------------|
| 9 50 a.m. | Winnipeg | 4 00 p.m. |
| 9 25 a.m. | Portage Junction | 4 15 p.m. |
| 9 00 a.m. | Headingley | 4 51 p.m. |
| 8 36 a.m. | Forse Plains | 5 10 p.m. |
| 8 10 a.m. | Gravel Pit | 5 43 p.m. |
| 7 51 a.m. | Rustace | 6:03 p.m. |
| 7 30 a.m. | Oaklake | 6 19 p.m. |
| 6 45 a.m. | Portage La Prairie | 7 15 p.m. |

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. GOING EAST. No. 1 Daily. | STATIONS. | Read Up. GOING WEST. No. 2 Daily. |
|-------------------------------------|----------------|-----------------------------------|
| 14 00 De | Lethbridge | Ar 1 30 |
| 15 55 | Woodpecker | 23 35 |
| 16 50 | Purple Springs | 22 40 |
| 17 45 Ar | Grassy Lake | 21 45 |
| 18 00 De | Cherry Coulee | 20 55 |
| 18 50 | Winnifred | De 20 00 |
| 20 00 | Seven Persons | Ar 19 55 |
| 20 55 | Dunmore | 18 45 |
| 22 10 Ar | | 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 Fridays |
|------------------------------------|--------------------|--------------------|-----------------------------------|
| 16 00 | | Portage la Prairie | ARRIVE 13 30 |
| ↑ 17 45 | 35 | Gladstone | ↑ 12 05 |
| 18 45 | 61 | Nepawa | 10 38 |
| 19 45 | 79 | Minnedosa | 9 55 |
| 20 50 | 94 | Rapid City | 8 30 |
| 21 30 | 115 | Snoal Lake | 8 00 |
| ↑ 22 30 | 138 | Birtle | ↑ 7 00 |
| 23 30 | 155 | Binscarth | 5 55 |
| 24 10 | 160 | Russell | 5 15 |
| 24 40 | 180 | Lanzenburg | 7 15 |
| 1 45 | 200 | Saltcoats | 3 40 |
| ARRIVE | | | LEAVE |

↑ Meals.
*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 Lanzenburg 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.

16-GRAND WINTER-16
EXCURSIONS

—FROM—
MANITOBA TO MONTREAL

And all Points West in Ontario

—VIA THE—
Northern Pacific
And Manitoba Railway.

The Only Dining Car Line between Manitoba and Ontario Points by way of St. Paul and Chicago.

Tickets for Sale on the following dates:
November 11th, 18th, 25th; December 2nd and 9th and daily from Dec. 16th to 23rd, and January 6th to 8th, inclusive.

\$40 (FARE ROUND TRIP) \$40
90 DAYS LIMIT OF TICKETS, 90 DAYS

Good going and returning 15 days each way, with stop-over privileges. Limit of tickets can be extended a further period of 15 days on the payment of \$5, or 30 days on the payment of \$10 by applying to agent of railroad at point of destination mentioned on ticket.

For further information, maps, time tables and tickets via the Dining Car Line, write or apply to any of the agents of the Northern Pacific & Manitoba Railway, or to
H. J. BELUH, City Ticket Agent, 235 Main St., Winnipeg.
HERBERT SWINFORD, General Agent, 486 Main St., Winnipeg.
J. M. GRAHAM, General Manager.



Fast Mail Line
—WITH—
VESTIBULE TRAINS

between Chicago, Milwaukee, St. Paul and Minneapolis.
Trans-Continental Route
between Chicago, Council Bluffs, Omaha and the Pacific Coast.
GREAT NATIONAL ROUTE
between Chicago, Kansas City and St. Joseph, Mo.

5,750 Miles of Road reaching all principal points in Illinois, Wisconsin, Minnesota, Iowa, Missouri and Dakota.
For maps, time tables, rates of passage and freight, etc., apply to the nearest station agent of the Chicago, Milwaukee and St. Paul Railway, or to any Railroad Agent anywhere in the World.
ROSSELL MILLER, General Manager. A. V. H. CARPENTER, Gen'l Pass. and Tkt. Agt.
For information in reference to Lands and Towns owned by the Chicago, Milwaukee and St. Paul Railway Company, write to H. G. HAGAN, Land Commissioner, Milwaukee, Wisconsin.