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

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 IMPORTERS AND MANUFACTURERS
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 Our Travellers are now on their respective
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 All orders placed with them will receive our
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 ALL THE NEWEST NOVELTIES
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 Have now in Store the most complete
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INDIAN TEAS
 Bought at the late favorable turn in
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 BUYERS SHOULD EXAMINE.
 Also on the way first crop choicest JAPANS
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Elevator Works
 —MANUFACTURERS OF—
 Hand, Steam and Hydraulic
ELEVATORS
 ALSO
 For Factories, MANUFACTURER
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 Fine Ales, Extra Porter
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 Most Extensive Establishment of
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WINNIPEG, FEBRUARY 3, 1890.

A. W. E. Thompson, furniture, Winnipeg, is being closed out.

A. CONDIE has bought out the business of J. Temple, butcher, Deloraine, Man.

T. N. CAMPBELL, stationer, Prince Albert Sask., has sold out to Dr Jardine.

THE Lake House, Moosomin, Assa., is now under the management of Lake & Schmidt.

THE Albion hotel, a new hostelry, has been opened at Portage la Prairie, by A. McLeod, formerly of Morden.

A MOVEMENT is on foot to establish a creamery or cheese factory at, or near Fort Qu'Appelle, Assa.

E. C. S. WETMORE, representing McMaster & Co., wholesale dry goods, arrived in the city last week.

A FOUR foot seam of pipe clay has been found on Payton's cattle ranche, thirty miles south of Medicine Hat, Assa.

O. H. DINGMAN, boot and shoe dealer, Morden, Man., recently in difficulties, has resumed business in the same line.

H. C. PIERCE & Co., implements, Manitou, Man., have recently opened a branch at Swan Lake, with J. Itico in charge.

THE Winnipeg city council will memorialize the Dominion Government on the subject of improving Red river navigation.

THE plant of the cheese factory at Wolseley, Assa., has been purchased by a company formed at Pheasant Forks, north of Wolseley.

AMONGST the petitions presented at Ottawa last week was one from the Northwest Coal & Navigation Co., asking for an extension of time for the construction of a railway from Lethbridge to McLeod.

McCULLOUGH & Ross, jewelers, Portage la Prairie, Man., have dissolved partnership.

E. ARNOLD, late of the Ellis house, Manitou, Man., has leased the Russell house, Rat Portage, and expects to leave Manitou about the 20th March.

MACTAVISH, GUY & Co are opening up a private banking institution at Carman, Man. They expect to commence business about the middle of February.

BATOCHÉ, who has a trading post at Fort la Corne reports that the Indians and half-breeds are suffering much from cold and starvation and are unable to get any fur.

THE stock of general goods of Chas. Booth, Sinaluta, Assa., was seized and sold by the Sheriff recently. H. Jaeger, of Qu'Appelle, was the purchaser, at 50¢ on the dollar.

CHALMERS BROS. & BETHUNE, of Pilot Mound, have a car load of corn from the United States. There is seven cents per bushel duty on this article, which could be well dispensed with.

JOHN ELLIOTT & SONS, implements, London, Ont., have sold out their implement warehouse at Portage la Prairie, Man., to A. D. Campbell and Isaac Laidman who will continue the business.

D. A. McDONALD, local agent, at Regina, for A. Harris, Son & Co., implements, has been authorized by the company to proceed in the spring with the erection of an implement warehouse.

FURTHER communications have been received regarding the proposed retailers convention, all of which are favorable to the idea. One letter from the west suggests the advisability of holding a separate convention at some western point, for the territories alone, owing to the cost of a trip to Winnipeg, unless the railway's could be induced to give reduced fares to the convention.

MANITOBA is shipping fish to the Pacific coast, which seems equal to sending coals to Newcastle. A Vancouver paper notes that R. V. Winch has received a consignment of Lake Winnipeg white fish. If the fish are not any better than the half decayed stuff which has been in the Winnipeg market ever since last spring, the Vancouver people are not likely to take kindly to them. But it is stated that while the good fish are shipped away, spoiled lots are placed on the home market.

THE News, Lethbridge, Alberta, says: Thos. McNabb, master mechanic for the Northwest Coal & Navigation Co., (Galt railway), is at present preparing plans for a new round-house and machine shops. The round-house will have stalls for twenty engines and will be fitted up with turn-table and other conveniences. The machine shop, judging from the plans, will be a mammoth affair. These preparations are probably being made in view of the extension of the railway from Lethbridge into Montana.

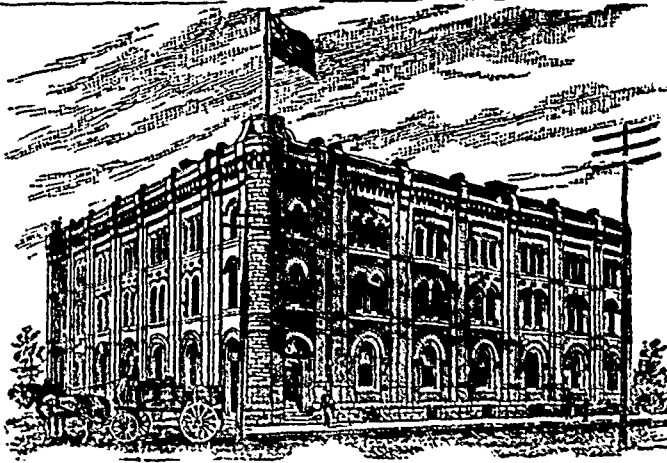
THE Bulletin, of Edmonton, northern Alberta, says: "Fur is not coming in as liberally as usual at this season of the year. The fall catch was very light owing to the lack of snow. Beaver have been particularly scarce, and lynx nearly as much so. Coyotes and foxes—black as well as red—are more numerous than usual. There has been a fair catch of fisher and bear. At present prices are generally from 15 to 40 per cent. lower than at this time last year, and advices indicate the possibility of a still further decline."

THE law firm of Davis & Gilmour has been dissolved; T. H. Gilmour and Robert M. Thompson will enter into partnership for the practice of law under the firm name of Gilmour & Co. G. Davis will continue to practice alone.

THERE seems to be a reversal in the weather conditions this year, on this continent. While in the east the winter has been remarkably mild, in the far west it has been remarkably cold. The Pacific coast has experienced cold weather, prolonged to an unusual period, with phenomenal snow falls. A British Columbia coast paper says: "It will soon be a month since sleighing commenced, and for once in the history of the coast a spell of real wintry weather, lasting close on thirty days, will be recorded." In Manitoba cold weather was later than usual in setting in, but for the month of January the weather was quite as cold as the average in this country.

WINNIPEG Free Press: It is evidently the intention of the Northern Pacific & Manitoba company to strike out boldly for Fort Macleod and the Crow's Nest Pass. The proposed branch to the Souris coal fields was originally located from Souris City on the Morris-Brandon branch in a northwesterly direction to the coal beds; but that location has now been abandoned and a line has been surveyed westward from Belmont through the tiers of townships, 5 and 6, and from that line a branch has been located southward to the coal fields, the main line being continued on westward. What is now known as the Morris-Brandon section has hitherto been regarded as a main line, but it seems that the main line is to be built almost directly west from Morris, and all lines deflecting therefrom will merely be feeders. The indications are that the Northern Pacific proposes paralleling the C. P. R. right to the mountains. The main line above referred to as now projected will tap all the settlements along the southern portion of Manitoba, Assiniboia and Alberta, as well as coal fields and cattle districts of the two Northwest provinces.

RUMORS have been afloat within the past two weeks to the effect that capital has been secured for the construction of the projected extension of the Galt railway from Lethbridge to Great Falls in Montana. Many reports of a similar character have been circulated since the scheme was first mooted that the public has not placed any credence in, but the Free Press is in a position to state that they are absolutely correct. The money has been raised, the contract has been let and construction work will be commenced just as soon as the frost is out of the ground this spring. The veteran railroad builder Donald Grant, of Faribault, Minnesota, has been given the contract. I. M. Ross, of this city, is a partner of Mr. Grant. It is likely that the Montana portion of the proposed Galt extension will be built northward from Great Falls, and the Alberta section will be built from Lethbridge to the boundary at the same time. The present Galt railway from Dunmore to Lethbridge will be widened to standard gauge by the time the new extension is completed. Preparations are now being made to begin work on the road. Timber, ties, telegraph poles, etc., are being got out, and everything will be in readiness to commence grading just as soon as the frost is out of the ground. The road from Great Falls to Lethbridge, a distance of 210 miles, will be completed by September next.—Free Press.

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.

Iron and Steel.

The recent excitement and unusual amount of speculation in pig iron warrants has had the effect of unsettling and interfering most seriously with legitimate trade, besides misleading many as to the true conditions of supply and demand. The generally satisfactory conditions of trade, however remain unchanged. Makers continue to be well supplied with orders, and are very indifferent about committing themselves to forward sales, on account of the increasing cost of all raw materials and the higher wages demanded by the men. These advances are very serious, and it has been stated on good authority that pig-iron cannot now be sold at a fair profit under 60s for Middlesbro' and 75s for hematite. It was anticipated that this smart rise in prices would lead to a considerable increase in production. So far, this has not been realised, mainly in consequence of the difficulty in procuring increased supplies of ore, coal, and coke. All this means more labor, and new hands are very difficult to obtain, whilst the general tendency on the part of those at work is to reduce the output. Stocks continue to be reduced month by month, and at the close of the year it has been calculated the total visible stocks of pig iron throughout the country have been reduced 800,000 to 900,000 tons. It is this serious reduction in the available stocks, and the difficulty of increasing the supply which at present gives such strength to the market. So long, in fact as the current demand continues in excess of the supply prices must continue to rise.

The greatest improvement has been in the home demand, the quantity of pig-iron used in the foundries and ironworks having increased from 6,168,899 tons in 1887 to 7,052,433 tons in 1888, the figures for 1889 showing a further extension of at least 700,000 tons. The export trade, though somewhat affected by the slackness of demand from the United States, is still on a very satisfactory scale as the following figures will show the total exports of iron and steel for the eleven months ending November 30th being 3,339,826 tons as against 3,074,856 tons in 1888, and 2,592,373 tons in 1887. When the shipments to the United States are deducted, it will be seen that there is a very

large expansion of our trade to other countries. The increase is mainly in shipments of pig-iron to Germany and Holland and railway iron to the Argentine Republic.

As regards the question whether the consumption of iron and steel will continue as great at the higher prices now ruling, it must be assumed that, seeing that the greatly increased consumption of the last year or two may be traced largely to exceptionally low prices, the higher prices will affect the demand in some departments. In shipbuilding, for instance, the higher cost has undoubtedly checked the demand for new vessels, but if owing to a further expansion of trade freights should improve, there is no doubt, as in former years, orders would be given out at higher figures. In any case it will be several months before there is any marked slackness among shipbuilders. Machinists generally are fuller of orders than ever known before, and many are full for two years ahead. According to all previous experience, any permanent revival in the iron trade is generally the result of growing activity all over the world, accompanied by large industrial developments, which necessitate heavy expenditure, most of which goes to pay for steel rails, iron pipes, or machinery of one kind or another. This is what is occurring at present, and a very large amount of capital now being subscribed for new companies of one kind and another will be expended in the way indicated. Another important feature is the large amount of extra Government work going forward at present, and this is not confined to our own country. In Germany this demand is so large and urgent, that it had the effect of greatly stimulating the iron and steel trade, both in Germany and Belgium, and raising prices almost to our own level. This condition of affairs on the Continent relieves us of that competition we have formerly experienced. The United States is also proposing a large naval expenditure, which is likely to have a beneficial effect on trade in that country during the next year or two. The revival which we have lately experienced appears also to have reached the iron trade of America, and further expansion is looked for in the Spring, when there is much greater activity than during the winter. Pig-iron has advanced about \$2, and

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

rails \$7 from the lowest point, but so far there is no chance for any importations of English iron, owing to the smart rise on this side. Bessemer pig-iron would cost about \$25 cost, freight, and duty, laid down in America, and the present quotation is \$20 to \$21, so that an advance of \$4 would have to take place before we could hope to do any large business with the States, but this advice might be made in a very short space of time, as previous experience shows.

Business in British Columbia.

Another quiet week is to be reported, although in many directions there are evidences of increased activity as soon as the present weather has passed away. Travel and freight traffic have decidedly improved and the outlook in this respect is quite bright. Real estate, though generally considered quiet, has been moving very lively in some quarters. A good many investments have been made on the prospects of the expected rise when spring opens, the present being considered a good time to go in. In the wholesale trade nothing new is to be reported, except that sugars have dropped. Hams and bacon are reported on the rise. Hams are quoted at 15c, short roll 12½c, long roll 13c.

Potatoes are stiffer, if anything, and the jobbing price is \$40 a ton, with a corner on the supply. Onions are very scarce and almost out of the market. Apples are quoted from \$1.75 to \$2.25 per box, and going very slow. Japanese oranges are getting scarcer among the jobbers. The last shipment of the Parthia was quickly disposed of. There is, however, a lot of poor stock on the market and hard to dispose of.

Eggs are very scarce. A car load of Nebraska eggs has been delayed by the storms on the Union Pacific, and as a consequence there is only one retail dealer who has a supply, and he has realised as high as 65c per dozen. There is, as a matter of fact, no quotations to be given.

In flour and feed and grain quotations remain steady. Hay is being jobbed at from \$18 to \$20 per ton.

Fish is scarce and dear. Salmon, halibut and cod are quoted at 15c.

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Plaster of Paris,
Plasters' Hair,
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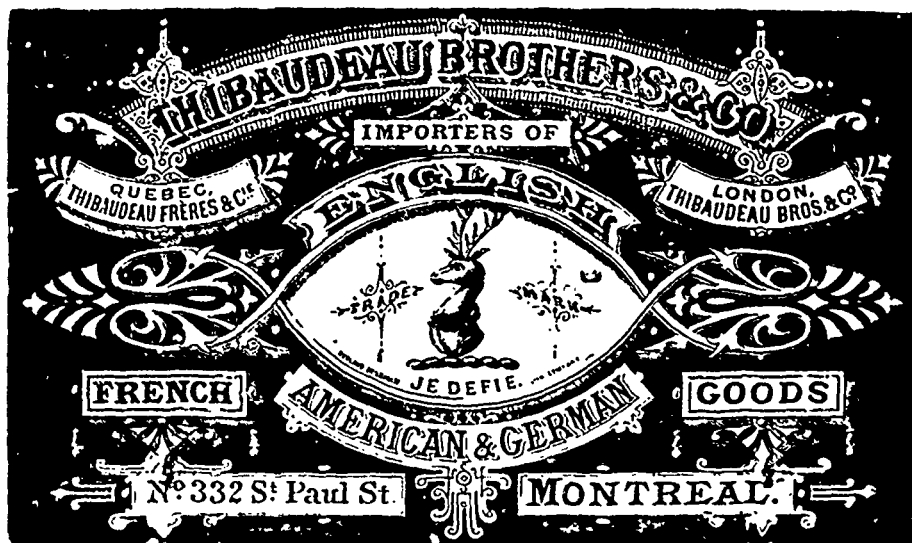
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First-Class in every respect! Re-fitted! Re-furnished
of Table! Good Rooms! Three best sample Rooms
the Province.

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

Barrel Factory at the Mill and Grain Storage Capacity of 550,000 bushels in addition to which a system of handling Elevators are now being constructed throughout the Northwest.

All Grades of HARD WHEAT FLOUR in Barrels and Bags.

FOR QUOTATIONS AND OTHER INFORMATION APPLY TO THE MILLS,

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THE LARGEST CORDAGE FACTORY IN THE DOMINION.

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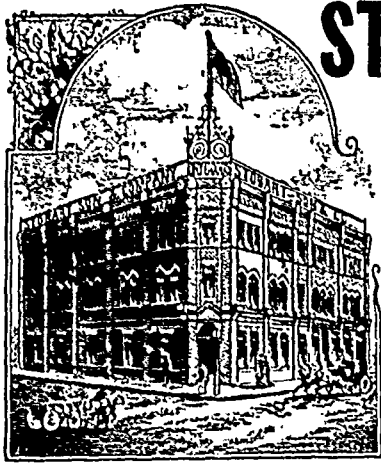
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WINNIPEG, Man., and LONDON, Eng.

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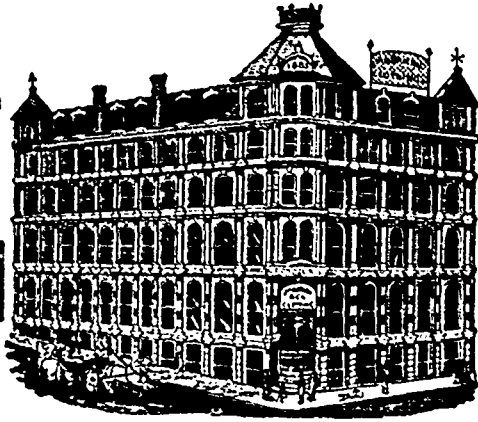
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UNDERWEAR.

✓ Samples Expressed to any Point in the
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No. 1831 NOTRE DAME STREET,
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To the Trade.

We beg to notify the Trade of Manitoba and the North-
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Fancy Goods and Toys for Christmas.

New samples of English, German and American Dry
Goods arriving every day.

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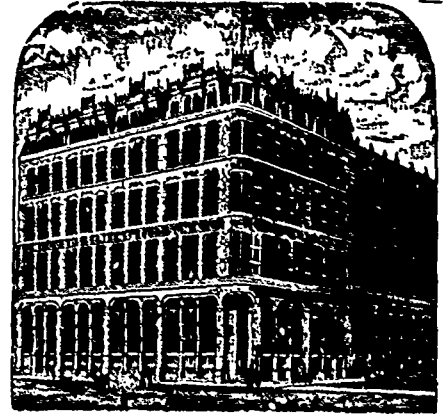
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Complete set of Samples with J. N. ADAMS,
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SAMUEL HOOPER, DEALER IN MONUMENTS, HEAD
STONES, Mantle Pieces, Grates, Etc. Special designs fur-
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Complete Set of Samples with

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Also with Donaldson's Block, WINNIPEG
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Fine Shoes, Boots, Slippers,

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Every Variety of McKay Sewn, Goodyear
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74° Deodorized Gasoline for Stove Use
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ALL PRODUCTS OF PETROLEUM IN STOCK.

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The Commercial

WINNIPEG, FEBRUARY 3, 1890.

THE MOST ABSURD YET.

The *Calgary Herald* has a new editor, lately from the East, but he seems already to have imbibed a large share of the local prejudice which unhappily prevails in some sections of the West. This local prejudice has led to some very absurd statements by individuals, and also to some remarkable articles in the press; but it has been left for the *Calgary Herald*, under its recently imported editorial management, to cap the climax of absurdity in this respect. The trouble at Calgary is in connection with insurance rates. Calgary has shown commendable enterprise in providing equipment in the line of fire protection. Indeed, judging from a recently published report, for a town of the size, Calgary has exceptionally good facilities for coping with fire. This disposition is greatly to be admired. THE COMMERCIAL has frequently urged the matter of fire protection upon the authorities of our western towns, and it is therefore gratifying to learn that Calgary has provided such excellent facilities in this line. However, it appears that the underwriters have not given Calgary as low insurance rates as in the opinion of the citizens of that place the town should have. Indeed, according to the *Herald*, the underwriters have threatened to advance rates "under certain circumstances bearing on the electric light system." (The quoted words are from the *Herald*.) This has incensed the *Herald* and it throws the blame not upon the underwriters but upon the business people of Winnipeg. The following is a portion of the ridiculous article appearing in the *Calgary paper*:-

"If Winnipeggers are bound to crush out all possible business rivals along the Canadian Pacific Railway, they are going the right way about it. This little insurance junta, controlled by Winnipeg influence, can, on one pretext or another, make it impossible by their insurance impositions for business men to carry large stocks of goods in other towns, and can make things undesirable for the business communities. If one excuse for making excessive insurance rates does not serve the purpose, another is quickly to the front."

This certainly is the most absurd production of the local jealousy sentiment yet produced, and we quote it as a matter for amusement to those who understand the situation. Now, what have the business people of Winnipeg to do with the insurance underwriters? Simply nothing at all. Who are the insurance underwriters? They are a number of gentlemen who are agents for the fire insurance companies, and whose business it is, among other things, to decide upon insurance rates to be charged in the different towns. They are not acting in the interest of Winnipeg business men, or others who are not business men. They are acting in the interest not of Manitoba nor Winnipeg, but of "eastern" insurance companies. Now, how absurd the charge of the *Herald* appears; but it is really in keeping with the majority of the statements born of this sectional feeling.

Let us follow up the matter further. The

Winnipeg board of trade, which does represent the commercial interests of this city and country, has more than once urged upon the underwriters the desirability of making insurance rates in outside towns as low as possible, in order that merchants might be encouraged to avail themselves of the advantages offered by insurance. Within the last few months, a meeting of wholesale dealers was held here, at which the underwriters were asked to be present, to discuss the question of lower insurance rates, not for Winnipeg, but for provincial and territorial towns. The plans then discussed to secure this end, are now being followed up, and another meeting between wholesale dealers and insurance men is likely to take place before long. The *Calgary editor* may be pardoned for his ignorance of these facts, as he has only been a short time in the country; but a little exercise of common sense would have prevented him from penning the lines quoted above. The profits from insurance, it may be said, go to the east, whence the *Calgary editor* so recently came, and to the eastern stock-holders who own the companies.

Winnipeg business men themselves have good reason to complain of high insurance rates. The fire department is one of the most expensive features which this city is obliged to keep up. The insurance companies have had few losses here, yet the rates are very high. Complaints have frequently been made against the rates charged here, as compared with eastern cities, but without avail. At the present time, a wholesale house having branches in Montreal and Winnipeg, is compelled to pay about double the rate here that it does in the east. In the case referred to, the difference is all in favor of Winnipeg, the building here being an isolated solid brick structure, while the Montreal building is frame, and in a more dangerous position. This makes no difference, however, to the eastern insurance companies which control business here, and send the profits away. There would be more reason in the complaint that Montreal and Toronto business men were trying to kill Winnipeg, through high insurance rates, than there is in the charge of the *Calgary paper*, owing to the fact that the insurance companies are largely controlled in those cities. Such a charge, however, would be unjust to the merchants of the eastern cities mentioned.

It is to be regretted that so many of our newspapers endeavor to aid in spreading and increasing these sentiments of local jealousy. With the small population of the west, and the great requirements of the country, it should be the aim of the press to encourage a feeling of unity, in order that all may pull together for the common good, instead of stirring up strife by giving publicity to outrageously untruthful statements such as the majority of these utterances designed to create sectional jealousy are. If the *Calgary editor* is to continue on in the way he has started out, it is a great pity he did not remain in the east. There is ample scope for the press in furthering the legitimate interests of the country, and there should be no time to spare in endeavoring to increase sectionalism.

Winnipeg, as the commercial centre and chief place of the country, naturally falls in for the principal share of adverse comment of the

nature referred to. This seems to be a feature of the local jealousy sentiment. It is the case in Ontario, where Toronto is obliged to receive a great deal of attention of this nature from the provincial press in all parts of the province. It is the case with the chief cities in other parts of Canada. Here in the west, where every town expects to become a great city and rival all others, the local jealousy sentiment is strongly marked. After all, it perhaps tends to enterprise, and so long as it is nothing more than a friendly rivalry, it is all very well. But when it runs to such excess as is shown by the *Calgary Herald*, a rebuke sometimes is necessary.

DUTY ON FEED GRAIN.

Additional resolutions asking for the removal of the duty from feed and oats for seed, have been passed by municipal and other organizations in Manitoba, and in some instances special meetings have been held to discuss the question. Whenever and wherever the matter has been brought up, the feeling has been unanimous that it would be a great boon to the farmers of this country to have these articles placed at least temporarily upon the free list. As was pointed out in these columns recently, the removal of the duty from oats would mean a clear saving of ten cents per bushel, which is the amount of duty which this grain is subject to. Oats can be imported more cheaply even with the duty, than they can be brought in from eastern Canada. It is therefore obvious that the imposition of a duty is of no great advantage. On the contrary, it is a great disadvantage to those here who are obliged to buy the grain. Manitoba farmers will require to purchase a large quantity of oats for seed next spring, and it seems a hardship that those who lost their oat crop last year, will be obliged to pay ten cents tax on every bushel of this grain required for seed. Those who have oats, would prefer to purchase new grain for seed, as the quality of the oats grown here last year is very poor. The use of eastern Canada oats for seed is objected to on the ground of the mixture of seeds of weeds which they contain. Farmers who wish to keep their land free from weeds, do not care to use eastern seed when they can help it. The oats imported from the south are a fine sample, plump, clean, and free from seed of weeds.

The removal of the duty from ground feed, corn, etc., as previously pointed out would be an advantage. There is now some talk of bringing in hay. It has not appeared yet that there will be a shortage of hay, but some are of the opinion that there will be before spring. This, however, depends a good deal upon the length of the winter. Hay is selling at very low figures in Minnesota, wild hay being worth \$4 to \$5 per ton. If holders here show a disposition to combine to advance prices, as it has been intimated they may, the commodity could be brought in from the south. But here again the tariff interposes with a duty of 20 per cent. As regards hay, it may be said that farmers are believed to be well supplied with sufficient for all probable requirements, and any advance in prices would fall upon parties in the cities and towns who are obliged to purchase the article. The Winnipeg board of trade recently passed

a resolution regarding the duty on flour. How would it do for the board to take up the question of duty on oats and feed? As the board has already considered tariff matters, the excuse that it would be touching a tender party question, from which the board desires to refrain free, will not hold good. By taking up this question the board would be aiding in doing the farmers a service which would result in much practical good, should the representations be favorably considered at Ottawa.

FRONTAGE TAX.

The Winnipeg city council having reached about the end of its rope, is considering means whereby to increase the burdens of the taxpayers. The councils of the past have been free in scattering the public funds of the city, and in addition to the large amount annually raised by taxation, a big debenture debt has been piled up. The limit of borrowing as fixed by law has been about reached; but the council is not satisfied with having exhausted the city's borrowing power and piled up a debt which is a grievous burden to be borne. In order to pay interest on this debt and keep up official salaries, a high rate of taxation must be maintained. When these outlays are met, even with the high rate of taxation upon property assessed for more than its value, there is very little cash left to carry on public improvements. Not satisfied with having reached this state in our civic government, the demand is still for more rope. New modes of raising money to squander must be devised. In order that the present expensive civic government may be maintained, and "official" expenditure kept up, the money to carry on public improvements must be extracted in some other way. This is the way the matter is now urged by some of our civic rulers.

A higher rate of taxation is out of the question, as the valuation of property for assessment purposes will not stand further inflation. As before noted, the limit of borrowing is so nearly exhausted that this way of raising funds cannot be much longer continued. What do our wisacres therefore propose? They want a system of frontage tax established. All street improvements they propose shall be assessed directly upon the property fronting on the street. If a sidewalk is to be laid down, a sewer placed, or a street paved, it is proposed to charge it against the property facing on the street. The huge injustice of this system can be readily shown. The city is already carrying an immense debt in proportion to population. Sewers, pavements, sidewalks, bridges, etc., have been constructed from the general fund, chargeable against property all over the city. Now, after this has been done, the proposal is made to tax directly citizens who have paid for improvements on other streets, and who are still paying for improvements on other streets, in the shape of interest on debt, for any improvements required on their own street. Thus if the council decides to construct a sewer, pave or otherwise improve a certain street the property owners on that street will be obliged to foot the bill, notwith-

standing that they have paid and are paying their full share for improvements previously done on other streets. What more outrageous system could we have than this? Surely the citizens will refuse to submit for a moment to such proposals?

There are many other arguments which can be used against this frontage tax system. Take for instance the paving of a street. This is charged against the property fronting thereon. But perhaps out of a score or more of property owners, not more than three or more will ever drive a vehicle on the street. What benefit is the pavement to those who do not drive? Is it not a great deal more for the benefit of residents all over the city, who do considerable driving, than for the residents of the street alone? Besides, people who drive will use the paved street as a main thoroughfare to reach other streets branching from it; but they are exempt from the tax. A paved street is largely for the good of the general public, and often will benefit a great many others much more than the residents of the street alone, who under this frontage tax system would be compelled to pay for the improvement. The claim that the property along the street will be increased in value by the improvement, will not cover the ground, for an increase in value, if any at all, is often so slight as not to be perceptible, and in no way will counterbalance the cost. Then there are certain wide streets, which are used as principal thoroughfares, and which would cost more than others for paving. It would be manifestly unfair to charge the cost against the property on the street alone. Again, in the case of sewers, on some streets main sewers are constructed, while on others much less costly branch sewers are put down. The main sewer is for the benefit of an entire district, and not for one street alone, as it enables the construction of cheap branch sewers on other streets. It would be unfair to tax a single street for these main sewers. These are only some of the arguments which may be used, but the fact that property owners are compelled to bear the burden of debt for improvements already made, in other parts of the city, should alone protect them from being levied upon directly for improvements on their own streets.

Property owners now have a heavy tax to bear. Merchants who are making a living by trying to build up the trade of the city, are compelled to pay high taxes on their stocks. Manufacturers are taxed for the plant in their establishments, though through the existence of this plant they are enabled to provide employment for a large number of our citizens. Those who are building up the city pay the taxes, while such institutions as loan companies, insurance companies, etc., are exempt. The profits which they derive in interest on money, insurance premiums, etc., from the people of the country, are absorbed by non-resident bond holders—men who make their homes in the east, or across the water. Lawyers, doctors, etc., some of whom claim to have an income from their practice amounting to eight or ten thousand dollars annually, are practically exempt, while the merchant or manufacturer who is barely making a living, and is giving employment to many others, must foot the bill. As to this frontage tax

scheme, the citizens will certainly protest against allowing the council more rope with which to strangle the tax-payers.

CHINESE LABOR AT THE COAST.

Quite a little excitement was stirred up on the Pacific coast a short time ago, growing out of telegrams sent from Ottawa to the effect that the British Columbia cannery delegation, then at the capital, had made proposals to the Government in favor of the removal of the restriction upon Chinese immigration. Meetings were held in the coast cities, at which all the old arguments against the Chinese were brought up, and any disposition to relax restrictions against the Chinese was roundly denounced. The Minister of the Interior, while on a visit to the coast last summer, expressed some opinions at Victoria, rather favorable to the Chinese, and this was taken as an indication that the Government contemplated removing or modifying restrictions upon Chinese immigration. This caused uneasiness in circles opposed to the Chinese, and therefore when the telegrams came to the effect that the cannerymen were making proposals favorable to the Chinese, the people were easily excited to agitation upon the question. When the deputation of cannerymen returned from Ottawa, they denied entirely the report sent out, and declared they had not discussed the Chinese question in any form while in Ottawa. These denials appear not to have allayed the public mind. Petitions are now being sent to Ottawa, asking that there be no modification in the restrictions upon Chinese immigration. On the other hand a petition prepared at Vancouver asks that the tax on Chinese entering the country be increased from \$50 to \$100 per capita. Such an increase the petition declares, will be in the best interest of the community. The petition sets forth "that the efforts of a few persons to procure the removal of the poll tax of \$50 upon Chinese immigrants, does not meet with the approval of the great body of our citizens; that the present tax, owing to the greater restrictions imposed by neighboring countries, is far too low and furnishes little practical protection to the white laborer against a competition as unfriendly as it is degrading; that abundance of Chinese labor means a scarcity of white labor, a condition of things calamitous to the general public; that from the Chiuaman nothing is obtained but his labor—he does not assimilate or become a citizen, nor is he identified with or adding to the prosperity of the people among whom he resides; that, as a rule he is a mere lodger, saving up the great bulk of his earnings, to return to the country whence he came; that his presence amongst us is a constant source of irritation to the white working men, and tends to create a breach which ought never to exist between labor and capital; that the interests of the white working men and our own are identical. He erects for himself a home; his wants and those of his family help to increase the business of the merchant and the tradesman; his prosperity adds to the general prosperity; though the laborer of to-day, he becomes the employer of labor to-morrow; his children are educated and become loyal citizens, ever ready to defend the common weal."

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—MANUFACTURERS OF—

Stephens' Pure Liquid Colors—Various Shades for Interior and Exterior House Painting.

Stephens' Prepared Carriage Paints—In Scarlet, Black and Maroon. These Paints dry with a Rich Gloss and do not require Varnishing.

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

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

Ornamental Glass—In almost Endless Variety.

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

Plaster Paris, Plasterer's Hair, Portland Cement, Rosin, Pitch, Etc.

MARKET STREET EAST, WINNIPEG.

Wheat Prices.

The *Morden Monitor* says that "wheat has been up as high as 84c per bushel at Thornhill and farmers are still holding for higher prices." Some farmers would evidently hold if wheat went as high as the moon. Within the last couple of months wheat has probably sold higher in Manitoba in proportion to its export value, than it ever will again. Cash wheat at Chicago sold under 75c per bushel last week, and at under 77c per bushel for No. 1 hard at Duluth. Manitoba farmers have been selling recently for as much as their wheat would bring delivered at Chicago or Duluth, which means that they have received 15 to 18c per bushel more than it is worth for export. If they continue to hold under such circumstances as these, they almost deserve to get left.

This price of 84 cents at Thornhill, as stated by the *Morden paper*, is fully 25 cents per bushel more than the grain is worth for export. How the millers who take the grain can afford to pay such high prices and compete with United States millers is more than can be figured out by any ordinary course of reasoning. To say the least, the situation as regards wheat prices in Manitoba is simply marvellous, and quite beyond comprehension. However, the millers know their own business best. At any rate, the high prices are a good thing for the farmer, though it would not be surprising if it should turn out a bad thing for the millers.

GEO. BROUGHALL, manager at Winnipeg of The Equitable Life, returned Thursday from a business trip to New York and Toronto. Mr. Broughall has been offered the position of manager of The Equitable for the province of Ontario with headquarters at Toronto. He has decided, however, on account of business and real estate connections in this country to remain in Winnipeg and retain the management of the company's business here.

APPLICATION will be made to the Manitoba Legislature for a charter for the Winnipeg and Duluth Railroad. The scheme is for the extension of the Duluth and Winnipeg from the international boundary to Winnipeg. The promoters are understood to be the Duluth and Winnipeg railway people, although a number of local men are interested in the enterprise. It is confidently asserted that this means business, and that the road will be completed the coming summer. This will make the third character over the same territory.

OGILVIE MILLING COY, WINNIPEG.

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GRAIN AND FEED.

MILLS:

	DAILY CAPACITY.	DAILY CAPACITY.
ROYAL—Montreal	1800 Barrels	POINT DOUGLAS—Winnipeg 1000 Barrels
GLENORA " "	1200 " "	SEAFORTH—Seaforth, Ont. - 300 " "
GODERICH—Goderich, Ont.	1000 " "	

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CHAS HARLEY, Prop.

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All kinds of Produce Handled.
Advances made on Consignments of Butter and Eggs.
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Royal Soap Works.

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Reopened for Business, Winnipeg,
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THE TRADE SHOULD BEAR IN MIND THAT THE

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NEW WORKS IN WINNIPEG.

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POUND BARS

POSITIVELY PURE and the BEST Laundry Soap Made

WORKS AND OFFICES:

97 to 101 King Street, - WINNIPEG

WINNIPEG MONEY MARKET.

The monetary situation remains practically unchanged, with the month winding up dull. To-morrow, being the 4th of February, is a big settling day for four months goods, and after the results of the 4th are known, it will be possible to size up the situation more accurately.

WINNIPEG WHOLESALE TRADE.

Wholesale trade has not shown much signs of life yet, and in the city retail trade is also very quiet all around. It will be some weeks before any marked improvement is expected. Financially the situation is close. The expected decline in raw furs has evidently been realized to the fullest extent, judging from reports of the London sales, so far as received. Country buyers in this country are likely to lose on their fur transactions, as it is said they have paid pretty high figures, in spite of the repeated warnings that prices were certain to be lower. Produce trade is dull, and prices tend lower. Holders of butter in large quantities may count themselves lucky if they get off without loss. As a rule country dealers have paid too high prices for butter. If the quantity held in the country is as large as expected, there will be considerable carried over until new butter begins to come in, when prices for old will go very low. New spring goods are being received, spring importations in dry goods having come to hand in large quantities.

DRUGS.

The only change to note in this line is an advance of 2c on blue Vitrol. Prices here are as follows: Howard's quinine, 60 to 75c; German quinine, 50 to 60c; morphia, \$2.25 to \$2.50; iodide of potassium, \$4.25 to \$4.75; bromide potassium, 65 to 75c; English camphor, 75 to 80c; glycerino, 30 to 40c; tartaric acid, 65 to 75c; cream of tartar, 35 to 40c; bleaching powder, per keg, \$7 to \$9; bicarb soda, \$4.00 to \$4.50; sal soda, \$2.50 to \$3; chlorate of potash, 25 to 30c; alum, \$4 to \$5; copperas, \$3 to \$3.25; sulphur flour, \$4.50 to \$5; sulphur roll, \$4.50 to \$5; American blue vitrol, 10 to 12c.

DRY GOODS.

Commercial men recently in from the country, have found business very slow. In some districts purchases of spring stocks have been about up to the average, but in other districts, where crops were very light last year, dealers are hardly buying at all. Considerable winter goods will be carried over, but as the indications are for higher prices on woolsens, this may not be such a bad thing after all.

DRIED FRUITS.

Valencia raisins hold firm, and in eastern markets some dealers have advanced prices $\frac{1}{2}$ to $\frac{1}{4}$ c. There is no change in prices here, which are quoted as follows: California London layer raisins, \$3.25 per box, do $\frac{1}{4}$ boxes, \$1; Valencia raisins, \$2.40 per box; currants 7c per pound; dried apples $7\frac{1}{2}$ to 8c per pound, evaporated apples, 12 $\frac{1}{2}$ c. Choice New Elmo figs in 10 lb. boxes, per lb., 18c; choice figs 15c per lb.; Fancy Elmo layer figs, 20 lb boxes, 20c lb; figs in 1 lb. cartoons, per doz., \$1.75; Golden dates, in 50 lb. boxes, per lb., 9c; California evaporated fruit—apricots, per lb., 18c to 20c; fancy peeled peaches, per lb., 24c to 27c; pitted plums, 12 $\frac{1}{2}$ c; raspber-

ries, 32 $\frac{1}{2}$ c; French prunes, 12 $\frac{1}{2}$ c per lb; Nectarines, 18c.

GREEN FRUITS AND NUTS.

Trade very dull. Oranges are a little firmer. Some old stock oranges are in the market and selling as low as \$4.50 per case, for large sizes. They are, however, not desirable fruit, and good stock is held at prices quoted below. Some poor stock in lemons is also offered below quotations. Prices are as follows: Lemons, Messina, 360 count, \$6.00; 300 count, \$6.50 per box; Florida oranges, \$5.50 to \$5.75; southern apples, \$4.00 to \$4.25, choice eastern Canada apples, \$4.50 per barrel; California pears, \$4.00 per box; Almeria grapes, \$8 to \$8.50 per keg; choice Cape Cod cranberries, \$10.75 to \$10.50 per barrel; Bell & Cherry cranberries, \$10.25 per barrel; Jersey cranberries, per box of one-third barrel, \$3.50; onions—Southern, \$3.50 per barrel; Spanish onions, \$1 to \$1.25 crate; comb honey 22c per pound. Nuts—S. S. Taragona almonds, 20c per lb; Grenoble walnuts, 18c; Sicilian, filberts, extra large, 16c; peanuts, white Virginia, green, 15c; roasted, 17c; coconuts, per hundred \$9.00; hickory nuts 10c per pound.

GROCERIES.

Trade is quiet and prices steady. Willett & Gray, New York, in their weekly circular, say: Raws advanced 1-16c for centrifugals. Refined unchanged. Receipts since January 1st exceed same time last year by 12,918 tons, meltings exceed by 3,842 tons. Demand for refined slackened somewhat, but the lower grades commanded small advance in instances. The new Spreckels refinery appeared in the Philadelphia market with a small increased output, including their standard granulated for the first time, which was sold locally at 6 $\frac{1}{2}$ c, say $\frac{1}{4}$ c. under New York prices. Their production is small thus far. Total stock in all the principal countries, at latest irregular dates, is 1,013,494 tons. The news from Cuba is quiet important and serious. Fears are expressed of very serious damage to the present crop by reason of the long-continued drought, and estimates, already reduced to 600,000 tons, are subject to much further reduction. Other West Indies may suffer also to more or less extent. On the other hand, Licht makes a further slight increase in the beet crop of 59,000 tons. Prices here are:—Sugars, yellow, 6 $\frac{1}{2}$ to 7 $\frac{1}{2}$ c, as to quality; granulated, 8 $\frac{1}{2}$ c; lumps, 10c. 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 69c; Indian teas, 35 to 60c; young hyson, 28 to 59c. T. and B. tobacco, 56c per pound; P. of W., butts 47c; P. of W. caddies, 47 $\frac{1}{2}$ c; Honeyuckle, 7s, 55c; Brier, 7s, 53c; Laurel Bright Navy, 3s, 56c; Indox d. thick Solace, 6s, 43c; Brunetts Solace, 12s, 45c. 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: Reliance, \$50; Gen. Arthur, \$50; Mikado, \$40, Terrier, \$30 per 1000. Lion "L" brand mixed pickles, in kegs, are quoted: Three gallons, \$2.50; do. five gallons, \$3.50; do. 10 gallon kegs, \$6.50.

HARDWARE.

Owing to the great dullness, prices remain nominal at about last quotations. As soon as a movement sets in, however, sharp advances all along the line are considered certain. Montreal advice report very firm figures on

nails, and manufacturers are holding for higher prices. A reliable British trade journal, the *British Manufacturer*, states that machinists are fuller of orders than ever known before, and many are full for two years ahead. This is simply a wonderful state of affairs, and indicates plainly that higher prices have come to stay for some time. Prices 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, \$4.15 to \$4.25; 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; 2 inch, 17c; 2 inch, 26c per foot; ingot tin, 32c per lb.; bar tin, 33c per pound; sheet zinc, 8c per lb.; galvanized iron, 28 gauge, 8 $\frac{1}{2}$ to 9c lb; bar iron, \$3.00 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.

But very few coming in. Prices for frozen country hides range from 2 $\frac{1}{2}$ to 3c paid at outside points and not over 3 $\frac{1}{2}$ c for best lots delivered here. Sheep pelts, 50 to 80c each. Outside markets are still demoralized, and weaker. Cured have been offered at Toronto at 4 $\frac{1}{2}$ to 4 $\frac{3}{4}$ c which shows a further decline of $\frac{1}{4}$ to $\frac{1}{2}$ c; in fact all markets seemed thoroughly demoralized.

FISH AND OYSTERS.

Finnen haddies are again quoted lower. Other prices are steady. Prices are: Finnen haddies, 8c; St. John bitaters, \$1.75 per box. Oysters: \$2.25 per gallon for standards and \$2.50 for selects, for good stock. Cans are quoted at 35c for standard, 40c for selects, and 45c for extras. Fresh lake fish are quoted: Whitefish, 5 to 6c; pickerel, 2 $\frac{1}{2}$ to 3c; jackfish, 2c per pound.

RAW FURS.

Advices received from the London fur sales show disappointing though not unexpected declines in prices in every class, so far as heard from. Everything has pointed to lower prices for some time back, as has been shown from time to time in these columns. To start with, prices were high, owing to the advances a year ago, and when prices are high, it is always safer to count on a decline than a further advance. Secondly, owing to the mild weather, the demand for manufactured furs has been light. Manufacturers could not dispose of their stocks, and under such circumstances could not be expected to buy very freely. Still another reason for expecting low prices for our American furs was, that what demand there was for manufactured goods, has gone largely for Astrachan, lamb, etc., while our fine furs have been neglected. These and other reasons for looking for lower prices have been set forth in this journal from time to time during the last few months, but it has not prevented many dealers from paying too high prices for furs. It is stated that a number of dealers in this country will be heavy losers from their purchases of furs. Following are reports received by cable from the London sales last week: Hudson's Bay Company's sales: Beaver, 10 per cent. lower than January last; muskrat, 15 per cent. lower than in January. Lempsog's sales: beaver, 5 per cent. lower than June last. The decline in price of beaver is disappointing, as this fur was considered about the strongest item on the list. With this decline in beaver, all other lines were very weak. A later cable reported wolf 50 per cent. lower than March last; marten, 35 per cent.

lower than June; grey fox, 15 per cent. lower than June; opossum, 20 per cent. lower than June last. Lynx, 30 per cent. lower than June. Black bear 5 per cent. lower than October, brown and grizzly bear, 40 per cent. lower than October. In order to make a comparison with the above, we give the following prices which were obtained in London at the sales last June: Black bear, best brought from 90 to 150 shillings; best brown bear, 100 to 115 shillings per skin; gray fox cased best firsts, 4½ shillings; marten, northwest, large, 22½s.; small, 14½s.; pale, 12½s.

GRAIN AND PROVISION MARKETS.

WINNIPEG.

WHEAT

There seems to be no bottom to the wheat market. Values continue to recede at leading wheat centres. The bulls have been hoping for weeks and months that hard pan had at last been reached, but they still hope in vain. The lowest point in prices since new wheat from last crop commenced to move, were reached last week. True the decline has been very slow, but it has been a persistent and steady sinking of values. The Chicago market may be taken as a fair example in showing the decline in the value of wheat since the new crop movement. During the month of September last the highest price reached for wheat at Chicago was 83 cents per bushel, and the lowest 75½c. In October the highest price was 82c and the lowest 77½c. In November the highest notch reached was 82½ cents, and the lowest point touched was 78½ cents. The range of prices averaged considerably lower in December, the highest figure being 80 cents and the lowest 76½ cents per bushel. During January the range of prices has averaged considerably under December, and last week wheat at Chicago closed under 75 cents per bushel for January option, on more than one day. The cause of weakness is no doubt largely due to the limited exports, and that there is more wheat to spare from last year's crop than from present appearances is likely to be wanted. Former low wheat prices at Chicago are as follows:—On August 26 last, May wheat sold at 80½. In 1885 cash wheat sold at 72½c, in 1886 it reached 72c, and in 1887 it got down to 66½c during August of that year, while as lately as 1888 it sold at 71c. Wheat can therefore go considerably lower yet, before all previous records are exceeded. This is comforting to bulls, no doubt.

But while prices elsewhere have been going down, down, down, peculiar influences have been at work in Manitoba to abnormally inflate values, until we have seen wheat selling here for as much and more than it would bring delivered at Chicago, Minneapolis or Duluth. This is an anomalous state of affairs, which to say the least, is peculiar. Of course it is a good thing for the farmers who have wheat to sell; but what about the holders of the grain, who have purchased at 15c, and even 20c per bushel above legitimate values? However, indications are apparent that the "boom" in prices here all by itself has about spent itself, and there seems to be a desire to let up. Prices lately have indicated a tendency to decline, but as the quantity of wheat remaining in first hands is very small, it is not likely that values will recede to a parity with outside markets

again on this crop. Following were prices to farmers for best samples, at Manitoba country markets on Friday last: Gronfell, Regina, 68c; Gretna, Plum Coulee, Carberry, Alexander, Griswold, 70c; Whitewood, Moosejaw, 71c; Boissevain, Douglas, Moosomin, Wapella, Niuga, 72c; Carman, Oak Lake, 73c; Holland, 74c; Stonewall, Treberne, Manitou, Pilot Mound, Killarney, Thornhill, High Bluff, Portage la Prairie, Virden, 75c; Clearwater, McGregor, 77c. The visible supply decreased 365,873 bushels, according to the Chicago statement on Monday last, leaving the total 31,943,205 bushels, against 35,595,469 bushels a year ago, 41,761,128 bushels 1888, 61,885,068 bushels 1887, 54,169,900 bushels 1886, and 47,913,351 bushels in 1885. The change during the corresponding week last year was 1,001,561 bushels decrease.

FLOUR.

Flour took a turn downward last week, declining 10c on high grades and as much as 15 to 20c per 100 pounds on low grades. Quotations are as follows per 100 pounds to the local trade: Patents, \$2.60; strong bakers, \$2.35 second; bakers, \$1.90; XXXX, \$1.30; superfine, \$1.15; Graham flour, 2.35; middlings, \$2.60 per 100 pounds.

MILLSTUFFS AND FEED.

Millstuffs are unchanged at \$12 per ton for bran and \$13 per ton for shorts. In ground feed there has been further cutting in prices, owing to several dealers having begun to import feed from the south. Ground corn and oat feed has dropped to \$20 per ton, at which price it is selling to the trade in small quantities, though some were quoting up to \$23 per ton in small lots. Car lots on track cost about \$17 per ton. Oil cake is scarce and held at \$25 per ton.

MEALS, POT BARLEY, ETC.

Oatmeal is easy in tone. Prices are now quoted as follows: Standard, \$2.30; granulated, \$2.40 per 100 lbs.; rolled oats, \$2.50 per sack of 90 lbs. Rolled oats are also obtained in 80 lb sacks at \$2.40. Cornmeal is held at \$1.65 per 100 lbs.; pot barley, \$2.75, and pearl barley, \$3.25 per 100 lbs.

OATS

Quite a demand for seed oats is already reported. Prices for small lots delivered in the city to the trade still hold at 45c, with retail lots selling at 47 to 50c, as to quantity taken. A few cars are moving on track, a sale at 43c per bushel of 34 lbs being reported, out of choice quality. Choice seed oats imported, cost about 41 to 42c on track here.

BUTTER.

Dealers report the receipt of a great many letters from the country offering to sell large lots of butter, but nobody here seems to care to handle the stuff even on commission, much less purchase, especially as the views of holders are much above the market price, and the movement very slow. Dealers say they would like to see somebody make a move to get up a few car loads for shipment east, in order to relieve the market. Prices obtainable east would of course be lower than the views of holders, but it would be better to sell now than hold and take even lower prices later on. Any butter held over until new commences to move, will have to go at very low prices. Best qualities for what little is selling unusually bring about 16 to 17c and from that down to 10 or 14c for poor to medium. Some fairly good has sold at 15c.

CHEESE.

Quiet at 14c per pound.

EGGS.

Limed easy at 20c per dozen. Fresh imported from the south selling at 22c. Some fresh were handled as low as 20c per dozen, but 22 to 23c was the quotation at the close.

CURED MEATS.

The cutting in prices noted has not extended

beyond the city trade. Prices are as follows: Long clear dry salt bacon, 8½ to 9c; spiced rolls, 10 to 10½c; breakfast bacon, 11½ to 12c, the higher price for boned; smoked hams, 12½c per pound; bologna sausage, 7c per pound; fresh pork sausage, 8c per pound; pickled pigs feet, \$1.50 per kit of about 20 pounds; ham, chicken and tongue sausage, 9c per packet.

LARD.

Lard is unchanged and is still held in 20 lb. pails at \$2 per pail. Three pound tins 40c each.

DRESSED MEATS.

Very little doing in any line. Frozen beef is usually taken at 4½ to 5c per pound, fresh brings ½c better, for good beef. The price of beef in the spring is now influencing butchers, and some expect high prices, while others contend that fancy prices will not be reached. It is admitted that stocks of frozen beef are not large, but as an offset against this, the trade this winter has been very dull. While choice beef may be scarce towards spring owing to shipments east last fall, it is likely there will be a plentiful supply of medium quality, which will have the effect of keeping down prices for best quality. If the ranch cattle out west come through the winter in good shape, supplies of beef could be drawn from that quarter, if prices are high here. Mutton is not in large supply, but held unchanged at 8c per pound. Hogs are moving less freely, choice packing will not bring over 5½c, and medium lots 5 to 5½c. Some hogs are held by dealers in the country, which have cost over these prices, consequently holders do not like to sell at a loss.

DRESSED POULTRY.

Dull at the following prices: Chickens 8 to 9c, geese 12 to 12½c, and turkeys 13 to 14c per pound.

LIVE STOCK.

Scarcely anything doing in cattle. A few head have been picked up recently at 2½ to 3c, live weight, of fair quality.

VEGETABLES.

Potatoes were scarce, and lots in store nearly cleaned out. Additional supplies are being imported from the south, and selling in car lots on track at 70c. On the market a few offerings have sold at 75 to 80c. Quotations are as follows:— Carrots, \$1.20; parsnips \$1.50 per bushel, beets, \$1.20 per bushel, turnips 50c per bushel, onions \$1.50 per bushel, cabbage \$2.25 per hundred pounds; celery 40c to 60c per dozen; Spanish onions, \$1.00 per crate; southern red, do, \$2.50 per 100 pounds.

HAY.

Loose on the market selling at \$10 to \$12 per ton, as to quality. Choice pressed sold at \$13 for a car on track. There is talk of importing hay from Minnesota, where prices are very low, and it is said can be laid down here from there at \$10 per ton for fair quality.

Manitoba Legislature.

The Manitoba Legislature was opened on Thursday last, by Chief Justice Taylor, owing to illness of the Governor. The opening address refers to the visit of the Governor General last year; the dry season and consequent light crops, etc., and other matters as follows: "It is with pleasure I congratulate you upon the progress made in railway construction during the past year. I feel assured next season will witness further development in that respect, so that the benefits derived from the introduction of a competitive system of railways may be felt to a still greater extent.

The results attending the policy of my Government, in inducing a larger influx of settlers, have been such as to encourage still more progressive and vigorous efforts in that direction, and it is confidently expected that still larger numbers will avail themselves of the very great advantages which Manitoba offers during the present year.

Heintzman Pianos, Karn Organs and Raymond Sewing Machines

ARE THE BEST.

Agents Wanted in Unoccupied Territory.

ADDRESS:

JAS. HADDOCK & CO.,
271 Main Street, - WINNIPEG, Man.

Your consideration will be invited to resolutions, which will be submitted, empowering my Government to reopen negotiations with the Federal Government, upon the questions of increased compensation in lieu of the public lands, and the control of the school lands within the Province.

You will be asked to give your consideration to the question of granting aid to the Hudson Bay railway.

You will also be asked to make provisions for the establishment of farmers' institutes, to afford farmers of the province means of meeting for the discussion of the various modes and branches of agriculture.

You will be asked to consider an act respecting municipal institutions. A school act, an act consolidating and amending the agricultural and immigration act, and amendments; also acts respecting the establishment and maintenance of the "Manitoba Reformatory for Boys" and "The Home for Incurables," and various other measures amending the existing statutes." Nothing is said about the French language, and but a brief reference to the school regulations. The Hudson's Bay railway it will be seen is given a paragraph.

He Had Nerve.

When Draper, the absconding Winnipeg dry goods dealer was making his way to the boundary with his ill-gotten gains secreted about his person, he stopped at St. Jean Baptiste and took breakfast at the hotel kept by Simoneau, who by the way is a constable.

Simoneau was suspicious. The early hour, the horses were reeking with foam, and still more the apparent nervousness and restlessness of Draper excited the suspicions of Simoneau, who thought his visitor was probably another Winnipegger taking French leave of the town and his creditors.

"You look excited," Mr. Simoneau finally

remarked, fixing his eagle eye sternly on the wilting Draper.

"Yes, and you would look excited too were you in my place," promptly replied the fugitive. One of my employees ran away with \$14,000 hard cash; and it will be a question whether he will not get across the line before I catch him and make him disgorge. So get a move on with you grub.

Simoneau was very sympathetic, and soon had the breakfast ready, and he wished them good luck as the party struck off along the highway for the boundary at a rapid gait. Mr. Simoneau was highly surprised when the truth came out. Draper told the same story at Emerson and Pembina. At the latter place he said that he had overhauled his man at Emerson and obliged him to give up his bundle.

Winnipeg Transfer Railway.

At a meeting of the railway committee of the privy council held at Ottawa Thursday last, the application of the Winnipeg Transfer company asking the approval of the junction in Winnipeg with the Canadian Pacific was taken up. Gormully, of Ottawa, appeared for the Transfer Company; Senator Scott and Judge Clarke, for the Canadian Pacific. Shughnessy, assistant general manager of the Canadian Pacific, objected to the application on the ground that the point at which connection was desired was some distance from the Canadian Pacific freight station, and would necessitate additional station facilities besides, and would generally inconvenience the company. The application was refused. The Winnipeg Transfer railway is the link by which it is proposed to connect the Northern Pacific and Canadian Pacific railways at Winnipeg, for the transfer of freight from one road to the other. The lack of these facilities, through the opposition of the Canadian Pacific railway company to allow the connection, is causing great inconvenience to the public. The Canadian

Pacific railway people evidently control the Ottawa authorities, and through them are able to lurk the arrangements. How long are the people of Manitoba to put up with this kind of thing?

The Commercial Men.

J. H. Kenney, a commercial traveller, has been fined \$10 and \$2 cost for neglecting to take out a license to sell goods while at Victoria recently. It is said that he will appeal the case and receive the backing of the Commercial Travellers' Association.

Rodney S. Norton, traveller for Campbell, Spera & Co., Winnipeg, was married recently at Victoria, B. C., to a lady of that city.

T. B. MURDOCK, hotelkeeper, Winnipeg. Bailiff in possession.

Geo. ROGERS, flour and feed, McGregor, Man., has sold out to T. Smith.

C. H. CARBONEAU, general store at Cypress River, Man., is opening a branch at Greenway.

BEEF cattle to the value of about \$35,000 were shipped from Maple Creek range during the past year.

J. G. FITZGERALD, Calgary, has been appointed agent of the London and Lancashire Fire Insurance Company.

POUND BROS., carriage makers, Morden, Man., had their premises damaged to the amount of \$500, by fire, last week. Covered by insurance.

MR. MCGAW, of the Keewatin flour mill, requests THE COMMERCIAL to deny the rumour started a short time ago by the daily papers, to the effect that his company was short of wheat. He states that the company have now sufficient wheat in store to keep the mill grinding nearly full capacity until next crop comes in, and in addition to this the company is making purchase of wheat every day.



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

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Allen & Brown's,

PORK PACKERS,

70 McDERMOT STREET. - WINNIPEG.
WHOLESALE PROVISIONS.

DRESSED HOGS

Having again commenced Packing operations
we are now prepared to buy **Dressed Hogs**
in car lots or less quantities, either delivered at
our warehouse or at any railway point in the
Province.

Butter, Poultry, etc, handled on Consignment
CORRESPONDENCE SOLICITED.

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toba Wheat.

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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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23 Jemima St., WINNIPEG.

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Flour and Grain Merchant

Consignments of Manitoba Wheat and
Flour Handled.

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Oats for Sale delivered at any Point in Manitoba
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70 FRONT STREET, - TORONTO, ONT.

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Produce and Commission

MERCHANTS,

—DEALERS IN—

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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TRUE BUSINESS PRINCIPLE,

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Cooper & Smith,

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Importers and Wholesale Dealers in

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WOOL PULLER

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letter solicited. Send for sample dozen.

JOHN CLARKE.

C. STEVENS.

Chicago Board of Trade Prices.

On Monday, January 27th, wheat opened at Saturdays closing prices. The tendency was a little higher, and closing prices were at the top. May opened at 79½c, and ranged from 79 to 78½c. July opened at 78½c, and ranged from 77½ to 78½ c, closing at the top. Provisions opened a turn higher but declined at the close. Closing prices for futures were:

	Jan.	Feb.	March	May.
Wheat.....	76½	73½	—	79½
Corn.....	23½	21	20	31½
Oats.....	20½	20½	—	22½
Pork.....	0.65	0.70	0.87½	10.10
Lard.....	5.87½	5.90	5.07½	6.10
Short Ribs.....	4.80	4.80	4.87½	5.00

On Tuesday wheat opened a shade firmer but there was little variation in prices. The higher price in the speculative branch of the business caused a firmer feeling to prevail for lots of No. 2 in store. The price was, however, merely nominal at about 78c, closing worth about 75½c. No sales were reported. Spring wheat by sample was rather quiet, but prices on choice wheat were steady. Poor lots dull and weak. Free on board and on track lots sold as follows: No. 3 at 62c for poor, 65c for fair, 68 to 70c for good, 72c for choice. No. 3 at 63 to 63½. No. 4 at 46: for poor, 50 to 52c for fair, 59 for choice. No grade at 49½c. May pork declined 7½c, but later gained 15c. Closing prices for futures were:

	Jan.	Feb.	Mar.	May.
Wheat.....	76½	76½	—	79½
Corn.....	23½	21½	30	31½
Oats.....	—	20½	—	22½
Pork.....	0.70	0.75	0.87½	10.12½
Lard.....	5.83	5.87½	5.03	6.07½
Short Ribs.....	4.80	4.80	4.85	5.00

On Wednesday wheat evidenced a weak tone, and closed lower. Closing quotations for futures were:

	Jan.	Feb.	March	May.
Wheat.....	75½	75½	—	79½
Corn.....	23½	20½	30	31½
Oats.....	20	21	—	22½
Pork.....	0.65	0.70	0.97½	10.12½
Lard.....	5.83-87½	5.83-87½	5.03	6.07½
Short Ribs.....	4.77½	4.77½	4.85	4.97½

On Thursday wheat again got down lower, and the market seems to have no bottom. The break was due to improved reports from California, easy cables and light clearances, which encouraged selling. Provisions were easier and declined all round. Weakness was attributed to continued large receipts of hogs, light shipments, and a disposition on the part of speculators to sell. Closing prices were:

	Jan.	Feb.	March	May.
Wheat.....	74½	74½	—	79½
Corn.....	23½	20	29½	31½
Oats.....	20½	20½	21½	22½
Pork.....	0.62½	0.59½	0.95	9.92½
Lard.....	5.80	5.80	5.57½	6.00-2½
Short Ribs.....	4.72½	4.72½	4.75	4.90

Trading was fairly large in wheat on Friday. Prices did not vary much, but closed fractionally lower. Closing prices for futures were:

	Jan.	Feb.	March.	May.
Wheat.....	74½	71½	—	78½-9
Corn.....	20	20	20½	31½-9
Oats.....	20½	21	—	22½
Pork.....	0.65-7½	0.55-7½	—	9.67½-70
Lard.....	5.75	5.70-7½	5.80-7½	6.00-2½
Short Ribs.....	4.72½	4.72½	4.77½	4.92½

Duluth Wheat Market.

No. 1 hard wheat, January closed at under 77c on Thursday, but recovered ½c on Friday and closed at 77c. Closing prices on Friday were. No. 1 hard, Jan. 77c; May 80½c; No. 1 hard cash, 77c; No. 1 northern, 75½c; No. 2 northern, 71c.

Minneapolis Markets.

Following were closing quotations for wheat on Friday, January 31:

	Jan.	Feb.	May.	On track
No 1 hard.....	78	78	80½	78½ to 79
No. 1 northern.....	75½	75½	77½	77
No. 2.....	73	73	76½	73-76

FLOUR.

Patents, sacks, to local dealers.....	81	76 to 81	80
Patents, to ship, sacks, car lots.....	4	15 to 4	50
In barrels.....	4	30 to 4	60
D P'ferred at New England points.....	5	15 to 5	40
New York points.....	5	05 to 5	30
Delivered at Philadelphia and Baltimore.....	5	00 to 5	25
Bakers here.....	3	00 to 3	40
Superfino.....	1	70 to 2	25
Red dog, sacks.....	1	00 to 1	20
Red dog, barrels.....	1	25 to 1	50

BRAN AND SHORTS.

The market was steady at the late rise and several sales of bran reported at \$8.50, with the ranges quotable at \$6.25 to \$8.75, shorts \$7.25 to \$7.75.

Oats.—Nothing done excepting in track stuff at about 19 to 20c for mixed and 20 to 21c for choice mixed to choice No. 2 white.

Barley.—Business small and in feed barley at 23 to 30c—Nominal range at 22 to 45.

Feed.—Quoted steady at \$10 to \$10.50 on incoming cars and \$10.50 to \$11 on cars switched to go out.

Hay.—The market was dull but there was a little inquiry for upland at about \$7, hardly any demand for common wild and prices uncertain. Quoted at \$5 to \$6.

Potatoes.—Car lots quoted at 25 to 30c per bushel.—Market Record.

THE Dominion's estimates for the current fiscal year were brought down at Ottawa on Thursday. The total estimates for the year amount to \$46,727,000, showing an increase of \$335,000. For the Brandon postoffice there is an appropriation of \$21,000; Winnipeg immigrant building, \$18,000; Regina police building, \$50,000; to complete Governor Royal's residence, \$18,000; for Manitoba penitentiary, \$50,000, a decrease of \$852; the deputy warden gets an increase of \$50. In the Department of Indian affairs for Manitoba and the Northwest there is a decrease of \$3,955 for annuities; \$3,250 for implements and tools; \$21,319, supplies for destitutes, the vote being \$310,910; \$769 for triennial clothing; \$7,830 for industrial schools; \$2,510 for farm wages; \$9,535 for supplies for farmers; \$735 for the Sioux; \$6,373 in general expense; \$3,800 for grist and saw mills; and an increase of \$4,819 for day and boarding schools; and \$3,434 for buildings. There is a decrease of \$14,176 for mounted police who are being reduced to \$12,176. For government in the Northwest there is an increase of \$26,750, the principal increases being \$13,142 for schools and \$10,000 for roads and bridges. In the Customs Department there is an increase for Manitoba of \$2,050. The Emerson office is wiped out, and Winnipeg increased \$5,700. For telegraph lines in the Northwest there is an increase of \$2,000, the vote being \$25,000. In the Postal Department there are several small increases in railway clerks, and in the Winnipeg post office first class clerks have an increase of \$100, the porter \$30, with evident provision for another letter carrier.

ISAAO COOKMAN is putting up a building at Basswood, on the Manitoba and Northwestern railway, where he has decided to open a general store.

THE town hall and fire hall at Rat Portage was damaged by fire last week.

G. W. RAY was in the city this week making purchases for a general store which he will open at Newdale, Man.

MR. PORTER, of Porter & Ronald, wholesale crockery and glassware, Winnipeg, left for the east on Thursday, on a business trip. He will probably visit Paris and other European cities before returning.

A FIRE occurred in the saddle room of the Mounted Police barracks at Fort Saskatchewan, recently. The building was a total loss together with thirty saddles, some harness and a number of new tents. The loss is estimated at \$1,500.

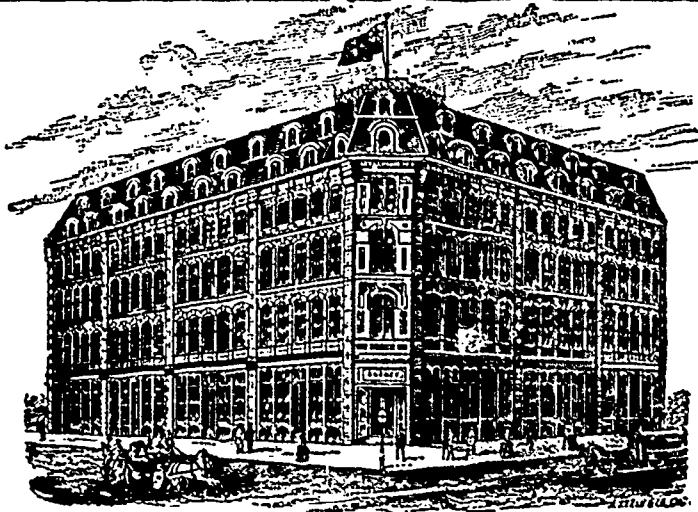
IRON for the construction of a railway from Great Falls, Montana, to Lethbridge, Alberta, is said to have been purchased last week in New York. The line will be located on this side of the boundary next month, and the work of construction commenced. The name of the road in Montana is the Great Falls and Canada railway, and in Canada the Alberta Railway and Coal Company.

A PORT ARTHUR telegram says: "The Canadian Pacific starts a party to-morrow under Engineer Garden to explore a line from Fire Steel river crossing to the great Atikon iron range a distance of thirty miles, or 120 from Port Arthur. If the route is practicable the company proposes building forthwith. These mines can ship annually 500,000 tons of the finest Bessemer ore when the railway is completed."

THE annual meeting of the Winnipeg board of Trade will be held next Tuesday. The president, Mr. James Redmond, is absent in England, and the Hon. D. H. McMillan, vice-president, will preside. The board has gone back to the old method of electing officers. Last year nominations were made, and balloting went on for two weeks, when the poll was closed and the result stated. It was not found to work satisfactorily and next Tuesday nominations will be followed immediately by a vote.

THE question of fire insurance rates was discussed at length at a recent meeting of the Port Arthur board of trade and resulted in the appointment of a deputation composed of Squier, Conmee, Thomas Marks, Horne, Burk and Harvey to wait upon the Underwriters' Association and discuss the whole matter with a view to having Port Arthur placed upon the same footing as any other Ontario town. A resolution was passed recommending the council to go on with the building of a partial system of waterworks. This was carried by a small majority. A committee was appointed to wait upon Supt. White and discuss with him informally the question of passenger, freight and telegraph rates. The abolition of the duty on mining machinery was thoroughly discussed. The matter was referred to the council of the board with instructions to memorialize the Government for the abolition of the duty on such articles as are not manufactured in Canada. More steamboat facilities between Port Arthur and Duluth was taken up quite earnestly. The benefits that would accrue to our people by better means of transportation were dwelt upon at length by several of the members, the decision being that the United States Consul, A. M. Wiley, was authorized to take up the matter and make a report to the board.

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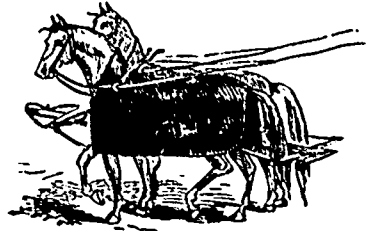
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Port Arthur Board of Trade.

Following is the report of the late annual meeting of the Port Arthur board of trade, from the *Sentinel* :

A communication was read from the Winnipeg board of trade regarding the equalization of the import duties on flour and wheat and asking the board to endorse a petition to the Dominion Government praying for an adjustment of the tariff in the interests of the Canadian millers. The petition was ordered to be signed and forwarded.

The report of Geo. T. Marks and W. J. Purcell, auditors, showed the income for the year, including the balance on hand at the beginning of the year and loan on property to be \$4,597.27; the expenditure including payments on property was \$4,526.73, leaving a balance on hand of \$70.54. The assets were shown to be \$3,732; the liabilities \$3,355.55 showing a surplus of \$376.45.

The annual address of Thos. Marks, President, was presented.

The report deals at length with all the questions which affect the district, amongst which may be mentioned, the progress of the work on the P. A., D. & W. railway, the necessity for its immediate extension to the boundary and the aid required from the Governments and the municipalities to make this possible.

The subject of mining in Algoma from Sudbury to the Lake of the Woods is concisely dealt with, special mention being made of the development of the Sudbury nickel and copper ores, the progress during the last year in the Port Arthur silver district, not least of which was the Budget dividend. The immense tracts of iron lands located by American capitalists between here and Gunflint Lake on the Minnesota boundary, and the continuation of the valuable discoveries on the Atikokan Iron Range, 130 miles west, where unlimited quantities of ore exist only awaiting railway communication to be developed. The possibilities of the Canadian iron trade were shown by the history of the Minnesota iron mines which commenced shipping in 1884 when the total output was only 62,122 tons, in 1889 there were sent to market 800,000 tons, and by the Soo canal tonnage, which in 1855 was 1,447 tons; in 1865 147,459 tons; in 1875 493,408 tons; in 1885 1,235,122 tons; while in 1899 it reached 4,095,855 tons, or including shipments from the Lake Superior mines which find an outlet by Lake Michigan, 7,000,000 tons. Rat Portage gold mines promise to be actively worked next season.

The discrimination against Port Arthur district in passenger rates, tourists tickets, freight and telegraph rates is dwelt upon at considerable length and the board recommended to take vigorous action. The enlargement of the St. Lawrence canals, which has always been advocated by the board and the necessity for the more rapid construction of the Canadian lock at Sault Ste Marie is urged very strongly, the statistics of the American lock show 2,635 vessels, 6,501 steamers and 443 other craft carrying 7,516,022 tons of freight passed through in 1899 between April 15th and December 4th, and how the slightest accident would paralyze the whole commerce of the lakes for weeks or months.

The completion of the Fort Francis lock is recommended and the extension of the Ontario & Rainy River railway for 90 miles would

bring Port Arthur within 150 miles of the greatest water stretches of the Rainy Lake, Rainy River and Lake of the Woods, 200 miles, and would open up the richest timber, mineral and agricultural country which there is in North America without railway communication.

The question of reciprocity in wrecking, the removal of duty on mining machinery not manufactured in Canada, the better preservation by the Government of the trout fishing on Nepigon, are all dealt with at length. The board is recommended to urge upon the Fire Underwriters' Association the necessity of reducing insurance rates to those charged Ontario towns of similar class. Valuable information with regard to the catch of lake fish, the improvements made in town during the past year, and Port Arthur exhibit at the Toronto exhibition is furnished, while a recommendation is made that the American Society of Mining Engineers be invited to hold their annual meeting here in 1891. The necessity for the construction of a flouring mill and the establishing of smelting works is also shown.

Messrs. Dobie and Gibbs moved that the board take prompt action regarding the matters touched upon in the report. Carried.

A lengthy discussion followed as to whether or not the council or the board should handle the grievances. An opinion appeared to prevail that the full board should consider the various questions.

The election of officers for the present year was then proceeded with. Geo. A. Graham and Geo. T. Marks were unanimously elected president and vice-president respectively and J. J. O'Connor was re-elected secretary. The following members were elected council: A. Squier, Geo. H. Macdonell, F. E. Gibbs, A. L. Russell, J. F. Ruttan, D. F. Burk, W. C. Dobie, V. Bowerman, R. Vigers, J. T. Mackay, Col. Ray and F. S. Wiley.

D. F. Burk gave notice of a motion to amend the by-laws of the board so as to provide for appointment of four honorary vice-presidents.

F. H. Keefer gave notice of a motion to provide that the by-laws be amended so that all retiring presidents be ex-officio members of the council.

A. L. Russell gave notice of a motion to amend the by-laws to allow a motion to provide for the election of Thos. Marks as a life member of the board in acknowledgment of his services as president since the incorporation of the board.

Canned Goods at Montreal.

The canned goods trade during the past week has been dull, with a slow demand and not much business doing. Canned fish have been quiet, there being very little demand for them, as fresh and dried fish have the preference, but oysters are meeting with a fair demand at quotations. Canned vegetables are moving slowly with not much demand for most sorts. Tomatoes are held high by canners, though not sufficiently to raise the price, and corn is moving fairly at quotations. Canned fruits are quiet and steady, and the same is the case with jams. Canned meats are quiet, with no change in quotations: Lobsters, per case, \$6.75 to \$7; mackerel, per case, \$3.25 to \$5.50; sardines, per case, \$8.50 to \$9.50; salmon, per dozen, \$1.70 to \$1.75; clams, 1 pound tins, per doz., \$1.90 to \$2; oysters, 1 lb. tins, per doz., \$1.20; tomatoes, Quebec, \$1.15; do., Ontario, \$1.15 to

\$1.20; peaches, per doz., \$2.15; Bartlett pears, 2 lb. tins, per doz., \$2.10; strawberries, 2 lb. tins, per doz., \$2 to \$2.25; pineapples, 1 lb. tins, per doz., \$2.30 to \$2.40; plums, 2 lb. tins, per doz., \$1.75 to \$2; corn, Erie and Aylmer, per doz., \$1.15 to \$1.25; corn, Yarmouth, 2 lb. tins, \$1.75; corn, Hoeggs, \$1.30 to \$1.40; peas, 2 lb. tins, \$1.25; string beans, 2 lb. tins, per doz., \$1.10; Lima beans, 2 lb. tins, per doz., \$1.80 to \$1.85; succotash, 2 lb. tins, per doz., \$1.75; pumpkins, 3 lb. tins, per doz., \$1.20; Gray's jams, 1 lb. pots, per doz., \$2.10; Moir's marmalade, per doz., \$2.15; Boston baked beans, per doz., \$2.15 to \$2.20; pigs' feet, per doz., \$2.35; roast chicken, 1 lb. tins, \$2.30; roast turkey, 1 lb. tins, \$2.30; canned beef in 1 lb. tins, per doz., \$1.45; do., 2 lb. tins, \$2.50; do., 4 lb. tins, \$3; do., 6 lb. tins, \$3.20; do., 14 lb. tins, \$17.60; luncheon tongue in 1 lb. tins, per doz., \$3; do., in 2 lb. tins, \$5.50; ox tongues in 1 lb. tins, per doz., \$5.75; do., in 2 lb. tins, \$7; do., in 3 lb. tins, \$9; fine English brawn, 1 lb. tins, per doz., \$2; chipped dried beef, 1 lb. tins, per doz., \$2.50; assorted soups, 1 lb. tins, per doz., \$1.60.—*Gazette*.

Grocery Prices at Toronto.

Sugars, syrups and molasses—Refiners were talking firmer on sugars to day, but no advance was established in prices. Granulated 7½ to 7¾; Paris lump 7¼ to 7½c; extra ground 8¼ to 8½c; grocers' A 7 to 7½c; powdered 7½ to 7¾c; refined, dark to bright, 12 to 6½c.

Teas and coffees—There has been a quiet demand for teas. A few lots have changed hands, but the movement has been confined to small orders. Rio 19 to 22c; Mocha 25 to 28c; Java 22 to 28c; Porto Rico 20 to 22c.

Rice and Spices—Prices are unchanged: Rice, bags 3¾ to 4c; rice, Patna 5½ to 5¾c; rice, Carolina 8½ to 9c; sago 5½ to 6c; tapioca 6¾ to 7c; pepper, black 22 to 25c; pepper, white 35 to 40c; ginger, Jamaica 25 to 30c; cloves 25 to 40c; allspice 12 to 15c; nutmegs 75c to \$1.20; cream tartar 25 to 30c.

Canned goods—There has been the usual demand at firm prices for fruits and vegetables. Business has been almost entirely in small lots. Buyers will not take hold of large quantities. Saumon easy at \$1.50 for Queen's brand to \$1.70 for British America and Horse Shoe. Quotations are: Fish—Salmon, 1's \$1.55 to \$1.70; lobster, clover leaf \$2.25; lobster, other 1's \$1.65 to \$2; sardines, French ½'s 9 to 11c; sardines, French ½'s 14 to 22c; sardines, American ½'s 6 to 8c; sardines, American ½'s 9 to 11c.

Fruits and vegetables—Apples, 3's 90 to \$1; apples, gala \$2 to \$2.25; corn, 2's \$1.10 to \$1.20; corn, cream 3's \$1.75 to \$1.80; peaches, 2's \$2.20 to \$2.40; peaches, pie \$1.35 to \$1.60; peas, 2's \$1.10 to \$1.30; plums, greengages, 2's \$2.40 to \$2.55; plums, blue, 2's \$2.25 to \$2.40; strawberries, 2's \$2.35 to \$2.45; tomatoes, 3's \$1.15 to \$1.25.

Dried fruit—Movement is light but prices are strongly maintained. Valencia raisins are gradually stiffening; most of the holders were asking 7½ to 7¾c to day for prime off-stalk, with sales at 7 to 7½c. Malagas and Sultanas were also firmly held. Currants are steadily held, but foreign advices are higher. Currants—Blks and ½'s 5¾ to 5¾c; Putras, 8½ to 7¾c; Vostivza, 8½ to 9½c. Fig.—Natural, 4½ to 5c; 14 oz, 3 to 10c; Elemes, 11 to 20c; dates, 5½ to 6½c. Raisins—Valencias, 6½ to 7c; Valencias layers, 8 to 9½c; Sultanas, 7 to 11½c; London layers, \$3.10 to \$3.35. Prunes—Bosnia, ca 7½ to 8½c; Bosnia, thds 4½ to 4¾c; Bosnia, kgs 5 to 5½c.—*Empire*, Jan. 24.

The Northern Pacific to Enter B. C.

The Seattle *Post-Intelligencer* states that it is now announced that the Northern Pacific railroad will push a northern extension through to the boundary of British Columbia. H. S. Huson, principal assistant engineer of the road, is authority for this announcement of the company's intentions. To a *Post-Intelligencer* reporter who called upon Mr. Huson while the latter was in the city yesterday, the following statement was made:

"I received instructions from headquarters this morning," said Mr. Huson, "to start a survey from Seattle straight to the boundary line of British Columbia. It has been the intention of the company for a long time to build such a road, but it was only yesterday that the board of directors authorized its construction. I shall have surveying parties in the field before the end of the week, and as soon as the line is located graders will follow close upon the surveyors. The line, as I have it mapped out, will keep back from the Sound. There is a very rich country to run through there, and I think it will pay us well to open it. Spurs will, of course, be run to the Sound as feeders. One of these will probably go to Bellingham Bay, and the other, perhaps, to Ship harbor. It is about 100 miles from Seattle to the boundary line, and our road will not greatly exceed that distance, although the feeders will bring the mileage up to 150 miles or more, I do not know what arrangements have been made for connections across the border, but I presume some local company will be organized to build from our terminus into New Westminster and Vancouver. I tell you the Northern Pacific has been aroused to the importance of this wonderful Sound trade, and from this time on it is in the field, and it will extend its lines and feeders to every point where traffic may be secured. Our northern extension will cost us about \$3,000,000, an average of \$20,000 per mile."

Wheat Trade Destiny.

Minneapolis is looking forward to the time when it will take the first position in grain speculative operations. Col. Rogers, of the *Market Record*, is credited with saying, "It won't be a great while before the grain option business will follow the actual grain business, and make Minneapolis its permanent headquarters. The big Chicago operators are beginning to trade in our pit, and that's a pretty good indication of what's in the wind. Benjamin Peters Hutchinson himself sends many orders, and some of them big ones, to somebody or something. Mr. Hutchinson is the most conspicuous object and he is accordingly the recipient of more than usual attention at this juncture. The newly elected president, Mr. W. T. Baker, and directors are expected to regulate Mr. Hutchinson and do something to revive business."

The Bank Statement.

The December statement of the Canadian banks just to hand does not indicate any very important developments since November. It will be observed that the Dominion Government has on demand \$4,848,523, an increase of \$51,184. The circulation shows a further contraction of \$1,322,130, which might have been expected, but which by the way is \$1,207,786

less than in December, 1888. Deposits of the people, on demand have increased \$1,227,748, and on notice, \$531,489. Foreign liabilities have decreased a little, and the total liabilities have also decreased to the extent of \$182,632, indicating in a general way less business. During the month the banks withdrew about \$1,000,000 from their foreign bankers and have also suffered a decline in the amount of specie and Dominion notes held, of \$1,204,237. The loans to the Dominion and Provincial Governments have increased \$539,630, and loans to business corporations have decreased by about the same (\$670,457). Discounts have been decreased over \$1,500,000, while overdue notes secured and unsecured have increased \$195,076. Directors' liabilities have decreased nearly \$100,000 and the total assets about \$813,000.

—Montreal *Journal of Commerce*.

Montreal Fur Prices.

Offerings are light at present and the market is without any noticeable animation locally. European advices are not encouraging, while those from the States evidence a spirit of more or less speculation, so that it is difficult to gauge their actual intent. We lower some of our quotations and it is the expectation that heavier reductions must be made ere long:

Beaver, per lb	\$ 4 00	to 4 50
Bear large, per skin	12 00	15 00
Bear cubs, per skin	4 00	6 00
Fisher	4 00	6 00
Fox, red	1 20	1 40
Fox, cross	2 00	4 00
Lynx	3 00	4 00
Marten	80	1 00
Mink	1 00	1 25
Muskkrat	0 15	0 20
Otter	10 00	12 00
Raccoon	0 50	0 60
Skunk	average 0 40	0 50

Montreal *Gazette*.

British Columbia.

Matheson & Armstrong, hotelkeepers, Kamloops, have dissolved partnership.

A. B. Wintemute, boots and shoes, New Westminster, has sold out to Gordon & Co.

J. A. Thompson and J. Williams of Wellington, have leased the Central Hotel, Nanaimo.

A company to be known as the Union Iron Works has been formed at New Westminster.

Dickinson & Binney, coal and wood merchants, New Westminster, have dissolved partnership.

The workmen of Westminster lately held a meeting to discuss the nine hours movement. It was decided to form a nine hours league.

Two hundred and nine thousand dollars in New Westminster city bonds have been allotted to R. W. Smith, of Montreal, at 3½ cents premium.

An action for \$5,000 damages has been instituted against the *Victoria Times* by G. A. Perrin, on account of a communication, alleged to be libellous, which recently appeared in that paper.

Wm. H. Horn, who for many years owned and operated the Victoria Boot and Shoe Factory, some time ago purchased by the Ames Holden company, is dead. He was a pioneer of the province.

J. G. McPhee, hotelkeeper, Kamloops, has sold out.

The sales of the Nanaimo co-operative store for the year ending December 31st last, amounted to \$112,506.75, realizing a net profit of \$14,127.79, which has been divided among the members, this after allowing for depreciation, buying building stock and adding to the reserve fund.

A member of the local legislature says: "There seems to be no doubt that the Shuswap & Okanagan Railway will be constructed in the spring, and now a railway is projected from Ashcroft to Caribon to connect all that interior with the C.P.R. An act of incorporation for a company for that purpose will be applied for in the next issue of the *British Columbia Gazette*. The enterprise is in good hands and is bona fide. No effort should be spared to develop the interior by the construction of railways, and thereby retain for British Columbia the trade of the interior and prevent it from going south of the border."

At the last meeting of the Vancouver board of trade a resolution was passed as follows: "That this board is so impressed with the importance of having False Creek dredged for the better accommodation of local traffic that it desires that the attention of the Minister of Public Works be called to the matter, and that he be requested to place a sum sufficient for the purpose in the estimates for 1899, and that owing to the much regretted and unavoidable absence of the representative of the District from his place in Parliament, the secretary be instructed to forward a copy of this resolution to the other representatives of British Columbia and ask their co-operation." In the matter of steamship communication between Nanaimo and Vancouver, the following resolution was passed: "That this board views with the utmost interest the endeavors of D. W. Gordon, M.P., for Vancouver District, viz., to have a daily mail steamship line established between Vancouver and Nanaimo, and would impress upon the Postmaster-General the urgent necessity of having such a service established at the earliest possible date, and respectfully request him to have a sum sufficient for the purpose placed in the estimates of 1899."

THE Portage la Prairie *Liberal* intimates that the fire brigade of that place is becoming demoralized, and it gives a note of warning against such an undesirable result. It is to be hoped the advice of the *Liberal* will be heeded. Portage is large enough and enterprising enough to support a good fire brigade, equipped with effective appliances for coping with a fire. The authorities should not for a moment think of allowing the effectiveness of their fire protective system to become deteriorated. No greater calamity could happen the place than such a result. On the other hand, the constant aim should be to improve the facilities for fighting any fire which might originate. It is the duty of the business men of the town, and not only of Portage, but every other place, to see that the authorities are not penny wise and pound foolish in the matter of fire protection. The business men are usually the chief sufferers from fire, and they should see to it that the town authorities do not shirk the matter. By all means the business men should keep a close eye upon the administration of the fire department, and protest against any disposition to neglect such an important department.

Furniture and Undertaking House.
M. HUGHES & CO.
 WHOLESALE & RETAIL
 Furniture and Undertaking Warerooms
 315 and 317 Main Street.
 TELEPHONE No. 413.

Closest prices given to dealers
 - Satisfaction guaranteed in every department.

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 Wholesale and Manufacturing
STATIONERS,
 64 to 68 KING STREET EAST,
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SPECIALTIES.
 Account Books Paper—all kinds
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 IMPORTERS AND DEALERS IN
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CARRIAGE HARDWARE
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Wholesale Boots and Shoes
 Cor. Craig & St. Francis Xavier Sts.,
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 British Columbia Branch: WM SKENE, Van Horne
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The Canada Rubber Co'y
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 Manufacturers of Rubber Shoes, Felt Boots,
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 WORKS: Papineau Square, Montreal
 WAREHOUSE: 335 St. Paul St.
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LYMAN BROS. & CO.,
 WHOLESALE
DRUGS AND MEDICINES
 Every requisite for the Drug Trade
 promptly supplied.
TORONTO, ONT.

W. R. Johnston & Co.
 (Late Livingston, Johnston & Co.)
 WHOLESALE MANUFACTURERS
READY-MADE
CLOTHING
 44 BAY STREET, TORONTO.

EVERY VARIETY OF
 Painters Brushes,
 Artist Brushes,
 Household Brushes,
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Chas. Boeckh & Sons,
TORONTO.
 All our Brushes are branded **BOECKH**
 to distinguish them from inferior imitations
 and as a guarantee of their quality.

Toronto Hide & Wool Co
 Wholesale Dealers in
HIDES!
 SHEEPSKINS AND WOOL
JOHN HALLAM
 88 Princess St., WINNIPEG
 83 and 85 Front Street East, TORONTO.
 PROPRIETOR.

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

W. E. SANFORD M'FG CO., Ltd.
 MANUFACTURERS OF
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 45 to 49 King St. Albert Street.
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Home Production
 WE MANUFACTURE
BARB WIRE,
PLAIN TWISTED WIRE, WITHOUT BARBS
 And are Agents for the
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We are in a position to fill all orders promptly.
 Ours is the only wire manufactured in the Dominion of
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 A personal inspection will convince you of this fact. Quality
 of wire the best ENGLISH BESSEMER STEEL
 Every pound guaranteed.
Manitoba Wire Company

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PURE INDIAN TEAS
 Direct Importers of Indian Teas from
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 ASSAM, DARJEELING, KANGRA, CACHAR,
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 Indian Teas from the above districts always
 in Stock.
 Samples and quotations on application to
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 149 NOTRE DAME STREET, - - WINNIPEG.

S. F. McKINNON & CO'
 —IMPORTERS OF—
Millinery Goods.
Fancy Dry Goods,
Mantles, Silks, etc.
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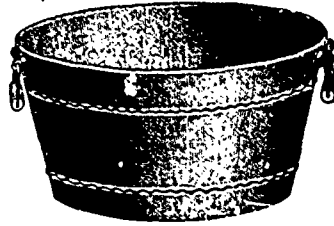
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Indurated Fibreware

CANNOT SHRINK OR SWELL,
LEAK OR WATER SOAK

WILL NOT TAINT MILK OR
OTHER LIQUIDS.

PROOF AGAINST HOT & COLD WATER,
KEROSENE OIL,
BENZINE OR NAPHTHA.



Most Attractive,

Most Durable,

Very Best Ware

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Write to us or our Agents for Prices and Discounts.

THE E. B. EDDY M'F'G CO., - HULL, Canada.

TEES & PERSSE, Agents for Manitoba and Northwest Territories, Winnipeg.

Hercules Manufacturing Company,

Petrollea, - Ontario.

To the Millers and the Milling Trade of the Great Northwest:

GENTLEMEN:—The Hercules Manufacturing Company, of Petrollea, Ont., respectfully request you to write them for Circulars descriptive of any or all of the following Machinery for which they are sole owners and manufacturers for the Dominion:

The Celebrated Cochrane System of Train Rolls—35% more work with 50% less power. Impossible to put Rolls out of Train. More even granulation and an increase of Patent Flour over any Rolls in the World. These are only a few of the advantages possessed by the Cochrane System.

The Hercules Grain Cleaning Machinery—Guaranteed to do more work in ONE operation than any other Cleaner on market can in FIVE. Removes fuzz entirely from end of berry—something unattempted by any other Scouter.

Dobson's Patent Flour Dresser—The best Bolt of the day.

New Mills Built or Old Ones, of any capacity, remodeled to our system and guaranteed to make better work than your neighbors. A full line of Mill and Millers' Supplies.

Write us before giving your contracts.

PETROLEA, ONT.

THE HERCULES MANUFACTURING COMPANY.

Tobacco and Cigarette Agency.

W.M. ROBERTS & CO.,

—WHOLESALE—

TOBACCONISTS

—AND—

Manufacturers' Agents,

WINNIPEG, MAN.

REPRESENTING:

Wm. S. Kimball & Co., Rochester, N. Y.
OLD GOLD AND VANITY FAIR CIGARETTES

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PIPER HEIDSEICK CELEBRATED CHEWING.

McAlpin Tobacco Co., Toronto, Ont.
BEAVER CHEWING, SILVER ASH AND CUT
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American Cigarette Co., Montreal, Q.
SWEET CAPORALS, DRAGON
And other Leading Brands Cigarettes and
Tobacco.

OF INTEREST TO

BANKERS, BROKERS

—AND—

INSURANCE AGENTS.

The **EQUITABLE LIFE** commencing with the 2nd January, 1890, will offer for Sale for the first time its new issue of

BONDS.

These Bonds are issued and guaranteed by the Society which is one of the Strongest Financial Institutions in the World.

ASSETS, - - - \$105,000,000

LIABILITIES, - - - 82,500,000

SURPLUS, - - - \$22,500,000

Arrangements have been effected whereby Canadian holders are also secured by special deposits with the Dominion Government. These bonds are allotted and subscribed for on the Instalment Plan. They yield handsome rates of interest, and in case of the purchaser's death will be paid in full without any further instalments being required. To Bankers and Agents a percentage will be paid for negotiating sales.

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Manager for Manitoba, N.W.T. and Algoma,

Merchants' Bank Block,

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J. Kuhn & Son,

—DEALERS IN—

BUTTER, CHEESE AND EGGS
FLOUR AND FEED

And Produce Generally. Agents for the
GOLD SPOON BAKING POWDER.

Consignments of Produce and other Goods Sold on
Commission and Prompt returns made.

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—MANUFACTURERS OF—

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REPRESENTED BY

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P.O. BOX 553.

Eastern Business Changes.

ONTARIO.

George Fraser, Arnprior, has assigned.
 A. Taylor, tailor, Fergus, has assigned.
 A. M. Sinclair, grocer, Toronto, is dead.
 Alex. Hall, shoes, Chatham, has assigned.
 Wm. Ryan, miller, Thedford, has sold out.
 J. L. Fraser, marble, Arnprior, has assigned.
 B. Richardson, jeweler, Aurora, has assigned.
 M. T. Effinger, grocer, Aylmer, has sold out.
 A. J. Campbell, shoes, Cobourg, has assigned.
 Jas. Farnsworth, butcher, Dresden, is dead.
 T. N. Carter, shoes, Deseronto, has assigned.
 Wm. Haver, tailor, Hamilton, has assigned.
 Robert Diprose, grocer, Strathroy, has sold out.
 Wm. Fraser, grocer, etc., Arnprior, has assigned.
 T. W. Howson, tins, Morrisburgh, has assigned.
 Wadsworth & Co., tailor, Toronto, have dissolved.
 R. E. Dodds, general storekeeper, Arkona, is dead.
 J. C. Robertson, baker, etc., Attwood, has sold out.
 S. Sonchereau, general store, St. Clair, has assigned.
 John McCutcheon, jeweler, Cornwall has assigned.
 Samuel F. Douglas, shoes, Woodstock, has assigned.
 P. W. Bell & Co., general store, Orilla, was burned out.
 J. Morden & Co., general store, Wyoming, has assigned.
 Wm. Palmer, general store, Gravenhurst, has assigned.
 H. W. Eagles, general storekeeper, Delhi, has assigned.
 Thomas O'Brien, house furnishings, Toronto, has assigned.
 W. H. Burgess, general store, North Bay, has assigned.
 Stephen Wilkinson, grocer, Essex Centre, has assigned.
 Isabella Fraser, fancy goods, etc., Arnprior, has assigned.
 Mrs. E. L. Hubbard, millinery, Hamilton, has assigned.
 F. Kieran, & Co., wholesale grocers, Toronto, has assigned.
 Gilchrist & Kent, general store, Orangeville, have assigned.
 J. T. & E. S. Sifton, general traders, Dutton, have assigned.
 Langford & Clay, general store, Ashburn, have assigned.
 Joseph Williams, grist mill, Glen William, was burned out.
 Mrs. Moffatt, groceries, Fergus, is advertising to sell out.
 Char. A. & S. R. Cornell, hotelkeepers, Nanawau, have assigned.
 John McCutcheon, jeweler, Cornwall, is offering to compromise.
 R. C. Brumpton, general store, Moorefield, is advertised to sell out.
 Tait, Burch, & Co., wholesale dry goods, Toronto, have assigned.
 J. H. Clapp, shoes, Toronto, has changed the firm style to S. T. Clapp.
 John Brown, harness, Ripley, was sold out under chattel mortgage.
 A. D. Myers & Co., general store, Parry Sound, is asking an extension.

John Dourley, hotelkeeper, Ottawa, is dead.
 H. T. Arnold, glove manufacturer, Glen William has removed to Acton.
 Lockhart, Milchamp & Co., commission dry goods, Toronto, have dissolved.
 McCoy Bros., dry goods, Hamilton, have had their stock damaged by fire.
 Barker & Stroot, general store and planing mill, Day Mills, have assigned.
 A. D. Meyers & Co., general store and saw mill, Parry Sound, have assigned.
 W. Brophy, gents' furnishings, Kingston, is selling out and going to California.
 Thompson & Smith, gents' furnishings, Mount Forest, are moving to Owen Sound.
 Rivkin River Lumber Company, Sauble Falls, are succeeded by Lowry & Lawrence.
 I. A. Whitnough, hardware, etc., Toronto, is offering a compromise at 50c on the dollar.
 Raymond & Bently, steam bending works, etc., Bradshaw and Courtwright, have assigned.
 J. Robb, fruits and confectionary; Mrs. Bennett, millinery; D. Campbell, tailor; S. D. Potter, harness and trunks; James Townsend, photographer, Almonte, were burned out.
 L. Woodcock, grocer and confectionary; F. W. Gowan & Co., druggists; York, estate of, barber and cigars; Plews & Co., photos; E. H. Fogarty, publisher; Gougeon Gas Works, Cobourg, were damaged by fire.

QUEBEC.

Peter Hunt, grocer, Levis, has assigned.
 G. C. Glass, clothing, Montreal, has assigned.
 Dolphis Tessier, grocer, Montreal, has assigned.
 L. A. Dansereau, confectioner, Montreal, has assigned.
 L. A. Piche, grocer, Montreal, is offering to compromise.
 Barr & Warren, general storekeepers, Granby, have dissolved.
 Perrault & Cote, hotelkeepers, Montreal, have dissolved.
 Castle & Co., dealers in hats and caps, Montreal, have assigned.
 Leger & Co., furniture manufacturers, Montreal, have dissolved.
 J. A. Rafter & Sons, wholesale grocers, Montreal, have assigned.
 J. Landsberg, dealer in dry goods, Sherbrooke, has assigned.
 Black & Locke, dealers in leather, Montreal, have suspended payment.
 Arthur Gauthier, general storekeeper, St. Justine de Newton, has assigned.
 U. Charest & Fils, dealers in furniture, Montreal, demand of assignment made.
 Octave Petite, general storekeeper, St. Gertrude, demand of assignment made.
 Jos. Landsberg, dealer in dry goods, Sherbrooke; demand of assignment made.
 Abraham Simard, general storekeeper, Thedford Mines, demand of assignment made.
 Frechon, Lefebvre & Co., dealers in church ornaments, Montreal, have changed style to Frechon & Co.

NOVA SCOTIA.

Robert Bauhill, trader, Onslow, has assigned.
 McKenzie & Graham, victuallers, Truro, have dissolved.
 Findel & Manning, livery, Bridgewater, have dissolved.
 C. S. Phinney, general storekeeper, Lawrencetown, is dead.
 Price Bros., general storekeepers, Parrsboro, have dissolved.

J. B. Lawrence, general storekeeper, Barrington, has assigned.
 Owens, Webber & Co., boiler-makers, Dartmouth, have dissolved.
 Archibald & Whidden, hardware merchants, Antigonish, have dissolved.

NEW BRUNSWICK.

Angus Clifford & Co., grocers, Moncton, have failed.
 Parsons & Gibson, tanners, Benton, have dissolved.
 Alex. Stewart, soap manufacturer, St. John, has assigned.
 Jas. McCormack, dealer in provisions, St. Stephen, has assigned.

Toronto Dry Goods Trade.

The cold weather has come too late to effect business favorably; any winter goods on hand up to this date, and there is said to be considerable, will have to be carried over another season with this bright spot, that values are increasing, and they will be found to be good value when the season comes around for them again.

Cotton goods are now arriving, both from English and Canadian mills, and are creating a certain appearance of business at any rate. Reports from the country are anything but favorable, and city trade is very dull. The remarks on woolen goods in wholesale houses also apply to goods on retail shelves.

Money has been coming in very slowly, and the prospects are that until spring opens out it will continue scarce, but of this we can speak more accurately after February 4.—*Empire.*

Montreal Dry Goods Trade.

Business in this branch of trade has not shown any improvement since our last and the dull feeling noted then continues. We have to note however, an exception to this that in some lines of woollen specialties "repeat orders" are reported. They are, however, the exception to the general rule, and agents speak of great difficulty in placing orders, reporting that an extremely cautious and conservative policy characterizes the trade generally at the present moment in the matter of purchasing. Therefore the volume of trade is behind that of last year for the same period, and in fact for the last two months. As to the tone, the general feeling is strong owing to the firm position at the centre of supply and we were told by one firm that does a considerable business in woollen specialties, that although they were sold up, they had as yet taken no steps to replace stock, preferring to wait until they could see how to act with more certainty.—*Gazette.*

Tight Money.

"Money is tight, very tight," said one of our wholesale merchants this week "the banks have plenty of funds, but they refuse to lend them except upon terms that no one will submit to; what are they hoarding it up for?" We presume the banks are expecting hard times and are prepared to meet them, and consequently are conserving their resources for the protection of their regular customers. This is why outsiders find it a difficult matter to borrow except at pretty stiff rates and upon undoubted collateral. Money on call is firm at 6 per cent., and mercantile paper is discounted at 6 to 8 per cent. as to strength of name.—*Montreal Trade Bulletin.*

Wheat Inspection at Winnipeg.

David Horn, grain inspector, Winnipeg, has made a report of the grain inspected by him for the six months ending Dec. 31. It is as follows:

	CARS.	BUSHEL.	PROPORTION.
Extra Manitoba Hard ...	51	33,150	2½ per c.
One hard	718	466,700	38 "
Two hard	481	312,650	25½ "
One Northern	15	9,750	¾ "
Two Northern	223	118,850	19½ "
Three Northern	31	20,160	1½ "
One white soft	24	15,600	1¼ "
One rejected	108	70,200	5½ "
Rejected	245	159,250	12½ "
	1,902	1,236,300	100

This represents only the wheat inspected at the port of Winnipeg, and is exclusive of the Port Arthur inspection which in all probability is somewhat larger than this. It fully bears out the belief as to the superior quality of last year's crop, as it shows that 60 per cent. graded No. 2 hard or better.

The inspection of wheat for Winnipeg during the last six months of 1888 was 1,444 cars, equivalent to 938,600 bushels, or about 300,000 bushels less than the 1889 record. This is accounted for by the fact that the movement of wheat was earlier this season than last, and a much larger percentage found its way out of the country before January than on preceding years.

Lumber Cuttings.

Geo. Rogers, has sold his interest in the lumber business at the Gregor, Man., to R. H. Wisch.

The British barge, *Gloaming*, has been towed to sea from Hasting's Sawmill, Vancouver, B.C., with 1,031,000 feet of lumber for Calao, Peru.

Capt. J. Jonasson, one of the most extensive lumber shippers on Lake Winnipeg, says the various companies are taking out a greater number of logs than they first calculated upon. The season has turned out more favorable for lumbering than was expected.

G. Housser, who for some years has been book-keeper for Dick, Banning & Co., lumbermen, Winnipeg, leaves for Portage la Prairie, Man., where it is understood he will take charge of Dick, Banning & Co.'s branch business at that place. His place will be filled by Wm. Goodridge, of Springfield, formerly cashier of the Hudson Bay store.

The reports of the Dominion Minister of Crown Lands, recently issued, states that there are 25 saw mills in the province of British Columbia, with a daily capacity of the aggregate of 970,000, or about 275,000,000 per annum. The acreage of timber leases held from the Provincial Government amounts to 135,063 acres, and on Crown Lands 10,930,490; timber leasehold, 9,429,565; private property, 3,342,352; total, 31,878,334; royalty collected, \$12,575.59; rebate on timber exported, \$3,051.48.

Mississippi Valley Lumberman: The exports of lumber from Pacific coast points, during 1889, amounted to 141,396,564 feet, which was more than the export during the previous year. There is a slow increase from year to year in the foreign demand for lumber, but in the opinion of the San Francisco Wood and Iron the production of lumber on the Pacific coast is in excess of the demand. The capacity of the pine mills is estimated to be 1,200,000-

000 feet annually, and of the redwood mills 2,500,000.

The old chestnut about Canadian lumbermen stealing timber from northern Minnesota, bordering on the Rainy river, has been again revived. When this report was circulated last fall it was shown to be utter trash and nonsense. Here is the way the story is now repeated, in a telegram from Washington: "Canadian lumbermen are stealing billions of feet of lumber from the greatest northern pine timber belt of America. Northwestern representatives in Congress will immediately urge that measures may be taken to provide at least one revenue cutter and place garrisons at two points to watch the district and stop several thousand Canadians who are cutting and hauling timber without fear of molestation. Ex-Senator Henry M. Rice, who spent five months in the northern portion of Minnesota treating with the Indians as a member of the Red Lake commission, says this timber cutting is going on for forty miles up the Beaudette, north and south Fork rivers, and the Indians declare it has been carried on for more than twelve years. No less than twenty steamers and tugs ply from early spring till late in the fall on Rainy river and its branches and the Lake of the Woods conveying this stolen timber to Rat Portage, Keewatin, and even to Winnipeg." Last summer it was only millions of feet. Now nothing less than billions will do, and the hundreds of deprecators have grown to thousands. The story is simply manufactured out of whole cloth throughout. All the timber taken out of the entire district and cut legally or otherwise on each side of the boundary, since the first saw mill was established, will not amount to a billion feet. Canadian lumbermen do not cut a stick of timber in Minnesota, but they buy logs from contractors and others, citizens of the United States, who claim to own the lands whence the timber is cut. If some of these Yankees steal timber off Government or Indian lands and sell it to the Canadian lumbermen, who purchase in good faith, it is none of our funeral. The charge that Canadian lumbermen steal timber from Minnesota is simply a lie.

The *Victoria Colonist* says:—"The shipments of lumber from British Columbia during the past year approximate some 32,000,000 feet, valued at nearly half a million dollars, and about fifty ships having an aggregate tonnage of about 43,000 tons, were employed. This industry has been fairly active, although several of the leading mills shut down temporarily early in the season during the progress of extensive additions to buildings, plant and modern machinery, (notably in the case of the Moodyville Sawmill at Barrard Inlet), and the capacity of these establishments have been so enlarged that they are now in a better position to fill orders than heretofore. We are glad also to note the largely increased demand from eastern points for the products of our mills, including flooring, windows, sashes, doors, &c., the quality of which is being rapidly appreciated. The future of this industry cannot be otherwise than encouraging to our mill owners, in view of the large and valuable timber limits within the province, a value to which is greatly enhanced by the fact that our neighbors across the border are exhausting their supply far more rapidly than we are on this side. Doubtless, then, this has proved not unattractive to our

important acquisition to the lumber manufacturing industry during the past year; the huge milling establishments of the Ross McIlwren Co., now in progress on Frazer river and at Port Moody, the large extensions of W. J. Macaulay's interest at Chomimus and elsewhere on Vancouver Island, being not the least among them. The convenient position, too, of Royal Roads for vessels engaged in the lumber trade has not been lost sight of, and we are assured that the erection and equipment of an extensive sawmill in the vicinity of Esquimalt will ere long assume a practical shape. The advantages of such a position are many, and we feel confident that ship-owners will not overlook them in realizing the saving in time, towing, pilotage and many other incidentals in connection with employment of their vessels in this trade."

Mr. Wainwright, president of the Winnipeg and Duluth railway, and Mr. Fisher, general manager of the same railway, were in Winnipeg last week. They came here to confer with the Winnipeg and Southeastern people, with whom they have been carrying on negotiations with that company, as they expect to reach this city over the line which the latter have a charter for building from here to the boundary. They also desired to look over Winnipeg and size up its importance as a railway town, and as a result of their visit they are more than ever impressed with the desirability of tapping this city, and through it the great Northwest, for trade for their new road. There is said to be an agreement between the two companies that the Winnipeg and Duluth railway is to be at the International boundary as soon as the Winnipeg and Southeastern is there. A direct or of the latter enterprise was asked now long a time that would represent, and the reply was that before the present year was out they hoped to have a railway running from here to Duluth. Work on the Southeastern will be renewed as soon as the spring comes.—*Free Press*.

The St. Paul, Minneapolis & Manitoba railway will hereafter be known as the Great Northern. A few weeks hence, it is said, the company will improve their passenger service between here and St. Paul by running a dining car right through from Winnipeg, and putting on a new equipment of day coaches and sleepers. The running time will also be reduced considerably. The St. Paul, Minneapolis & Manitoba railway, or the Manitoba road, as it is generally called for short, has been a familiar name throughout this region for years, and the change of name will come awkward to a great many. It was the first road to invade the great prairie region north and west of St. Paul, and provided Winnipeg and Manitoba with its first railway connection with the outside world.

The *Free Press* did not long hold its monopoly in the daily press here in Winnipeg. A new evening daily, called the *Tribune*, has already appeared on the scene. The new paper is under the editorial management of R. L. Richardson, late of the *Sun*, with D. L. McIntyre, formerly connected with the business department of the *Free Press*, and more recently with the Port Arthur *Sentinel*, as business manager. J. Mouscrief, of the *Sun*, is city editor. The *Tribune* is something after the pattern of the defunct *Sun* in appearance, and the first numbers issued are up to the general standard of that paper.

The Manufacturers' Life AND Accident Insurance Co's

Head Office: - TORONTO.

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

Incorporated by Special Act of the Dominion Parliament.
Full Government Deposit.

Absolute Security Offered in a Live, Prosperous and
POPULAR CANADIAN COMPANY.

PRESIDENT—SIR JOHN A. MACDONALD, P.C., G.C.B.
Vice-PRESIDENTS: George Gooderham, Esq., President of the Bank of Toronto.
—William Bell, Esq., Manufacturer, Guelph.

WM. SCOTT, Provincial Manager, Winnipeg

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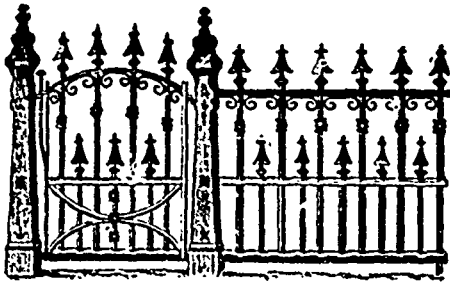
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Iron Fire Escapes,
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RUPTURE Consult your own interest. You can get at the lowest price, the very best the land produces. Your Physician knows my goods. The only system to positively suit your case. Truly especially made for you and sent by Mail same day. Fully equipped factory at my command. It took me over twenty years to perfect this work. Send 6c. stamps for Ill. Book. Valuable Information, etc. etc.

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134 KING STREET WEST, TORONTO, ONT.

NOTHING LIKE LEATHER.

W. N. JOHNSTON & CO.,

Importers and Dealers in

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Manufacturers of Horse Collars, Boots and Shoe Uppers, etc.

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Permit Orders Promptly Executed

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MONTREAL BRASS WORKS.

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Proprietors, Manufacturers of

Gas Fixtures of Every Description,

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Of Flour, Butter, Eggs and Cheese.

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THOMAS LAURY & SON'S CELEBRATED
CURED MEATS.

Always in Stock HAMS and BACON, etc.

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

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Frost Proof and Cold Storage. Consignments Solicited.

REMOVAL!

Will remove on 1st February to that commodious warehouse occupied for several years past by Messrs. Hodgson, Sumner & Co., Corner Princess and Bannatyne Streets.

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Wholesale Stationers,

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FLOUR MILL BUILDER

Parties contemplating building New Flour Mills should be sure to get the Best Machinery and the best System or Method of making High Grades of Flour.

The subscriber has built more Roller Mills in Minnesota, Dakota and Manitoba than any man living; among them the best and largest in the land.

Will be pleased to give Estimates and Plans on any Mill either large or small.

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218 Third Avenue South,

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WALKER HOUSE.

The most conveniently located Hotel in Toronto.

One Block from Union Railway Depot.

A first-class Family and Commercial House.

Terms from \$2 a Day

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Corner York and Front Sts., TORONTO, Ont.

First-class in every Respect
Appointments Perfect.
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Every Attention paid to
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has the largest sale of any Toilet Soap in the country on account of its uniformly excellent, delicate and fragrant qualities.

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Canadian Excursions!

FOR SEVERAL YEARS PAST

—BY—
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, the ets 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, 1890

Stop-over privileges and money days time will be granted on these tickets with 15 additional days time on payment of \$5 or 3rd year 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 Pullman Dining and Sleeping Cars and Free Tourist Sleeping Cars the journey back to the scenes of early days will be made upon the 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. WHITSKY, Gen. Ticket and Pass. Agt., St. Paul.

T. ESE 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 6:50 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, 150 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. TENDALE, General Passenger Agent.

Canadians, Attention!

Minneapolis & St. Louis Railway

Albert Lea Route

In connection with the Northern Pacific and St. Paul, Minneapolis & Manitoba Railways, will during the months of November, December, 1899, and January, 1890, run a series of

CHEAP EXCURSIONS

To Ontario and Quebec Points.

\$10 — FOR THE ROUND TRIP — \$10 TICKETS GOOD 30 DAYS.

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

For detailed information call upon your nearest railway agent or write to

C. H. HOLDRIDGE,
Gen. Ticket and Pass. Agt., MINNEAPOLIS.

Northern Pacific & Manitoba Ry.

Time Table taking effect Sept. 1, 1889.

North Bound		South Bound	
Daily except Sunday	Daily Passenger	Passenger	Freight
No. 53	No. 54	Central Standard Time.	No. 54, No. 56
1:30p	4:15p	0 A	Winnipeg
1:25p	4:11p	1.0	Kennedy Avenue
1:15p	4:07p	1.0	Portage Junction
12:45p	3:54p	0.3	St. Norbert
12:20p	3:42p	15.3	Cartier
11:52a	3:24p	23.5	St. Athanas
11:12a	3:10p	27.4	Union Point
10:47a	3:00p	32.5	Silver Plains
10:11a	2:48p	30.4	Morris
9:42a	2:38p	48.8	St. Jean
8:58a	2:13p	56.0	Letellier
8:15a	1:53p	0 A	W. Lynne
7:15a	1:45p	05.0	Pembina
7:00a	1:40p	08.1	Grand Forks
10:10a	2:08p	0 A	Winnipeg Junction
5:25a	8:00p	0 A	Minneapolis
5:35a	8:00p	0 A	St. Paul
5:40p	0.45a		Eastward.
6:40a	3:15p		Westward.
10:20a	10:11p		Bismarck
2:50p	10:50a		Miles City
10:50a	2:50p		Helena
3:40p	10:50a		Spokane Falls
6:40a	3:40p		Pasco Junction
0.45a	6:40a		Portland
3:15p	0.45a		(via R. O. & N.)
	0.45a		Tacoma
	10:00p		Portland
	10:00p		(via Cascade div.)

PORTAGE LA PRAIRIE BRANCH.

Daily ex Su	STATIONS.	Daily ex Su
11:10a	0	4:20p
10:57a	3.0	4:32p
10:24a	13.5	5:06p
10:00a	21.0	5:30p
9:35a		5:55p
9:15a	25.2	6:17p
8:52a	42.1	6:39p
8:25a	50.7	7:01p
8:10a	55.5	7:20p

MORRIS-BRANDON BRANCH.

Mixed Monday	Miles from Morris	STATIONS.	Mixed Tuesday Friday
2:33p	0	Morris	2:30p
3:03p	10.0	Lowes	1:52p
3:30p	21.2	Myrtle	1:13p
4:30p	25.9	Roland	12:55p
5:00p	33.5	Rosebank	12:25p
5:20p	39.0	Miami	12:05p
5:53p	49.0	Deerwood	11:15a
6:10p	54.1	Alta	10:52a
7:30p	62.1	Somers	10:25a
08.4	74.0	Swan Lake	10:02a
74.0	79.4	Indian Springs	9:41a
80.1	86.1	Maricopolis	9:21a
82.3	92.3	Greenway	9:00a
102.0	102.0	Belmont	8:04a
106.7	106.7	Hilton	7:30a
120.0	120.0	Wawanesa	7:00a

Pullman Palace Sleeping Cars and Dining Cars on Nos. 53 and 54. Passengers will be carried on all regular freight trains. Nos. 53 and 54 will not stop at Kennedy Avenue. J. M. GRAHAM, General Manager, Winnipeg. H. SWINFORD, General Agent, Winnipeg.

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

TIME TABLE.

Read Down. GOING EAST.	STATIONS.	Read Up. GOING WEST.
No. 1 Daily.		No. 2 Daily.
14 00 De	Leithbridge	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	20 00
20 00	Seven Persons	18 45
20 55	Dunmore	17 30
22 10 Ar		

† Meals.

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

Manitoba and Northwestern Ry.

CHANGE OF TIME.

PASS Thursday and Saturday	Miles from Portage	STATIONS.	PASS Monday and Friday
LEAVE			ARRIVE
16 15		Portage la Prairie	14 15
18 00	35	Gladstone	12 50
19 00	61	Nepawa	11 23
20 00	70	Minnedosa	10 40
21 00	94	Rapid City	9 15
21 40	115	Snoo Lake	8 45
23 00	138	Irile	7 45
23 38	155	Binscarth	0 47
24 15	160	Russell	6 10
24 45	180	Lanenburg	5 40
1 45	200	Salcoats	4 40
ARRIVE			LEAVE

*Trains for Binscarth leave Birtle Tuesdays and Saturdays only at 23 00; returning leave Binscarth Wednesdays and Mondays only at 8 47. For Russell leave Birtle Tuesdays only at 23 00; returning leave Rus. all Wednesdays only at 6 10. For Lanenburg and Salcoats leave Birtle Saturdays only at 23 00; returning leave Salcoats Tuesdays, Thursdays and Saturdays at 23 10; returning leave Rapid City Mondays, Wednesdays and Fridays at 9 15.

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 General Freight and Passenger Agent, Portage la Prairie, or to W. R. BAKER, General Superintendent.

Northern Pacific

And Manitoba Railway.

ARE SELLING THROUGH TICKETS

To all Points in Canada and the United States at

LOWER RATES THAN EVER

The Northern Pacific and Manitoba Railway run a DAILY TRAIN fully equipped with the latest improvements, including palatial Dining Cars and Pullman Sleepers, affording its patrons a quick, pleasant and interesting trip East, West and South. Close connections at all Union Depots.

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

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

Round Trip Excursion Tickets

To Pacific Coast. Good for Six Months.

For full information call on or write to any of the Company's Agents,
H. J. BELCH,
City Ticket Agent, 235 Main St., Winnipeg.
HERBERT SWINFORD,
General Agent, 486 Main St., Winnipeg.
J. M. GRAHAM, General Manager.