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Capital, \$5,789,200 Rest, \$2,145,000  
**HEAD OFFICE, - MONTREAL**  
 BOARD OF DIRECTORS—ANDREW ALLAN, President, ROBERT ANDERSON, Esq. Vice-President; Hector McKenzie, Esq. John Duncan, Esq. Jonathan Hodgson, Esq. H. Montague Allan, Esq. John Cassin, Esq. J. P. Dawes, Esq. T. H. Dunn.  
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 Hamilton, Napanee, Sherbrooke, Que.  
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 General Banking business transacted. Letters of Credit issued available in China, Japan and other foreign countries.  
**INTEREST ALLOWED ON DEPOSITS.**

**UNION BANK OF CANADA.**

**HEAD OFFICE, - QUEBEC.**  
 CAPITAL PAID UP - - - \$1,200,000  
 RESERVE FUND - - - - - 150,000

**DIRECTORS:**  
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 Merrickville, Ont. West Winchester, Ont.  
 Montreal, Que. Winnipeg, Man  
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 Collections made at all points on most favorable terms. Current rate of interest allowed on deposits.

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**Osler & Hammond,**  
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**FINANCIAL AGENTS**  
 —AND DEALERS IN—  
 DEBENTURES, LAND, &c.  
 Real Estate Bought and Sold. Money to Loan.  
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REGINA, N.W.T.  
**Wholesale Druggists**  
 Dealers in Drugs, Patent Medicines, Toilets, etc., etc.  
 carry the largest line of CIGARS and Tobacconists' Sundries in the West.  
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 Manufacturers of the Celebrated Iron Frame Linon and Perfect Fitting  
**SHIRTS AND COLLARS.**  
 Sent to hand-made and put up in any style Sold Wholesale and Leading Retail.  
 Emples at Rooms 26 and 28 McIntyre Block, P. O. 117, WINNIPEG. Represented by E. A. DRISFELD & CO.

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INCORPORATED BY ROYAL CHARTER.  
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 R. R. Grindley, General Manager E. Stanger, Inspector

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**H. M. BREREDON, MANAGER, MAIN STREET WINNIPEG**

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**Bank of Ottawa.**

**HEAD OFFICE, OTTAWA.**  
**GEORGE BURN, - CASHIER.**  
 Capital paid up ..... \$1,000,000  
 Rest ..... \$400,000

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 Alex. Fraser, Esq. Hon. Geo. Bryson, John Mather, Esq.  
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 We receive accounts of corporations, manufacturers, firms and individuals on favorable terms.  
 Interest allowed on deposits.  
 Wiring and American exchange bought and sold.  
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 Letters of Credit issued for use in Great Britain and elsewhere.  
 Collections promptly attended to.  
**F. H. MATHEWSON, MANAGER**

**ALLAN, BRYDGES & CO.**

**BANKERS AND BROKERS,**  
 339 Main Street, Winnipeg, Man  
 Municipal, School and other  
 Debentures negotiated.  
**SCRIP BOUGHT AND SOLD.**  
 Branch Office—CARBERRY, Man.,  
 R. T. Rokeby, Manager.  
**INTEREST ALLOWED ON DEPOSITS.**

**H. S. Howland, Sons & Co.**

**WHOLESALE**  
**HARDWARE.**  
 Full lines of Rodgers' Butlers', Wostenholm's, Ash hams, Fenton's Cook' and their makers' TABLE AND PORT SET CUTLERY  
 Warnock's and Rixford's AXES. Duxton's and Shurley & Deirich's SAWS. Yale and Peterboro LOCKS. Black Diamond FILES. Heller Bros' HORSE RASPS and BLACK SMITH'S TOOLS, etc., etc.  
 Orders by mail and telegraph promptly filled at lowest current prices.  
**WAREHOUSES:**  
 37 Front Street West, TORONTO.  
**REPRESENTED BY**  
 T. G. DEXTER, P.O. Box 1274, WINNIPEG

**IMPERIAL BANK OF CANADA.**

CAPITAL (paid up) ..... \$1,500,000.00  
 REST ..... \$650,000.00  
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**BRANCHES IN THE NORTHWEST.**  
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 Galt, St. Catharines, Toronto, Woodstock,  
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Deposits received and interest allowed at current rates. Drafts and letters of credit issued available in Canada, Great Britain, United States, France, China, India, Australia and New Zealand.  
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**Correspondents—**London & Southwestern Bank. Manchester & Liverpool District Banking Co. (Limited). E. W. Yates & Co., Liverpool.

**The Western Canada Loan & Savings Co.**

**CAPITAL, - - - - - \$1,500,000.00**  
**RESERVE FUND, - - - - - \$850,000.00**

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

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

**THE SUN LIFE ASSURANCE COY**

**OF CANADA.**  
**HEAD OFFICE: - MONTREAL.**  
**Capital and Assets - \$2,000,000.**  
 Life and Accident Insurance. All Approved Forms. Unconditional Policies  
**MONEY TO LOAN.**  
 Active Agents wanted in Manitoba and the Northwest Territories.  
**OFFICE: 377 MAIN STREET, - WINNIPEG.**  
 A. L. ANDERSON, )  
 THOMAS GILROY, ) GENERAL AGENTS.

**Union Credit and Protective Association**

O. E. COLLINS, MANAGER.  
 For the Collection of Old and Worthless Debts anywhere in the Provinces of the Dominion of Canada or United States.  
 489 MAIN STREET, - WINNIPEG.  
 Business and Correspondence Solicited.

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**WHOLESALE DRUGS,**  
 17 Owen Street, - - WINNIPEG.  
 A Full Assortment of Drugs, Patent Medicines and Sundries at Lowest Prices.  
 23 CORRESPONDENCE SOLICITED. 153

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**Commission Merchants**  
 AND IMPORTERS OF  
**Green and Dried Fruits,**  
 15 OWEN STREET,  
**WINNIPEG**

**HENDERSON & BULL,**  
 WHOLESALE COMMISSION MERCHANTS  
 ESTABLISHED 1852.  
 41 BANNATYNE STREET EAST, WINNIPEG.  
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 THE CANADA SUGAR REFINING Co. Ltd. Montreal  
 Sugars and Syrup.  
 THE CANADA JUTE Co., Ltd. Montreal  
 Jute and Cotton Bags, Twines, Hessians, &c.  
 THE EDWARDSBURG STARCH Co., Montreal  
 THE DARTMOUTH ROPE WORK Co., Halifax  
 Binder Twine, Sisal and Manila Cordage.  
 MESSRS. CUDAHY BROS. Milwaukee  
 Smoked and Dried Meats, Mess Pork, Lard, &c.  
 THE SIMCOE CANNING COMPANY, Simcoe  
 Canned Goods.  
 THE LONGFORD M'FG COMPANY, Orillia  
 Pails, Tubs and Woodenware.  
 DUNBAR, McMASTER & Co. Ltd. Gilford, Ireland  
 Gilling Nets and Twines.

AMES, HOLDEN & CO., MONTREAL.  
**The Ames, Holden Company,**  
 WHOLESALE  
 Dealers in  
**BOOTS & SHOES,**  
 33 Queen Street,  
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**Thompson,**  
**Codville & Co.,**  
 WHOLESALE GROCERS,  
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**PORTER AND RONALD,**  
 DIRECT IMPORTERS OF  
**CROCKERY**  
**GLASSWARE**  
**CHINA**  
**LAMPS,**  
**CHANDELIERS,**  
**CUTLRY,**  
**SILVER-PLATED WARE & FANCY GOODS**  
 330 MAIN ST., WINNIPEG.

GROCERS, ATTENTION!  
 ASK FOR THE CELEBRATED  
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**CONDENSED MILK,**  
**Condensed Coffee and Milk**  
 THE BEST IN THE MARKET.  
 For Sale By All Wholesale Grocers.  
 —MANUFACTURED BY THE—  
**Truro Condensed Milk & Canning Co. Ltd**  
**TRURO.**  
**HENDERSON & BULL, Agents,**  
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**MILLER, MORSE & Co**  
 —WHOLESALE—  
**Hardware, Cutlery,**  
**Guns, Ammunition,**  
**Du Pont Gun Powder,**  
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**J. H. ASHDOWN,**  
 Wholesale Dealer & Importer of all kinds of  
**Shelf and Heavy Hardware,**  
 COVES AND TINWARE,  
 PAINTS, OILS AND GLASS,  
**RAILROAD and MILL SUPPLIES,**  
 The Trade furnished with our Illustrated  
 Catalogue on application.  
 Corner Main and Bannatyne Streets,  
**WINNIPEG.**

**Cornell, Spera & Co.,**  
 IMPORTERS AND MANUFACTURERS  
**Gents' and Ladies' Furnishings,**  
 Fancy Goods, Smallwares, &c.  
 Our Travellers are now on their respective  
 routes with full range New Samples of Spring  
 and Summer Goods.  
 All orders placed with them will receive our  
 best attention.  
**27 Portage Ave. East,**  
**WINNIPEG.**  
 R. W. CORNELL A. E. SPERA, GEO. STOTT,

**H. A. Nelson & Sons**  
 —AND—  
 TORONTO —AND— MONTREAL  
 DIRECT IMPORTERS AND  
 WHOLESALE DEALERS  
**Fancy Goods and Toys.**  
 ALL THE NEWEST NOVELTIES  
 FROM THE  
 European and American Markets.  
 Represented in Manitoba, Northwest Ter  
 ritories and British Columbia, by  
 W. S. CRONE.

**Mackenzie, Powis & Co.**  
 Have now in Store the most complete  
 range of  
**INDIAN TEAS**  
 Bought at the late favorable turn in  
 the market.  
 BUYERS SHOULD EXAMINE.  
 Also on the way first crop choicest JAPANS  
 together with first crop CONGOUS.  
**Mackenzie, Powis & Co.,**  
 WHOLESALE GROCERS,  
 Cor. McDermot & Albert Sts., WINNIPEG

**THE FENSOM**  
**Elevator Works**  
 —MANUFACTURERS OF—  
 Hand, Steam and Hydraulic  
**ELEVATORS** ALSO  
 For Factories, MANUFACTURER  
 Warehouses, OF THE  
 Hotels, **BOSTWICK**  
 etc. Folding Steel Gates and  
 Guards.  
 ESTIMATES FURNISHED.  
 34 to 38 Duke St., - TORONTO

**Redwood Brewery**  
 Fine Ales, Extra Porter  
 and Premium Lager.  
 Most Extensive Establishment of  
 the kind in Western Canada.  
**ED. L. DREWRY,**  
 PROPRIETOR,  
 WINNIPEG, - MANITOBA.  
 Highest cash price paid for good  
 Malting Barley.

# The Commercial

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

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

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1 month weekly insertion	.....	\$0 50 per line.
3 months, do	.....	0 75 "
6 " do	.....	1 25 "
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Transient advertisements, 10 cents per line each insertion.

Fine Book and Job Printing Departments.

Office, 4 and 6 James St. East,

JAMES B. STEEN,  
 Publisher.

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

WINNIPEG, MARCH 3, 1890.

H. D. LEE, editor of the Fort William Journal, is dead.

S. J. RUGG, jeweler, Winnipeg; stock seized by creditors.

A BOARD OF TRADE is being organized at Morden, Man.

J. G. WALDOCK, of the Shoal Lake cheese factory, is selling out.

DOUGLAS, harnessmaker, Deloraine, has added shoemaking to his business.

NEELIN & WILKINSON, general storekeepers, Antracite, Alberta, have assigned.

T. N. CAMPBELL, bookstore, Prince Albert, Sask., sold out to Rev. Dr. Jardine.

J. H. HARTNEY is erecting a store at Souris, Man., to be occupied by Young, of Winnipeg.

A. C. McEOWN, general storekeeper, Boissevain, Man., has assigned to S. A. D. Bertrand.

LEONARD GAKTZ, of Red Deer, Alberta, has gone east to act as immigration agent for his district.

MEDICINE HAT people have decided at a public meeting to petition for the incorporation of the town.

ESTATE of I. Andrew, millinery; George Andrew, executor of this estate, assigned to Margaret Andrew.

ZINK Bros., boots and shoes, Brandon and Rapid City, are offering their Rapid City business for sale.

ISAAC COOKMAN, of Basswood, Man., has decided to move to Minnedosa, where he has leased the Hartford building and will open a general store.

KERR & VINING, of the New Douglas house, Winnipeg, have sold out to Wm. Saults, formerly of Deloraine, and Johnny McLaren, of Brandon.

THE Bank of British North America has purchased material for a new bank building to be erected on the corner of Rosser and tenth street, Brandon, this year.

J. CLARKE, manager of the coal mines south of Deloraine, Man., reports work going on steadily at the mines. Farmers are driving to the mines and hauling their own coal.

PROF. SAUNDERS announced at the Fruit Growers' convention at Ottawa last week that 100,000 young shade trees were to be forwarded to the west from the Government experimental farm at Ottawa in the spring.

THE *Manitoba Colonist* for February has been issued. It contains ten of a dozen pages devoted to a description of the works and business of the Massey Manufacturing Company, which should be worth a great deal to this enterprising concern.

G. C. KING & Co., general merchants, Calgary, Alberta, have affected a settlement with their creditors on a basis of sixty cents on the dollar. Payments are spread over two years in quarterly instalments. The liabilities were placed at \$63,000 and assets at \$65,000.

A MEETING of the residents of Glenboro, Man., was held recently to consider the advisability of providing the town with better protection from fire. It was decided to buy hooks and ladders, ropes, buckets and hose, and dig wells in different parts of the town.

R. S. NORTON, traveller for Cornell, Spera & Co., is receiving the hearty congratulations of his Winnipeg friends. A few weeks ago he was married at Victoria, B. C., to a young lady of that city, and he and his bride arrived here last night. They are staying at the Leland.

THE manufacture of blankets, flannels and Halifax tweeds, etc., will shortly be undertaken at the woolen mill at Rapid City, Man. The new branch will be opened as soon as the necessary machinery arrives, which is now on the way from the east. Hitherto only yarns were made at this mill.

AT the last meeting of the Winnipeg city council it was unanimously resolved that the council considers it advisable that an annual industrial exhibition be held in this city; and that the council considers it advisable to procure a proper site and erect suitable buildings at the earliest possible date.

A BRANDON correspondent writes:—Alexander Kelly & Co., millers, Brandon, contemplate pulling down their present frame mill and erecting on the same lot a large brick mill during the coming spring and summer. J. S. McKay, millwright, was in the city last week discussing the plans of the proposed building.

A MONSTER whitefish, weighing 16 pounds, was on exhibition at J. H. Davis' fish market, Winnipeg, last week. This splendid specimen of the whitefish family came from Lake Winnipeg. Mr. Davis has several tons of the fish, all very large size, weighing from six pounds upward. This does not indicate that Lake Winnipeg is being depleted of fish.

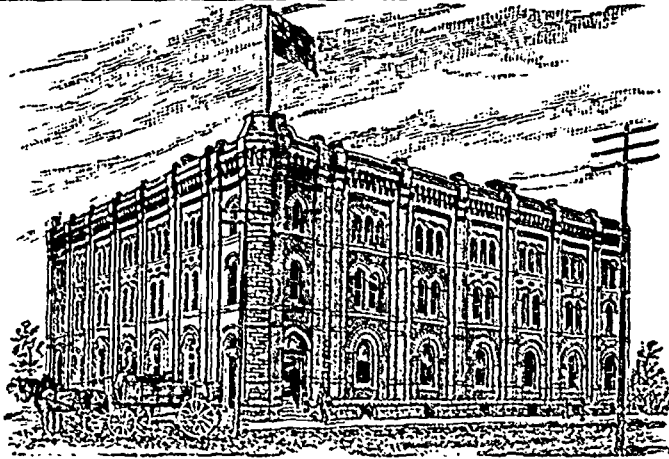
THE first special colonist train of the season for Manitoba left the Union Depot, at Toronto, on Tuesday night last. Seventy-five or eighty Ontario farmers with their wives and families make up the emigrants. They are drawn from all parts of the province. The party was accompanied by Muldoon, of the Canadian Pacific staff, and started in colonist's cars, while a

train consisting of nine cars of stock, draught horses and cattle, seeds and household effects followed. This is starting too early in the season, unless the parties have previously been here and selected their lands and have buildings erected.

THE *Calgary Tribune* has the following to say of the recent assignment in the hotel line at that place: "The position of the affairs of F. La Penotiere, of the Royal hotel, who assigned the other day is not assuming any more favorable appearances. The books show that since the first of November \$10,000 has been taken in cash, and the liabilities have already reached nearly \$7,000, with doubtless others to hear from. Mr. Reilly has placed the sheriff in charge for rent, and it appears that the creditors will receive a very small percentage of their claims. The unpaid wages amount to nearly one thousand dollars. The business of the hotel will be carried on as usual without interruption."

PROF. Wm. SAUNDERS, director of Central Experimental Farm, Ottawa, writes as follows: "By instructions from the Minister of Agriculture, a distribution of young forest trees will be made during the coming spring for testing on the western plains. The packages will be sent free through the mail, each containing about 100 seedling trees from 6 to 12 inches high, chiefly of the hardest varieties. Any settler who desires to receive a package of these trees with the understanding that he is to take care of them and report on them when required, will oblige by sending his name without delay to the undersigned at the Central Experimental Farm, Ottawa. Applications will be entered in the order in which they are received, and supplied in the same order as far as is consistent with the general distribution of the trees over the whole of the western country."

THE following circular has been sent out by Wm. Saunders, manager of the Dominion Central Experimental Farm at Ottawa, Ont., which is of special interest to Manitoba:—"The summer of 1889 was not a favorable one in some parts of the Dominion for maturing a high quality of seed grain. Rust prevailed to such an extent as to interfere with its usual development and plumpness. Where the rust was severe the grain is unusually light, and its percentage of germinating power has been considerably reduced. This is especially the case with oats. Judging from samples received for testing, this injury has been greatest in the Maritime Provinces, and in some districts in Ontario. The important bearing of well developed, vigorous seed, of high germinating power, on good crops is now recognized by all thoughtful farmers, and no one who has any seed on hand, the vitality of which is questionable, should allow himself to remain long in uncertainty as to its value. The seed testing department at the Central Experimental Farm is now in full operation, and every farmer in the Dominion is invited to send any samples of which he may have doubt to this institution for test. The time occupied in testing is usually about a fortnight; an ounce or two is sufficient for the purpose. Samples may be sent through the mail addressed to "the Experimental Farm, Ottawa, free of postage, and the returns will be made as promptly as possible, and free of charge. The name and address of the sender should be written plainly, and accompany each package."

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 BAY STREETS, WINNIPEG, MANITOBA.

#### Eastern Business Changes. ONTARIO.

G. S. Howard, Prescott, has assigned.  
W. H. Berney, grocer, Hamilton, is dead.  
Joseph Post, grocer, Hamilton, has sold out.  
W. Hillman, grocer, Blenheim, has sold out.  
W. B. Williams, blacksmith, Dundas is dead.  
E. Gurney, shoes, Streetsville, has assigned.  
Alva Lunan, grocer, Thornbury has assigned.  
J. C. Drewry, printer, Napanee, has sold out.  
E. J. Reilly, hotelkeeper, Toronto, has sold out.  
Richard Howell, grocer, Millbrook, has sold out.  
Thos. Tyler, furniture, Toronto, etc, has assigned.  
D. P. Cahill, mattresses, Toronto, has assigned.  
D. A. O'Connor, hats, etc, Toronto, has assigned.  
J. S. Pearson, soda water, Toronto, has assigned.  
Duncan Cameron, tailor, Peterboro, has assigned.  
George Caswell, merchant, Coldwater, has assigned.  
Robert Francis, wagons, Chatham, has assigned.  
Henry Jost, hatter, etc, Hamilton, has assigned.  
John B. Cook, Russell House, Toronto, has sold out.  
Watt & Shenston, publishers, Brantford, have sold out.  
Frost, Picken & Co., hardware, Toronto, have assigned.  
F. P. Gassion, tins and fancy goods, Toronto, has sold out.  
J. H. Cahoon, cabinetmaker, Keenanville, has assigned.  
Lauson & Walker, flour and feed, Thorold, have dissolved.  
Bower & Co., grocers, Toronto, are offering 45c in the dollar.  
John Stapleton, shoes, Brantford, has obtained an extension.  
Robert Sterritt, general store, Forest, stock sold on 24th inst.  
Ryan & Phelan, dry goods, Ottawa, are offering compromise.

Walker & Co., woolen manufacturers, Alliston, have assigned.  
J. Gouinlock & Co., wholesale hats and furs, Toronto, in liquidation.  
Larose & Co., dry goods, Ottawa, closed out under chattel mortgage.  
Gendron Manufacturing Company, Toronto, damaged by fire; insured.  
Matthew Young, shoemaker, Alliston, has assigned to T. S. Ramsay.  
A. H. Bean, upholsterer, St. Catharines, sold out under chattel mortgage.  
James Goodwin, general store, Port Dover, about removing to Hagarville.  
T. B. Dedrick & Co., general store, Port Rowan, advertised to sell out.  
Murray & Rose, dry goods, Strathroy, have dissolved; Rose continues alone.  
Bernard Stanley, general store, Lucan, has sold out to W. E. & C. Stanley.  
E. D. Martin, drugs, Ottawa, has sold out to H. Waters and moved to Winnipeg.  
Buckley & Simpson, grocers, Sarnia, have dissolved and Simpson continues alone.  
Dalton Bros., soap manufacturers, etc., Toronto; W. Bayley, of this firm, is dead.  
Scott, Scott & Co., lumber, Toronto have dissolved: business continued by A. A. Scott.

#### QUEBEC.

E. E. Parent, paints, Hull, failed.  
Louis Poire, cabinet, Quebec, has assigned.  
W. P. Price, grocer, Montreal, has assigned.  
J. L. Gravel, jeweler, Montreal, has assigned.  
Remi Maillet, tailor, Montreal, has assigned.  
E. Leblanc, general store, Chester is offering compromise.  
E. Pleau & Co, grocer etc., Three Rivers, have assigned.  
N. Godbout, & Co., general store, St. Marcel, have assigned.  
Marsolais & Benjamin, dry goods, Montreal, have dissolved.  
Zephirin Champoux, general store, St. Sylvère, has assigned.  
Masse & Mathion, dry goods, Montreal, are offering compromise.  
F. X. Sarazin, groceries and crockery, Three Rivers, has assigned.  
John Griffith, general store, Carmel Hill, demand of assignment.

GLOX!

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

Call and get quotations or send for Samples.

## W. F. DOLL,

### Wholesale Jeweler,

525 Main Street, WINNIPEG

W. D. Stroud & Sons, wholesale grocers, Montreal, have dissolved.

J. N. T. Lafricam & Co., general store, St. Ambroise de Kildare, have assigned.

Powney, Elliot & Co., manufacturing agents and importers, Montreal, have dissolved.

M. Hermann, American Jersey and Cloak Factory, Montreal, is offering compromise.

Theo. Alain, manufacturer of cardboard, Montreal, has called a meeting of creditors.

#### NOVA SCOTIA.

Caleb McCully, jeweler, Truro, has assigned.  
J. H. Garhatt, general store, Liverpool, has assigned.

Gannon, Bros., general store, North Sidney, has assigned.

Gillis & McDonald, general store, Sidney, have assigned.

#### NEW BRUNSWICK.

J. F. Hannan, grocer, Moncton, has assigned.

#### PRINCE EDWARD ISLAND.

Ritchie Bros. & Co., commission merchants, Charlottetown, are offering to compromise at 50c on the dollar.

#### Montreal Fur Prices.

The Montreal *Trade Bulletin* reports the fur trade market at that place as follows: There is no change in the local market. The following prices are for average, prime skins. Extra size or quality are worth more; damaged or unprime skins proportionately lower.

Beaver, per lb	.....	\$ 3 50 to 4 00
Bear large, per skin	.....	12 00 15 00
Bear cubs, per skin	.....	5 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	.....	75 1 00
Muskrat	.....	0 13 0 15
Otter	.....	3 00 10 00
Raccoon	.....	0 50 0 60
Skunk	.....	average 0 40 0 50

R. M. MATHESON will become a partner in the firm of Henderson & Matheson, hatters, Brandon, on March 1st.

**W. D. PETTIGREW & CO.**

WHOLESALE

—DEALERS IN—

Plaster of Paris,  
Plasters' Hair,  
Wheelbarrows

SEND FOR PRIORS TO

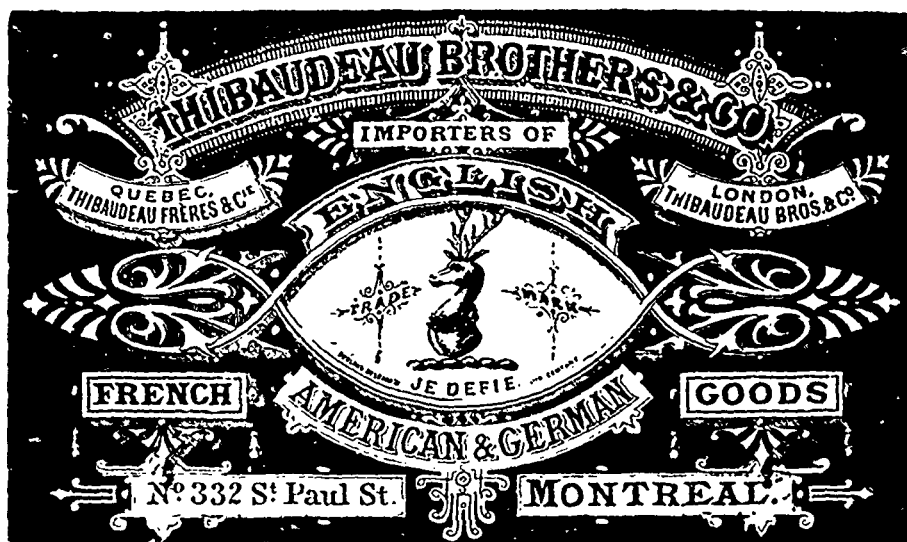
528 Main Street,  
WINNIPEG.

**STEWART HOUSE**

COR. MAIN & ELLIS STS., MANITOU, MAN.

First-Class in every respect! Re-fitted! Re-furnished  
and Table! Good floors! Three best Sample Rooms  
the Province.

ROUNTREE & CONNOR, Proprietors.



**LAKE OF THE WOODS MILLING CO.**

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,

KHEWATIN, - ONTARIO.

**THE DARTMOUTH ROPE WORK COMPANY**

**HALIFAX, Nova Scotia.**

THE LARGEST CORDAGE FACTORY IN THE DOMINION.

Manufacturers of **CORDAGE** of Every Description.

ALSO SOLE MANUFACTURERS OF THE CELEBRATED

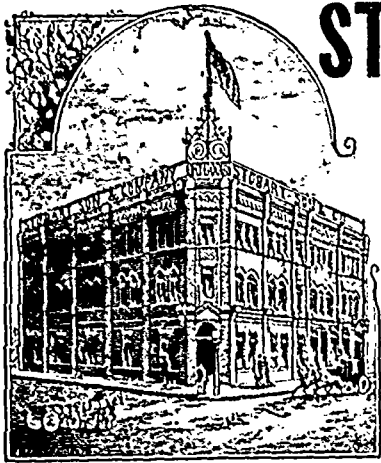
*Blue Ribbon Binder Twine*

Head Office: HALIFAX, N.S.

SOLE AGENTS FOR MANITOBA AND NORTHWEST:

**HENDERSON & BULL,**

41 Bannatyne Street East, - WINNIPEG.



# STOBART, SONS & CO

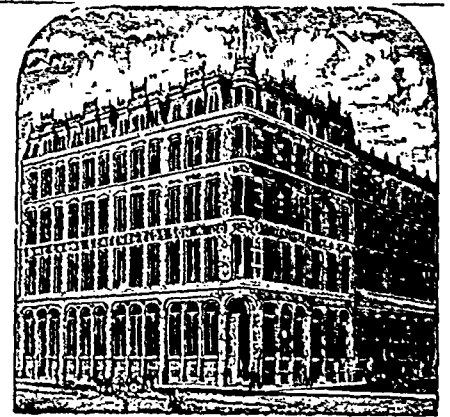
WINNIPEG, Man., and LONDON, Eng.

Spring Goods Now all to Hand.

Special values in Prints, Linens, Shirtings, Gingham, Seersuckers, Dress Goods, newest shades, Embroidered Dress Robes, New Bordered Dress Goods, Scotch Tweeds and Worsteds all at old prices. Parasols and Umbrellas, Embroidered Lawn Flouncings, Silk and Kid Gloves, Silk and Cotton Hose, Men's Hose in Cotton, Lisle and Merino, New Garibaldies in Cotton and Silk in all the new colorings, and a full stock of Smallwares and Gents' Furnishings.

Immediate Delivery can be Given of above Goods

WE BEG TO SOLICIT A TRIAL.



## S. GREENSHIELDS, SON AND CO.,

GENERAL

### DRY GOODS,

17, 19 & 21 Victoria Square and 780, 782, 784 and 786 Craig Street, MONTREAL

Complete Set of Samples with

C. J. Redmond,

Also with Donaldson's Block, WINNIPEG  
Wm. Skene, Van Horne Block, Vancouver, B.C.

### Booth & Langan,

WHOLESALE MANUFACTURERS OF THE  
EAGLE BRAND

### Fine Shoes, Boots, Slippers, ETC., ETC.

Every Variety of McKay Sewn, Goodyear Welts and Hand Sewn.

36 and 38 St. Peter Street, and 54 and 56 Foundling St. MONTREAL

Represented by WM. WILLIAMS,  
496 Main Street, WINNIPEG.

### Standard OIL Company

(UNITED STATES)

The Best Lubricating and Illuminating Oils Manufactured.

74 Deodorized Gasoline for Stove Use of the best and only reliable article made.

ALL PRODUCTS OF PETROLEUM IN STOCK.

D. WEST, Agent, Office: Western Canada Loan Building.

Room 8, Corner Portage Avenue and Main Street, WINNIPEG.

### JAS. McCREADY & CO.,

WHOLESALE

Boot and Shoe Manufacturers, MONTREAL.

SAMPLE ROOMS, 496 MAIN ST. WINNIPEG  
W. WILLIAMS, AGENT.

### MILLS & HUTCHISON,

MONTREAL.

CANADIAN WOOLENS, IMPORTED WOOLENS AND TRIMMINGS.

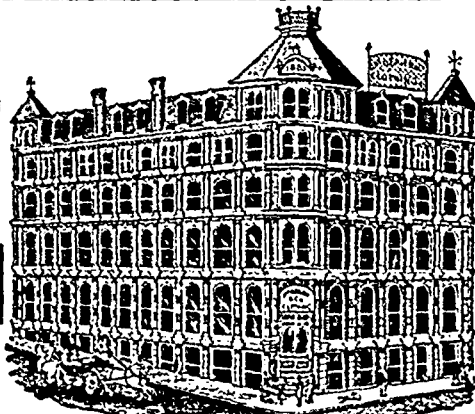
Represented in Manitoba, Northwest and British Columbia by Mr. G. H. SIMPSON.

## Jas. O'Brien & Co.

—MANUFACTURERS OF—

### CLOTHING

Montreal and Winnipeg.



HEAD OFFICE AND MANUFACTORY:  
VICTORIA SQUARE, - MONTREAL.

### S. A. D. BERTRAND,

OFFICIAL ASSIGNEE

For the Province of Manitoba, under the recommendation of the Board of Trade of the City of Winnipeg.

Insolvent and Trust Estates Managed with Promptness and Economy.  
Special attention to Confidential Business Enquiries.

35 PORTAGE AVENUE EAST,  
WINNIPEG, MAN.

### Robert McNabb AND Co.

—MANUFACTURERS OF—

LADIES' AND CHILDREN'S

### UNDERWEAR.

Samples Expressed to any Point in the Dominion for Inspection.

No. 1831 NOTRE DAME STREET,  
MONTREAL.

### To the Trade.

We beg to notify the Trade of Manitoba and the Northwest Territories that our Montreal samples are now complete in

Fancy Goods and Toys for Christmas.

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

### Hodgson, Sumner & Co.

38 Princess Street, - WINNIPEG.

J. F. EBY.

HUGH BLAIN.

### Eby, Blain & Co.

### WHOLESALE GROCERS,

COR. FRONT AND SCOTT STS.,

TORONTO.

Represented in Manitoba and the Northwest Territories by JAMES DOWLER, 130 Donald Street, WINNIPEG.

### Wm. Ewan & Son,

### WHOLESALE CLOTHIERS,

650 Craig St. MONTREAL.

### Robertson, Linton & Co

CORNER OF ST. HELEN AND LEMOINE STS.,

MONTREAL.

Importers of British and Foreign Dry Goods, Canadian Tweeds, Cottons, Etc.

Complete set of Samples with J. N. ADAMS, Room 5, McIntyre Block, Winnipeg.

SAMUEL HOOPEF, DEALER IN MONUMENTS, HEAD Stones, Mantle Pieces, Grates, Etc. Special designs furnished on application. Corner Bannatyne and Albert Streets, Winnipeg.

# The Commercial

WINNIPEG, MARCH 3, 1890.

## INDUCEMENTS FOR CASH.

It is apparent that the evils of the wide credit system in this country are becoming generally recognized, as evidenced by the efforts being put forth to correct the abuses into which business has been allowed to drift. The evils of the system will of course be made more readily apparent during a close season like the present. When good times set in again, the great disadvantages of our system of doing business will not appear so readily on the surface. There is therefore danger that as soon as good times come around again, the efforts now being made to place business on a more solid basis, will be relaxed, and matters will drift back into the old style, only to be renewed when another close season sets in some time in the future.

However, it is to be hoped that this prediction will not prove true, and that the movement now inaugurated will be persevered in through prosperous as well as close seasons. Indeed, the proper time to reform our system of doing business would be to push the reforms more perseveringly during prosperous seasons. The evil exists all the time, and is as great during prosperous as during seasons of depression. It is only made more readily apparent during times of contraction and general stringency. During such times, however, it will be harder to institute a reform than in a favorable season. A reform in our system of doing business, to be thorough, must commence with the consumer. The most appropriate time to inaugurate the reform would be when the consumers are in good circumstance. When the people have plenty of money would be the time to educate them in the habit of buying for cash, and settling up accounts promptly at short dates.

Making cash rules for selling goods is not the only way to bring about a reform in this matter. The people should be offered inducements to buy for cash, in such a way that it would be clearly shown that it was to their advantage to make their purchases as much as possible in this way. In stores where a credit business is done, it is a perfectly legitimate system to give a discount for cash or for the prompt and early settlement of accounts. It is not only legitimate, but it is nothing more than justice to the consumer who buys for cash. Everybody knows that it cost more to carry on business where long credits are given, than to do a strictly cash trade, to say nothing of the percentage of loss from bad debts, for to give credit at all means that there will be a percentage of uncollectable accounts made. There is no risk with the cash buyer, and no interest to pay on the goods which he has purchased. It is therefore only justice that the cash buyer should get the advantage of these matters.

Discounts for cash, where a credit business is done, are therefore proper, and the discount should be sufficiently marked to show clearly the advantage of purchasing for cash, instead of on credit. In this way consumers would be

encouraged to make an effort to curtail their purchases on credit. If the margin on goods is not wide enough to make a marked distinction between cash and credit purchases, increase the credit price to such an extent that the difference will be marked. Say that a discount of 10 per cent. were allowed for spot cash, it should be a great inducement to purchase in that way. For accounts settled promptly monthly or at other short intervals, a discount of seven or eight per cent. could be allowed, the difference between this and the spot cash discount being for the cost of entering purchases in books and rendering accounts. If such a system were generally adopted, all consumers who really intended to pay their way, would make an effort to pay as they went.

The coupon system, which has been adopted to some extent in Manitoba, might be made to play a part in encouraging cash purchases. The coupons could be sold for cash at a stated discount from their face value. Say that a reduction of 10 per cent. be given on the value of coupons when paid for in advance. In this way a customer would purchase coupons to the value of say \$50 for \$45. The saving would thus be readily apparent, and when dealing with a responsible party, the customer would feel encouraged to persevere in this way of doing business. This is one plan which might be adopted to advantage. Others may commend themselves to merchants. But whatever may be the views of the trade regarding cash discounts, there can be no question as to the desirability of a reform in the present long credit, carrying system, and it is to be hoped the movement to curtail credit business will not prove merely a spasmodic effort, to die out as soon as more prosperous times set in again.

## IMPORTING MEATS.

The fresh meat trade of Winnipeg has developed a peculiar feature this winter, which has led to the necessity of importing beef from the States, though at the same time there is any quantity of good meat at home. The feature referred to is not peculiar in so far as this winter is concerned, for the same disposition has been noticed in other years, though not to so great an extent as at the present time. The reason for the importation of meat is due to the fact that the local demand has been largely confined to certain choice cuts, while other portions of the animal have been very slow sale. The demand from consumers for beef has been largely for loins and ribs. Butchers have been cutting up meat all winter, from which they sell these choice cuts, while the other portions have been accumulating on their hands. The meat is in a frozen state, and there is no immediate danger that it will spoil; but some of the butchers have become alarmed, and they do not like to continue cutting up meat, when there is ready sale for only certain portions of the carcass. They have consequently had recourse to importing beef from Chicago, where they can procure the cuts required, without being forced to take the whole carcass. Importations of beef consist solely of loins and ribs, and in this way the city butchers hope to even up their trade and get rid of the cheaper portions of the meat cut up at home. The best portion of the

animal is evidently good enough for Winnipeg while the Chicago people can take the leavings.

The reason why this peculiarity of the meat trade is noticed in winter is owing to the fact that a large number of citizens buy their meat by the quarter or side in the winter. In this country when the winter once sets in, the people know that a long spell of steady cold weather is before them. At the commencement of the winter they can buy a supply of meat sufficient to last them until the following spring, and keep it in a frozen state, without fear of a thaw to cause it to spoil on their hands. The city butchers charge from 10 to 15 cents per pound for beef, while the citizen can go on the market and buy a side of beef from four to six cents. Consequently as soon as the cold weather sets in, those who wish to economise buy a quarter or a side of beef, instead of purchasing their daily requirements as wanted from the butchers. The butchers are therefore left with a limited trade in the winter season, and of a class which requires choice cuts. The hotels, which take roasts principally, continue to buy meat from the butcher during the winter. Other consumers also, though they may have a supply of meat at home, will for special occasions call on the butcher for some meats, and it is always a choice roast that is wanted. For steaks and boiling cuts, they are supplied from their purchases in quantity. This shows the reason why the demand in the winter for choice roasts is proportionately very much larger than for other parts of the carcass.

One would suppose that this demand for choice cuts would indicate extravagance on the part of consumers. The fact is that the opposite is the case. The people have been endeavoring to economise more largely than usual this season, and in order to do so a larger number have purchased meat by the side or quarter, instead of taking it in small cuts from the butchers. This is shown by the trade of the city butchers, which has been unusually dull this winter, while at the same time the demand for choice roasts of beef has been greater, in proportion to the amount of business doing and in proportion to the sales of other parts of the animal.

The butchers should consider some way of remedying this feature of trade. One way would be to reduce the price of meat to such an extent that customers would buy their meat from day to day as required instead of purchasing on the market in quantities. Consumers would as a rule prefer to buy from butchers, were it not for the great difference in prices. By reducing prices butchers would do a very much larger business, and this would make up for the reduced profits. The difference in the price of meat by the quantity and the price charged by retail butchers is very great, and the consumers cannot be blamed in their efforts to economise, by buying in quantities, during the winter season.

There is another way to remedy this feature of the meat trade. This is to establish a meat-canning business here. There is now no question as to the supply of meat for such a purpose. By the establishment of such an industry the trade of the butchers could be equalized without the necessity of importing meats. The choice roasts could be supplied to the city butchers, and other portions of the animal, which do not meet with such a ready sale, could be worked up



for canning. In this direction there appears to be an opening for an industry which would relieve this congested condition of the market from accumulations of cheap cuts, and which at the same time should prove a profitable investment.

### BUTTER!

On several occasions last summer THE COMMERCIAL sounded a warning to the trade regarding butter. It was pointed out that the prices being paid by retailers to their customers for butter were higher than the market would stand, and that *somebody would have to lose*. It appears, however, that nothing but practical experience will suffice to thoroughly impress the wisdom of a certain course upon the minds of most people. So far as the butter question is concerned, this practical experience has now been gained by many dealers in this country, very much to their sorrow. It is now beyond a doubt that very heavy losses will be made by many Manitoba merchants in their butter trade of last season. Everybody holding any considerable quantity of butter in the country, bought at the usual prices paid to farmers last season, will certainly lose in the transaction. Coming in a close season like the present, this loss is especially regrettable. It had to come, however, and now that it has come, it is to be hoped the experience gained will not be lost.

The number of country dealers now holding large quantities of butter, cannot of course be accurately stated, but it is considerable. To these the loss will be severe. Round lots of butter have recently been disposed of in the neighborhood of 12 cents per pound, which cost country dealers from this figure all the way up to 20 cents per pound. The loss on a transaction of this nature will be apparent. Last fall a considerably better price could have been obtained, but many refused to sell, hoping for a better offer, notwithstanding the knowledge that butter begins to deteriorate in value the moment it is made. Last fall there was some demand from British Columbia for butter and a considerable quantity could have been disposed of in that quarter, though at best the British Columbia markets are limited. But holders here wanted too high prices, and consequently butter was shipped from Ontario, through Manitoba, to British Columbia. Later on quantities of Manitoba butter were shipped to the coast, but too late to meet with ready sale, as the markets were overstocked, and fresh butter was arriving from the States to the south. Now there is no market but to ship eastward, which means that very low prices must be accepted.

With the experience now gained, the butter question may be considered as practically settled. Next season merchants will no doubt begin to take butter only at lower prices than they have paid heretofore. The whole question can be summed up in a few words, namely: Buy butter cheap enough. Hereafter butter must be bought on a basis of prices which will allow of shipment east, if necessary, without loss.

There is another point which should be mentioned. A good deal of butter is taken in trade, and some dealers seem to think that if they make a profit on their goods, and sell the butter at about cost, they are doing very well. This is not a correct business principle to go upon.

Dealers should handle butter so as to leave a probable margin each way. They should buy so as to leave a clear margin on the butter, as well as the margin on the goods bartered for the butter. There is considerable trouble, expense and risk in handling butter, and some margin should be allowed for this. Where no margin is allowed for handling the butter, independent of the margin on goods, the profits upon the latter will be considerably reduced by the cost of handling the butter. A merchant might as well say that because he has made a profit on his last sale to John Smith, he will in future sell the said Mr. Smith at cost, as to consider that because he has made a profit on goods traded for butter, a direct profit on the sale of the butter is not to be looked for.

The price which may be safely paid for butter in Manitoba next season will of course depend upon the outlook in outside markets. At present quotations at Toronto and Montreal range from 10 to 14 cents per pound for ordinary medium to good dairy grades. In eastern markets butter is graded and sold more in accordance with quality than it is here. A great deal of our western butter would not grade over medium in eastern markets, and would therefore be worth in the neighborhood of 10 or 11 cents per pound in those markets. Some special lines of dairy butter, such as eastern townships, are quoted over 14 cents in eastern markets, but over 14 cents could not be expected for but a very limited quantity of our western butter. On the present basis of prices east, from 8 to 10 cents per pound is the very best that country dealers in Manitoba could afford to allow customers for the article. This would only leave from two to four cents per pound to cover the cost of buying and handling, freight, commission charges, besides which a small margin should be allowed for profit. The country dealer should allow a margin of about two cents per pound to cover cost of handling and provide a small profit. Then there are freight charges, cost of shipping and profits of the wholesale produce dealer, or commission charges. It is therefore evident that anything over ten cents per pound on the present basis of prices, would be more than the country dealer could safely pay to his customers for good dairy butter.

### BURNING STRAW.

The shortage of feed this winter in some sections of the country, will call in question the advisability of burning straw. It is the custom throughout this country to burn the straw immediately after threshing. Thousands and hundreds of thousands of tons of straw are burnt in Manitoba, every fall, and last fall was no exception to the rule. Last fall, during the threshing season it was a common sight, in the rural districts to observe the sky illuminated at night from piles of burning straw, which had been set on fire after threshing, as a convenient way of getting rid of it. If the straw that was destroyed in this way last fall were distributed through the country, there would be no shortage of feed. Straw may not make as good fodder for stock as the natural prairie hay, but in seasons when hay is scarce, stock will not only eke out an existence upon it, but with proper care will come through the winter very nicely. In

some sections of the country, there is now a cry of scarcity of feed, while vast quantities of good straw feed were ruthlessly destroyed a short time ago. In this dry climate, straw properly stacked, could be kept in good condition for two years, and would answer very well for feed after having been kept over for a second winter. Instead of burning their straw immediately after threshing, it would show wisdom on the part of the farmers if they would carry their straw over until the following year, then if feed were plentiful they could burn it. In this way they would always have one crop of straw on hand, even in a year of general crop failure. If the farmers had followed this plan, there would not now be complaints of shortage of feed, and they would not be obliged to buy feed at high prices, in a year when their finances are low. To say the least, this custom of burning straw immediately after threshing, appears a very improvident one, and one which is certain in time to bring the usual reward of improvidence. It has already brought its reward to some, who are now feeling keenly the result of their improvidence in past years. The only excuse is that our country is young, and that many require severe lessons to teach them the necessity for providing for the future in seasons of plenty.

### MEATS FOR BRITISH COLUMBIA.

The Calgary Tribune reports the shipment of several carloads of fat steers from that district to British Columbia coast markets. The cattle were gathered from several ranches in the district and were, according to the Tribune, in prime condition. This shows that the cattle must be standing the winter well, notwithstanding the unusual snow fall of this year. When fat cattle can be taken from the ranches at this time of year, they must be coming through the winter in good shape. Alberta no doubt will be able in a short time to supply all necessary requirements of the British Columbia markets in the meat line. Frequently we read in the coast papers items telling of the importation of butchers' stock from the states to the south, especially in the line of sheep and hogs. A great deal of mutton is imported to Victoria and other points in British Columbia from Washington and Oregon. Recently, owing to the floods in those states, which prevented the shipment of mutton, the supply of the article in Victoria was exhausted, and prices were advanced to twenty cents per pound. Alberta is well adapted to raising sheep, and in a short time these British Columbia markets should be supplied from our own ranches, and thus the necessity for importing would be obviated. With the development of the mining industry in the interior of British Columbia, there will be a largely increased demand for meats at good prices, and the benefit to be derived from this should largely accrue to the ranchers of Alberta, who should endeavor to be prepared to meet the demand.

In addition to holding their straw over for one or two years, there is another way in which farmers could provide against years of scarcity in fodder. This would be to put up a double supply of hay in years when the natural prairie hay crop is very abundant. There would be no cost in doing this, except the labor of securing the hay. In this dry climate hay properly saved and stacked would keep fresh for a couple of years, and in case of a light hay crop in the meantime, the farmer would be well supplied.

# G. F. STEPHENS & CO.

—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.

**Stephens' Elastic Enamel**—For Household Decorations such as Tables, Fancy Chairs, &c., in a large number of delicate shades.

**Stephens' Pure Oxide Paints**—(Almost everlasting)—For Elevators, Granaries, Roofs and all Rough Surfaces exposed to the Weather.

—IMPORTERS AND JOBBERS OF—

**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.

## JAMES PYE, 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.

**JAMES PYE**  
218 Third Avenue South,  
Minneapolis, - Minn.

**Thouret, Fitzgibbon & Co.**  
BERLIN. NEW YORK. MONTREAL.

**FACTORY AGENTS FOR**  
Exclusive Novelties in Dress Goods, Underwear, Linens, Woolens, Hosiery, Jackets, Embroideries, Buttons, Etc.  
Represented by **H. A. DRISCOLL & CO.**,  
ROOMS 26 AND 28 McINTYRE BLOCK,  
P.O. Box 179, WINNIPEG.

**KIRKPATRICK & COOKSON**  
Established 1863,  
MONTREAL,  
Commission Merchants,  
FLOUR, GRAIN, BUTTER, &c.  
Consignments and Orders solicited

At a meeting of the creditors of Somerville & McKelvie, general merchants, Brandon, held in Winnipeg last week the stock was sold to R. J. Whittle, & Co., Winnipeg, for \$19,500. This will make the estate realize about 50 cents on the dollar to the creditors. The business at Brandon has been opened out and will be continued by Somerville & McKelvie, who have made an arrangement with the purchasers of the stock.

The general store business carried on by J. Clementson at Broadview, Assn., will in future be continued by Clementson & Patterson,

## OGILVIE MILLING CO'Y, WINNIPEG.

REGISTERED BRANDS :

**Hungarian and Strong Bakers' Flour**

—DEALERS IN ALL KINDS OF—

**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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## WINNIPEG MONEY MARKET.

There is nothing to note in the money market beyond what has been already said. A good deal of paper falls due to-morrow, being the 4th of March. After the unsatisfactory showing of the 4th of February, dealers are not very hopeful of the result of the settling day this week.

## WINNIPEG WHOLESALE TRADE.

Wholesale trade continues very dull. With last week about the coldest week of the winter, it was not to be expected that business would show much signs of picking up. Prices have been steady in about all lines. In textile lines there is no new business doing, and with the unsatisfactory financial outlook, dealers are rather indisposed to push matters. The situation in woolen goods is not considered as strong as it was, notwithstanding the high prices of wool. The quantity of woolen goods which will be carried over to next winter in all parts of Canada is thought to be very large. This has a depressing influence upon trade, and the woolen mills have not received the orders which they should have by this date. Orders for next fall and winter are said to be coming into the mills very slowly, and on this account expected advances in prices may not materialize. There is a strong feeling in rubber goods. A meeting of Canadian and United States rubber manufacturers was held in New York last week, when it is understood an agreement was arrived at to advance the price of rubber boots and shoes, etc., 10 per cent. Light crop of rubber is given as the cause, an advance in rubber being expected. Hardware trade is locally very dull and prices are nominally unchanged. Sugars continue strong, and advices from the east report active markets. In canned goods it may be noted that a meeting of the Canadian Packers Association was held at Toronto last week. It was decided not to advance prices further at present. The association will protest against any increase in the duty upon fruit which they may require for canning, such as peaches. The fur trade is looking forward to the coming March sales at London. These are the most important sales of the year, and will regulate prices for the balance of the season. In the meantime prices are irregular.

## FISH AND OYSTERS.

A shipment of fresh salmon, smelts and crabs was received from British Columbia, the smelts selling at the same price as eastern smelts. Frog legs were among the luxuries included in receipts from the east, and these sold at \$1 per dozen. A further large shipment of fresh fish is on the way from the east. Pickerel are scarce and worth as much as whitefish, though not obtainable in wholesale quantities. In Lake Winnipeg fresh fish the following varieties are obtainable, and jobbing at the prices noted: Whitefish, 5c per pound, jackfish, 3c. Fresh salt water fish are quoted: Salmon, 18c; cod, 8c; haddock, 10c per pound; herrings, 30c per dozen; mackerel, \$1.80 per dozen; smelts, 12½c per pound; tommy cods, 8c per pound; lobsters, 2c per pound; crabs, \$1 per dozen. Fresh brook trout, 25c per pound. Smoked finnan haddies, 7½c per pound; smoked Yarmouth waters, \$1.50 per box; smoked goldseys, 4c per dozen; salt whitefish, in 100 pound lbs, 5c per pound. Oysters: \$2 per gallon for standards and \$2 for selects. Can oysters

are quoted at 35c for standard, 40c for selects, and 45c for extras.

## GREEN FRUITS AND NUTS.

Some California oranges are arriving. The market is also supplied with Floridas of good quality, and some Messina oranges in large boxes have arrived. Apples are firm and stocks are said to be on the light side. Owing to the slow state of trade, however, dealers have not advanced prices. Apples are higher in eastern and United States markets, and stocks could not be replaced to sell at the prices now quoted. Choice apples are held at \$3.50 to \$4 per barrel by the car lot, at Minneapolis. No choice cranberries are obtainable, and such poor stock as is in the market is selling at irregular prices. Southern onions were out of the market, but importations were on the way, with the expectation that prices will be higher when they arrive. Prices are: Lemons, Messinas, 360 count, \$6; 300 count, \$6.75 per box; Florida oranges, \$5.50 to \$5.75; California seedling oranges, \$5 per box; California navel seedless oranges, \$6 box; Valencia oranges, large cases, \$8.50 case; southern apples, \$4.00 to \$4.25, choice eastern Canada apples, \$4.50 per barrel; California pears, \$4.00 per box; Almeria grapes, \$11.00 to \$12.50 per large keg for choice; 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.

## GRAIN AND PROVISION MARKETS.

## WINNIPEG.

## WHEAT

Wheat held fairly steady last week in leading markets. There was a little more disposition toward a range in prices and slight fractional gains were made on some days. The visible supply statement on Monday last showed a decrease of 43,289 bushels for the week, making the total visible now 29,619,941 bushels, or about three million bushels less than a year ago. Cables showed a stronger tendency.

Locally there is practically nothing doing in wheat. A few loads are being delivered at some country markets, for which prices range from 65 to 70c per bushel for good samples. There is so little wheat moving, however, that prices are about nominal. In eastern Canada markets, there is an occasional car of Manitoba wheat handled. No. 1 hard is quoted at \$1.03 to 1.04 at Toronto, and about \$1.05 at Montreal.

## FLOUR

Steady and unchanged. Quotations are as follows per 100 pounds to the local trade: Patents, \$2.60; strong bakers, \$2.35 second; bakers, \$1.90; XXXX, \$1.25; superfine, \$1.15; Graham flour, 2.35; middlings, \$2.60 per 100 pounds.

## MILLSTUFFS AND FEED.

Bran is quoted at \$13 and shorts at \$14 per ton. Ground feed is unchanged at \$20 per ton for ground corn and oats, at which price small lots are selling to the trade.

## MEALS, POT BARLEY, ETC.

Quiet and unchanged. 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

Cars on track are held at about 42c per bushel for good feed oats, with smaller lots from store selling at about 45c to dealers. Choice seed oats are held considerably higher, which has the effect of inducing many farmers to buy feed qualities to clean up for seed.

## BUTTER.

There is nothing new that can be said of this commodity. The market is dull, and about 16c per pound is the best price obtainable for good dairy, even for small lots of from one package up. For round lots about 12c is the highest offer heard of for shipment.

## CHEESE.

Steady and slow at 14c per pound in jobbing lots.

## EGGS.

Easier, and fresh offering at about 22c per dozen.

## LARD.

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

## CURED MEATS.

Though some little cutting has been done in prices, yet 8½c is the recognized price for long clear. Prices are as follows: Long clear dry salt bacon, 8½c; 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.

## DRESSED MEATS.

Beef is quiet and scarcely any offering. Butchers are well stocked with frozen beef. Sides appear to be worth about 5 to 5½c for good to choice, with a firmer tendency, but little change likely to take place in prices until the frozen meat is pretty well cleaned out. Mutton is firmer, and held at about 8 to 8½c per pound. Hogs are also firmer, and quotable at 5½ to 6c.

## DRESSED POULTRY.

Poultry continues scarce. Chickens are in best demand, and would bring 10c for choice. Turkeys would be taken at 14c, and ducks and geese at 12c. Jobbing prices are from 1 to 2c per pound higher than these quotations, but hardly any obtainable.

## VEGETABLES.

Potatoes are selling from store at 80c per bushel, and some were offering on track last week at 75c per bushel. Quotations are as follows:—Carrots, \$1.20; parsnips \$1.50 per bushel, beets, \$1.20 per bushel, turnips 60c per bushel, onions 3c per pound, cabbage \$2.25 per hundred pounds; celery 40c to 60c per dozen; Spanish onions, \$1.00 per crate; southern red, do, \$3 per 100 pounds.

## HAY.

Quite a number of car lots of hay, brought in from the south, have been offering on track, at from \$12 to \$13 per ton, \$12 being the usual price from first hands, and turning over at \$12.50 to \$13.

## Hudson's Bay Railway.

Prospects are looking brighter for the Hudson's Bay railway. At Ottawa last week the Manitoba members waited on Sir John Macdonald and presented a petition signed by 130 members of the House of Commons, asking the government to aid in constructing the Hudson Bay railway. This petition is signed by members from every province in the Dominion. Leading men on both sides of the House are among the signers. Sir John promised to lay the whole question before his colleagues in council at the earliest possible date. Another telegram says that only two members of the Commons are opposed to granting aid to the road.

### British Columbia.

G. A. Huff & Co. will open a general store at Alberni.

An electric light plant is being established at Nanaimo.

Davidson Bros., jewelers, Victoria and Vancouver, are opening a branch at Nanaimo.

Heavy losses among stock in the Nicola valley are reported, owing to the unusual depth of snow.

Keller & Burris' pottery works near Victoria, destroyed by fire a few weeks ago, have been replaced at a cost of \$20,000.

The county court house at Vancouver, which was also used as a jail, was completely destroyed by fire last week. Several prisoners had narrow escapes. Loss, \$10,000.

Coal miners are leaving the mines, says the *Nanaimo Free Press*, for the Old Country, owing to the reports of high wages and activity in the coal trade in Britain.

The *Vancouver News* says: "It is understood that a leading wholesale firm of grocers in Winnipeg, who rate high in financial standing, intend shortly to establish a wholesale house in this city."

An English syndicate contemplates establishing a large woolen mill at some point on the coast, for the China and Japan trade. Port Moody offers 271 acres of land as a bonus for the location of the enterprise there.

It is proposed by the members of the Brotherhood of Carpenters and Joiners of Victoria to start a sash and door factory, to be run on the co-operative system. They have asked the city for exemption from taxation for a term of years.

The new electric street railway at Victoria has been completed. Tests have been made and everything found to work well. It is said a uniform speed of 12 miles per hour will be maintained. Each car weighs six tons and can comfortably carry from 26 to 35 passengers. The citizens are elated over this event.

A deputation of working men waited on the Victoria city council recently and requested that body to see to it that a clause prohibiting Chinese labor be inserted in all bonus by-laws. The subject, says the *Times*, will be carefully considered by the civic body, which is in full accord with the views of the deputation.

Eberts & Taylor, barristers, in a report to the Victoria city council informed the board that Bryce, the commercial traveler who was recently fined in the police court for refusing to pay the city license tax on commercial travelers, intends to test the constitutionality of the city by-law under which the conviction was secured.

It is estimated that over \$300 per week is spent by white residents of Victoria in Chinese lotteries. The greater part of this, says the *Colonist*, is, of course, lost to the buyers of tickets and ultimately finds its way to China. Gambling in Chinatown is on the increase, and its suppression calls for the increased attention of the police.

The loss of Hastie & Lochart, furniture, Victoria, by the recent fire, is estimated at \$3,000; covered by insurance in the British Columbia Fire Insurance Company, the London & Lancashire, and City of London. The loss in the basement of Watt's music store was about \$1,000, covered by insurance. Angus &

Gordon sustained but little damage and that fully insured. The building owned by A. Ofner, was damaged to the extent of \$1,000; insured in the London and Globe for \$5,000.

The meeting on Tuesday evening to discuss the proposed exhibition for Winnipeg, was not as largely attended as was expected, considering the great importance of the enterprise. Committees were appointed to wait on the city council and the Local Government, as to the assistance to be expected from these sources. A motion was passed to the effect that the city council should issue debentures to an amount not in excess of \$30,000 for the purpose of purchasing exhibition grounds and erecting suitable buildings. This amount it seems is rather a low limit, if the grounds and buildings are to be of a permanent nature. It is evident that the city council will have to be mainly relied upon to furnish the means for making the exhibition a success. The Local Government should give some assistance also, to supplement other funds. The grounds and buildings should be furnished by the city council, and probably a cash grant as well will be required from the city. In the matter of grounds and buildings the location should be central and convenient of access, and the buildings should be of a permanent nature. A real good exhibition will prove of great advantage to the city, and indeed to the whole country, and the first requisite is a suitable place for holding the exhibition. These once provided will be available for future years, and thus a long step will be made towards the permanency and success of the exhibition for the future as well as the present year. A niggardly policy in providing grounds and buildings would therefore seem false economy. Let us have something decent while we are about it, and go in with the intention of making the exhibition a permanent and lasting success. This exhibition will certainly grow to a great institution if properly handled, and it should not be dealt with in a close manner at the start.

The *Brandon Times* lectures the board of trade of that place in the following strain:—"The business men of Brandon appear to have fallen asleep as far as the Board of Trade is concerned. There are many questions which might be brought up and discussed to the profit of the city, and which require such an organization to deal with them. At the present time when other places are making an effort to push forward enterprise there is no effort being made to improve our position and cause outside capital to invest with us. It is not to be expected that new enterprises will be developed or industries established in Brandon without the business men uniting and using every means within their power to induce capitalists to locate here. We have the position which makes it possible to build up a prosperous and thriving city, and on our business men depends to a very great extent whether we push forward rapidly or allow other places with more ambition to gain the advantage. It is hoped that men may be found who will take an active position on our Board of Trade and make the institution an active, energetic working organization."

The *Portage Review* quotes the farmers' market at that place as follows: Very little wheat coming in. What is brought in however, brings 70c if the sample is good. Oats are as

usual scarce and for seed being brought in from the other side of the line. Beef, dressed, is quoted at 5 to 5½c; pork, 6c; mutton, 9c; chickens, 10c; turkeys, 12½ to 13c; geese, 12½c; butter, 15 to 18c; eggs, 35c and scarce at that; potatoes, 75c; lard, 12½c; wood, dry poplar, \$2.75; oak or birch, \$4; poplar, green, \$2.25; oak, green, \$3 to \$3.25; hay, \$3 per ton.

The Imperial Bank has bought the corner opposite the Presbyterian Church on Saskatchewan Avenue, Portage la Prairie, for \$45 per foot frontage. This would indicate that the Bank people are satisfied with prospects for the Portage.

JOHN D. SIBBALD & Co., and Leslie H. Hoskins & Co., doing business as general merchants at Craven, Assn., have dissolved partnership. John D. Sibbald & Co. will continue the business at Craven.

BROWN, a Winnipeg hardware man, says the *Portage Review*, has bought out the Clutterham & Co. estate and will go into the hardware business at the Portage.

The *Regina Leader* celebrated its seventh birthday last week and according to the editor enters on its eighth year with renewed activity and the brightest of prospects.

A. H. McINTYRE, jeweler, Portage la Prairie, has closed his branch store at Neepawa.

JOS. COURURE, has leased the Manor House, Vancouver, B.C., to John Whalen, of Winnipeg, and Geo. F. Winter, of Grand Forks, Dakota. The lease is for a period of five years.

ALEXANDER ROBINSON has purchased Fritz Schneider's interest in the Glasgow House, Vancouver, and the same will be carried on under the firm name of Munro and Robinson.

MR. MARTIN, representing the Winnipeg wholesale grocery house of G. F. & J. Galt, has gone to Vancouver, B.C., where the firm has decided to establish a branch house.

The Alberta Railway and Coal Company has assumed control of the railway from Dunmore to Lethbridge, hitherto known as the Galt railway, and will operate it in future.

### A New Directory.

R. T. William, of Victoria, B.C., the well known publisher of directories and gazetteers of British Columbia, has just issued a large and very complete directory of the cities of Victoria and Vancouver. The directory also contains a large amount of general information of a provincial nature. The work on the book was all done in William's large establishment at Victoria.

### Business in British Columbia.

Flour and feed business is featureless, and quotations as follows remain unchanged: Hungarian, \$5.75; Manitoba patents, \$5.65; Manitoba bakers', \$5.35; Oregon flour, \$5 to \$5.15; Spokane Falls, \$5. Oatmeal: standard, per sack, \$3; granulated, \$3.25; rolled, \$3.50. Cornmeal, \$2.85. Feed: chopped feed, per ton, \$30 to \$33; bran, \$24; shorts, \$23; oil cake, \$38; hay, \$18. Grain: wheat, per ton, \$38; oats, \$35; beans, per lb., 3½c; split peas, \$5.

The market for potatoes at present is a little unsettled, with a lower tendency, now being wholesaled at from \$35 to \$40 per ton. Some of the potatoes held by the corner are beginning to show signs of deterioration, and are being offered at a lower price, which has weak-

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ened the marked. However, the price at which dealers are buying from the farmers will not permit, without loss, a lower rate than \$10. Other vegetables are quoted as follows: Cabbage, per lb., 4c; celery and Cauliflower, \$1.50 per doz.; turnips, parsnips, carrots and beats, 2c per lb.; onions are scarce at 3c.

Case eggs have reached the bottom at 20c, and the market is supplied to repletion. A car of Nebraska eggs which came through the blockade was received this week but has been refused. Fresh eggs are in sympathy with the imported stock, and are taking a general descent in price. They are coming in freely and are selling at from 30 to 35c; per dozen, which will be good news to housekeepers, and promises well for Easter. Butter is still depressed and moving slowly. Dairy is from 15c to 20c per lb., and choice creamery 23c. Cheese is steady at 13½c.

Poultry is scarce at the following prices: Geese, per pair, \$2.50; ducks, \$12 per doz.; Chickens, \$8; turkeys, 18c per lb.

Apples have left the dealers' stands for good. Quotations in lemons and oranges are: Sicily lemons, \$7.50 per box; California, \$5. Oranges: Riverside Navels, \$5.50 per box; seedlings, \$3.50 to \$4; Los Angeles Navels \$2.75 to \$3.50. Cranberries are \$1 per gallon and scarce. In dried fruits, Smyrna figs are 18c per lb. and raisins, London layers, \$3.75.

Honey is 22½c per lb. by the box.

The provision markets in cured meats has been unsettled somewhat by large consignments from the east, resulting in a cut in prices. Quotations are: Hams, 15c; bacon, 12½c to 13½c; smoked, clear side, 12c.

Conditions of the meat supply in the Nicola county have greatly disturbed the fresh beef market. The hard winter, up country, has imperished the beef cattle depending upon grass sustenance, and only stockmen who have provision for feeding are able to keep their herds in condition for the market. At Kam-

loops what are known as "spring poor" stock are being shipped a month earlier than is usual, showing that supply from that source, outside of the Douglas Lake Syndicate, is out of the question. Butchers must now look for the new few months to Oregon and California. Van Volkenburg & Bros. are shipping from Calgary, but the expense is considerable and will raise the cost. Small dealers are likely to suffer by it most. The retail price of beef for the present is not likely to advance, although profits to butchers must necessarily be curtailed. Choice cuts, however, have gone up as a result. Mutton, owing to the blockade and unusual character of the winter on the Pacific coast, is scarce and dear. Standard quotations are about as follows: Beef, 10 to 18c, according to cut; veal, 10 to 15c; mutton, 10 to 15c. This last week, however, choice mutton cuts have sold as high as 20c per lb. Pork, 12½ to 15c.

Fish is scarce and the catch small. Prices current are: Crabs, 50c a doz; clams, 50c a bucket; flounders, 10c per lb; Eastern oysters, 80c a tin; salmon, 15c; halibut, 12½c; tomcod, 10c; sturgeon, 12½c; codfish, sea bass, smelts, herring, 10c. Halibut is beginning to come in and is more plentiful.

Sugars are steady; granulated is selling at 8½c, and yellows 6½c.—Vancouver News-Advertiser.

## General Notes.

The *National Magazine* for March will contain the continuation of an interesting article by Professor Schele de Vere of the University of Virginia, entitled "How we Write," giving many curious historic facts. Rev. J. C. Quinn, L. L. D., will contribute "Biblical Literature." F. W. Harkins, Chancellor of the National University of Chicago, will describe the working of the "National Circulating Library" of 20,000 volumes and the new non-resident courses of study of the University. A timely article on the University Extension System of

England is by Rev. C. C. Willett, Ph. B. The ladies will be particularly interested in the new Woman's Institute on an unique plan, described in this number. Published the first of each month at 147 Throop St., Chicago, Ill. Sample copy 10 cents.

Work on the Grand Trunk tunnel under the St. Clair river between Sarnia and Port Huron is being steadily pushed forward at both ends. The total length of the bore will be 6,800 feet, 2,310 feet under water, 2,160 in the approach on the Canadian side, and 2,330 in that on the Michigan side. About 1,600 feet is so far completed, and the work is progressing at the rate of eighteen feet a day. Canada's river boundaries have been the cause of the construction of several notable engineering works, such as the magnificent bridges at Montreal and Niagara, but this is the first attempt to make a passage for traffic under instead of over them.

Other skins than those of the rat tribe are worked up into gloves, says a leading glove manufacturer, but as a rule no other animal than the rat divides with the real kid the honor of taking beauty by the hand, as it were. However, a formidable rival to the rat has entered the field in the eel. Manufacturers have been sending agents up the Schuylerville way where the waters teem with eels, to buy up the crop for gloves. Gloves from this material will hold their own with the skin of the most reliable rat. Eelskin gloves will be perfectly impervious to water.

Tobacco, says the *Toronto Empire*, is the duldest commodity on the market. There is an impression abroad that the Government will reduce the inland revenue duty. In consequence no one wants to buy any. Wholesale houses who have bonded warehouses take out only a box when ordered so as not to be caught with any stock on hand. Some years ago when the duty was reduced the Government allowed a rebate on all full packages out of bond.



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**Chicago Board of Trade Prices.**

Wheat opened rather easier on Monday, and had a lower tendency, prices declining about ½c, but recovered to near the opening. February opened at 74½c and only had a range of ½c. May opened at 77½c and declined to 77c. Closing prices were:

	Feb.	March	May	June
Wheat	74½	75½	77½	77½
Corn	27½	27½	29½	29½
Oats	19½	19½	20½	20½
Fork	0.70	0.70	0.97½	10.02½
Lard	5.72½	4.75	6.87½	5.92½
Short Ribs	4.75	4.75	4.82½	4.85

On Tuesday there was some gain in prices, wheat closing ½ to ¾c higher. February wheat closed at 75½c, March at 75½c, May at 77½c, June at 77½c and July at 76½c. Provisions were unchanged at the close.

On Wednesday wheat was steady. May option ranged from 77½ to 78c, closing at 77½c. February closed at 75½c, being relatively stronger than May. June closed at 77½c, July at 76½c. Corn and oats closed fractionally higher. Provisions were to 5c lower.

On Thursday wheat made some gains in prices, closing as follows: Feb. 76½c; March, 76½c; May, 78½c; June, 78½c.

Closing prices for wheat on Friday were: Feb. 76½c; March 76½c; May, 78½ to 78¾c; June, 78½c.

**Minneapolis Markets.**

Following were closing quotations for wheat on Wednesday, Feb. 26:

	Feb.	Mar.	May.	On track
No 1 hard	77	77½	78½	78
No. 1 northern	75½	75½	76½	76½-77
No. 2 "	73	73½	76½	75½-55

These quotations are fractionally lower than a week ago. Flour is the same as quoted a week ago.

Bran and Shorts—Market was quiet and steady at \$7.25 to \$7.50; shorts \$8 to \$8.75.

Corn was offered on track with some selling at 23½ on track and 24½ f.o.b.

Oats were held at 19 to 21½ but 21 seemed as high as buyers of white would go.

Barley—Very little business; ordinary offerings nominal at 22 to 35.

Feed—Quoted \$10 to 10.50 on track, \$10.25 to 10.75 f.o.b. and switched.

Hay.—Movement small and demand dull with some fine Iowa sold at \$6. Common wild hard to sell.

Eggs—Fresh held at 14½ to 15c. Cold storage and pickled dull at 4 to 8c.

Potatoes—Quoted at 25 to 30c in car lots.

**Duluth Wheat Market.**

At Duluth on Feb. 28, No. 1 hard wheat closed as follows: Cash, 76½c; Feb. 76½c, May, 80½c. No. 1 Northern closed at 74½c, and No. 2 Northern at 70½c.

**Dominion Dairy Association.**

E. A. Struthers, manager of Barnardo industrial farm and creamery at Russell, Man., has returned from Ottawa, where he attended the Dominion Dairy Convention as the delegate of the Provincial Dairy Association. Mr. Struthers pronounces the meeting a great success and is satisfied that much good will be accomplished for the dairy interests of Canada through the efforts of the Dominion organization, linked as it is with the local societies in

different provinces. Delegates were present from each province. The question of opening up the English market for Canadian butter received attention, and a clearly worded resolution was unanimously supported, asking the Dominion Government to grant aid to a certain number of creameries to be selected by the dairy commissioner, thereby placing them in a position to combine their products and make weekly experimental shipments to the London market. The Manitoba and the Northwest representatives favored this scheme and asked in addition that some move be made toward assisting the western dairymen in their attempt to secure a portion of the Japan trade now entirely in the hands of the Danes. Delegates were elected for the ensuing year, the representatives for Manitoba and the Territories being respectively Mr. Struthers and Mr. Thorburn, of Broadview.

**The State of Trade at Montreal.**

The week, says the Montreal Gazette, has seen no material alteration to the tone of general trade. One feature commented upon favorably by some merchants is the fact that some of their customers who asked for a little extension to meet their paper, have fulfilled their promises on the whole in a satisfactory way. Caution, though, is the universal watchword, and it has its advantages as well as its drawbacks, for although it may restrict the volume of business it will act as a healthy check upon indiscriminate operations.

In dry goods the blue pencil is used more frequently this season than last in cancelling orders, without any reference to buyers' wishes if their standing is not really gilt-edged. A feature that is looked upon with satisfaction is the fact that reports from Ontario are showing some improvement, and it is the expectation that although trade will be in a certain sense restricted this season, it will turn out better than the indications intimated some time ago. Some houses have their buyers on the other side already and others are on the way. Reports so far received cite very strong markets, with no disposition towards concession for the purpose of securing orders.

The excitement in sugar noted in our last has abated, but a good enquiry has existed throughout the week and a considerable business has been done and firm and, in some cases, higher values. Syrups and molasses have been quiet on the whole, with a moderate demand at last quotations.

Canned goods have been moving slowly during the past week, the demand being quiet and only for small lots. The tone of the market is, on the whole, easy, owing to the limited movement.

In drugs, crude camphor has been steadily going up, and another rise is by no means unlikely in refined. The other drugs are firm and steady, the general tendency of the market appearing to be upward, though no change in prices has as yet taken place.

The position in heavy chemicals continues strong, with the likelihood of higher prices. Linseed oil is worth to-day 69 to 70c. Caustic soda has been advanced during the week and is now worth \$2.25 to \$3.50.

McLACHLAN & Co., general storekeepers, Treherne, Man., have assigned to S. A. D. Bertrand.

**Mining Interests of British Columbia.**

Hon. Mr. Robson laid on the table of the British Columbia Legislature the annual report of the Minister of Mines for the year ending 31st December, 1889. It shows that since 1858 to the present time the estimated total yield of gold and silver amounted to \$52,236,753, the gold product of 1889 having been \$388,923, of which \$490,769 were known to have been exported by the banks, leaving some \$98,154 as having been carried away in private hands. The year's estimated yield of silver was \$47,873. The number of miners employed was 1,929, their average yearly earnings having reached \$330. The exporters of the gold referred to were the Bank of British Columbia \$254,816, Garesche, Greene & Co., \$188,580 and the Bank of British North America \$47,373. The yield in the Cariboo district reached \$217,892, of which \$78,542 are credited to the division of Barkerville, \$41,150 to Lightning Creek, \$37,000 to Quesnelmouth, and \$61,000 to Keithley Creek. Cassiar is down for \$54,910, Kootenay (western division) gold \$12,700, silver \$47,873, eastern division do gold \$36,200; Lillooet, gold \$60,364; Yale, Osyoos division, \$10,500 gold, Similkameen division, \$35,800; total for Yale \$46,300. The reports of the various commissioners deal at greater length with the respective sections, all of them intimating how greatly and profitably it is possible to extend operations, among the necessary conditions being the reduction of the duty on mining machinery and the providing of improved transportation facilities. The inspectors of coal mines announces that during the year the following mines have been operated, their respective outputs having been: Nanaimo Colliery, 223,570 tons 18 cwt.; Wellington, 273,383 tons 14 cwt.; East Wellington, 51,372 tons; Union Colliery, 31,204 tons. The output of the year was 579,839 tons 12 cwt., the coal on hand on January 1st, 1889, having been 10,922½ tons. The exports of these collieries was 443,675 tons; home consumption, 124,574½ tons, and on hand 1st January, 1890, a little over 22,504 tons. The statement below shows the output and export of coal from 1887 to 1889.

	Output. Tons.	Export. Tons.
1887	413,360	334,839
1888	489,800	365,714
1889	579,830	443,675

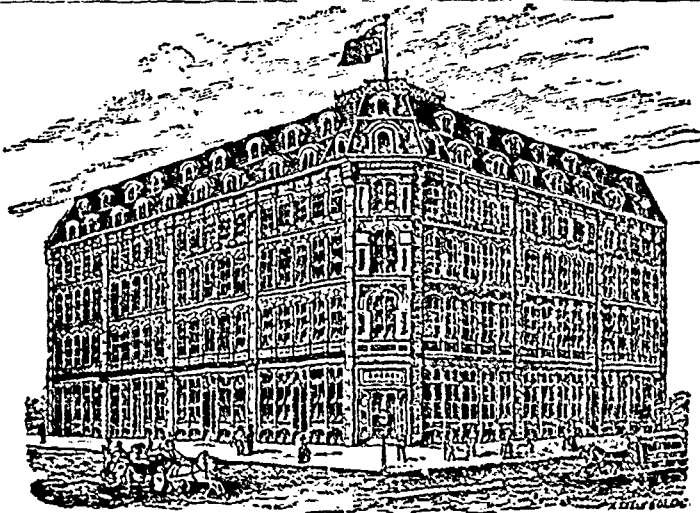
The annual meeting of the shareholders of the North American Fire Insurance company of Manitoba was held at the office of the company in Winnipeg last week. The result of the year's business was very satisfactory, and although the company has only been four years in operation, it has over one million dollars of risks on its books, a large proportion of which are farm risks. Messrs. W. F. Alloway, Hespeler, Nanton, Drewry, Stobart, Sprague and R. Strang were elected directors for the ensuing year. At the meeting of directors held after the shareholders' meeting, W. F. Alloway was re-elected president and W. Hespeler re-elected vice-president.

PORTAGE LA PRAIRIE is now without a fire brigade the members thereof having resigned in a body. They were dissatisfied with the appliances for putting out fires and hence the resignation.

A. E. BARKER has opened business at Regina as auctioneer, employment agent, etc.



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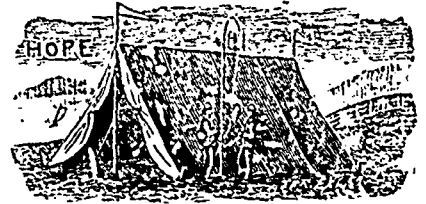
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### An Interesting Address.

A copy of the address of President Thos. Marks, at the recent annual meeting of the Port Arthur board of trade, has reached this office. The address contains reference to several questions of interest to Manitoba and the West generally—of such importance that we reproduce the following portions of it in these columns:—

#### THE PORT ARTHUR, DULUTH AND WESTERN RAILWAY.

The suggestion made in my last report that the energies and resources of the promoters of the rival railway enterprises should be combined, has happily been carried out, with the result that the Provincial Government granted during the last session a subsidy for the first 50 miles of the Ontario and Rainy River Railway, which by agreement and with the consent of the government could be utilized in the construction of the Port Arthur & Duluth road. The O. & R. Company in return have perpetual running powers over the that portion of the line so subsidized. The result will be, so soon as the 50 miles are completed, that Port Arthur will have to all intents and purposes two railways stretching out into the western country for that distance.

These enterprises must not be allowed to drop at this stage. The Port Arthur, Duluth & Western line requires provincial aid for the remaining 35 miles, and both the Rainy River line and a proposed branch of the P. A., D. & W. from Sand Lake to Atikokan requires subsidies from each government, so that they may be extended without delay. It was unfortunate that so much of the summer had elapsed before an agreement could be concluded for the building of the railway; however, a start was made by the contractors, Messrs. Middleton & Connee, about the first of September, and although they were seriously delayed for the want of permission to make the crossings over the C. P. R. here and at Fort William, and by the scarcity of rails, still the work accomplished, viz., grading, bridging, tracklaying and ballasting of about 20 miles to Stanley Station, the point at which the government road to the silver mines crosses the Kaminstiquia, was of itself a wonderful feat to have been accomplished in that limited time.

The final location of the line between Stanley and the boundary is now being made, and will be completed before spring, by which time not only will the Kaminstiquia and other bridges be finished, but all the ties and necessary timbers will be on hand, and the heavy cuttings between Stanley and Silver Mountain ready for the active resumption of grading work as soon as the weather will permit of it.

Port Arthur has voted a bonus of \$25,000, payable on the completion of the first 50 miles, Fort William has voted \$15,000. It is likely that Port Arthur will be asked for a further bonus at the same rate for the remaining 30 miles, that is, \$15,000. It will of course be time enough to discuss the merits of the company's case when it comes before you, but it appears to me the town can well afford to contribute that amount.

#### MINING.

This board and our citizens generally and all Canadians do not give this the sympathy and co-operation which such an important industry deserves.

Algoma will yet be as great a mining district

as any in America, but, to insure success in mining, not only energy and capital are necessary, but a technical knowledge on the part of those engaged in the supervision of operations. Mining, which was always a legitimate business, is rapidly being recognized as such by the general public, and all over the world operations are being conducted on a more legitimate basis. From the eastern boundary of Algoma near Sudbury to its western limit at Rat Portage, on the Lake of the Woods, now and important discoveries of different minerals are from time to time heralded by the press. The copper mines of Sudbury, which were brought so prominently before the public several years ago, when first opened up, are turning out vastly more valuable than the most sanguine reports originally promised. The nickel which the ore also contains is so abundant that it is said these mines alone can produce more than the combined output of all the other nickel mines of the world, and it can be produced so cheaply that it will be utilized to a much greater extent than heretofore. Already it is suggested as a probable alloy for steel, the benefit to be gained by an admixture of the two metals being remarkable.

Gold has recently been found on the Algoma branch of the C. P. R. north of Bruce Mines. Important iron discoveries are reported from near Sault Ste. Marie. Indications of nickel are plentiful near Schrieber on the Canadian Pacific Railway 130 miles east. The Port Arthur silver district continues to be prominent, and never in the history of silver mining here have matters looked so prosperous. Large shipments of ore have been made all through the season, new mines are being worked and prospects developed, and altogether, affairs in the Port Arthur silver district are bright and business-like. The recent dividend at the Badger of 10 per cent. on the total capital stock of \$250,000, after having returned to the proprietors all the money invested by them in mining, machinery, purchase of lands, &c., some \$200,000; the rise in Shuniah Weachu stock, the development at the Beaver, the rich ore body struck at the Elgin, the showing at the West End, one and all point to the eventual value to the district and our people of the silver mines. The Rat Portage gold district is slowly but surely coming to the front, the wonderful showings of free gold being sure to result in the investment of capital in mining. Mine-owners have had an up-hill battle waiting for titles to their properties, and it is slow work attracting the attention of investors to a district where for so long a time it was impossible to give a capitalist any legal title to the property in which he was asked to invest his money. However, the dawn of a brighter day is before Rat Portage, and next summer there will be a strong mining movement there, which cannot but help the whole district. Other discoveries of more or less interest have taken place during the summer, notably amongst which was the finding in the townships of Blake and Crooks a belt or dyke of amygdaloid carrying native copper. So little work has been done on this yet that it would be premature to pass an opinion on its value, but there is no reason why the copper deposits of the North Shore should not be quite as valuable as those of the Keeweenaw peninsula, less than 100 miles away, on which are situated the Calumet, Hecla, Tamarack and other world renowned mines. Some very fine silver has

also been located in Crooks, proving beyond a doubt that the silver range covers a triangular tract of country running south-westerly from Port Arthur, 60 miles in length and equal in area to 1,250 square miles.

More attention has been paid this year to iron lands than ever before in our history. One syndicate of American capitalists located and purchased from the crown some 30,000 acres between Whitefish and Gunflint Lakes, on which there is said to be a large amount of good iron. A diamond drill has been shipped and will be taken out there this winter to test this iron, as well as a large quantity previously located along the boundary on both sides.

This ore must find its outlet via Port Arthur and over the Port Arthur, Duluth and Western Railway, as the haul is shorter, the grades better, and it can altogether be handled more cheaply (even that on the Minnesota site) than is possible over any American road.

The Graham McKellar iron on the Atikokan River which was located several years ago has been reported upon on several occasions. A portion of it has been leased for a term of years on royalty, with a guaranteed minimum output, to one of the chief stockholders of the Minnesota Iron Company. Last summer the outcrops on this range were traced for some miles further and the land located. The whole range probably shows the the most wonderful outcrop of iron that has yet been discovered on either shore of Lake Superior. Even with the American import duty of 75 cents per ton which has to be paid, this iron can be profitably shipped to the United States. This is owing to its high character as a bessemer ore, the tremendous quantity in sight, and the ease with which it may be mined. Analysis of ordinary samples shew all the way from 65 to 69 per cent. of metallic iron, while there are no injurious ingredients in the way of phosphorus, sulphur or titanitic acid, phosphorous being as low as 0.0017, sulphur 0.052, titanitic acid nothing. The crying necessity for this range is railway communication, which can be had either by the Canadian Pacific building a branch line from Fire-steel river, or by a branch of the Port Arthur, Duluth & Western from Sand Lake. The haul would be the same in both cases, but the Canadian Pacific has the advantage inasmuch as they would only require to build from 30 to 40 miles of new line. The mines on this range could, after the second year of their existence, easily supply 500,000 tons annually, thus adding between the freight on the ore and carriage of supplies and passengers nearly a million dollars per annum to the company's gross receipts. No greater proof is needed of this than is found in the history of the Minnesota Iron Company and the Duluth and Iron Range Railway. The former commenced shipping in 1884, the output for that year being 62,122 tons, which steadily increased, until in 1889 they forwarded to market during the season of navigation about \$00,000. As long ago as 1886 when the ore carried only amounted to 307,948 tons, the railway earned enough to pay 6 per cent. interest on its bonded indebtedness of \$25,000 per mile, and sufficient besides to pay 12 per cent. on its total capitalization of \$300,000. These facts of themselves prove that it is no idle dream to expect that within five years Port Arthur will be shipping a million tons of ore per annum from the Atikokan and Gunflint ranges, in addition to the large quantity which

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most of necessity be smelted here into pig iron.

The growth of the iron ore trade of the south shore of Lake Superior cannot be better illustrated than by the statistics of the commerce of the Sault Ste Marie canal, which in 1855 showed that 1,417 tons passed through; in 1865, 147,459 tons; in 1875, 493,408 tons; in 1885, 1,235,122 tons; while in 1889 it reached the grand total of 4,095,855 tons. These quantities are of course exclusive of shipments from those mines which find an outlet via Escanaba, which during 1889 brought the annual output of the Lake Superior mines up to nearly 7,000,000 gross tons.

#### TOURIST TRAVEL.

No portion of Canada or the United States surpasses the Port Arthur district in its attractiveness as a summer resort. Not only is the climate perfect and health giving in the extreme, but the scenery is unrivalled, the boating good, the trout fishing the best in the world, and we have, what no other town of this size has, first-class hotels and good boarding houses, in number and capacity sufficient to accommodate ten times as many people as annually visit us. It is an uncontradictable fact that neither the railways nor the steamboat lines display any energy worth mentioning in encouraging tourist travel, while the rates charged, not only to tourists, but to our townspeople, are a glaring outrage. For more than twenty years have steamers been plying to Port Arthur, and to-day passenger rates are higher than they were two decades ago, \$20.35 for a trip, by boat from Port Arthur to Toronto, via Owen Sound or Sarnia, occupying some 44 hours, is just as much out of reason as is \$30.00 for round trip tickets from Toronto to Port Arthur. The passenger has the privilege while on the steamer of eating five meals and sleeping two nights in a berth. This is all the more absurd when one considers that on the Georgian Bay and Lake Huron the Great Northern and Canadian Pacific lines carry excursionists from Toronto to Mackinac and return for \$16.00, a trip of which (compared with a Port Arthur trip) the rail journey is the same, and the time spent on the steamer is longer, for about one-half the money. The winter freight rates are even worse than passenger charges. As soon as the lake closes "all rail" rates are nearly three times as much as the "lake and rail" during navigation; in other words, the charge is from \$1.82 to 87c. per 100 lbs according to classification instead of from 60c to 39c. We can never hope for the successful establishment of wholesale houses

here until this condition of things is changed and the change will only be brought about by competition, which the completion of the Port Arthur, Duluth & Western Railway to a junction with the Duluth & Iron Range at the boundary will render possible.

#### THE ENLARGEMENT OF THE ST. LAWRENCE CANALS

has excited considerable interest and comment, not only from the press, but from the public men of this country. Since this board first took up the question, it has been discussed with more or less interest by other representative bodies. The improvement of the of the principal locks, excepting those of the Beauharnois canal, is being proceeded with, it is true, but slowly, but even that is better than not at all. I regret that nothing has been done as yet in the way of improving the Beauharnois canal, or constructing a new one to take its place, and as this is the largest uncompleted link in the system it will seriously retard the eventual completion of the much needed work.

From time to time newspaper reports say something of the intentions of the Government regarding it, but as yet their intentions have not materialized into actual work. It is time they did, and every effort should be put forth to have Parliament deal with this question and dispose of it. The enlargement and improvement of the canals will divert nearly the whole stream of western traffic to and from the seaboard by the St. Lawrence, and Montreal bids fair to be the most important of the Atlantic seaports of North America. Her citizens are at last awakening to the realization of this fact, and are grasping in their entirety the important questions of increased harbor accommodations, reduced port dues, and better facilities in every way for the increased traffic which must be theirs. For lack of sufficient canal accommodation Montreal has to-day to helplessly stand by and see American ports taking from her the import business of a large part of Canada, and almost all that of the Western States. The consequence is that outward bound ships demand and get higher rates of freight than from New York, and were it not for the great advantage which the St. Lawrence canals, even with their limited capacity, possess over the Erie system the Montreal ocean trade would be very light indeed. Improved canal accommodation means not only a general lowering of charges from Montreal to the centres of population on both sides of the great lakes, but an increased price received by the tiller of the soil

for his products, and a decreased one paid by him for what he purchases.

There is considerable complaint about the progress of work on

#### THE SAULT STE MARIE CANAL

when it is considered that during last season 2,635 sailing vessels, 6,501 steamers and 443 unregistered craft, with a registered tonnage of 7,221,935 tons, carrying 7,516,022 tons of actual freight, consisting of 1,629,197 tons of coal; 2,228,707 barrels of flour; 16,231,854 bushels of wheat; 2,133,245 bushels of other grain; 57,561 tons of pig and manufactured iron; 169,250 barrels of salt; 33,456 tons of copper; 4,095,855 tons of iron ore; 315,554,000 feet of lumber; 5,917 tons of silver ore; 33,538 tons of building stone; and 312,410 tons of unclassified freight, or general merchandise, passed through the single American Lock between the 15th day of April and the 4th day of December, some idea of the enormity and increase in the traffic may be gathered. The slight accident to the coffer dam last fall shows what a little thing might paralyze the whole commerce of the great lakes, and how important is the prompt completion of the Canadian lock.

#### FORT FRANCIS LOCK.

When this work was started during the Mackenzie regime, the intention was to use the water stretches in connection with the then proposed method of building the Canadian Pacific Railway. When this plan of building the railway was abandoned, so was the lock, although a large amount of money had been expended. I am credibly informed that a very small amount properly expended would make the lock passable for large steamers. With the inexpensive improvements in the navigation of the Rainy River contemplated by the Dominion Government there would be uninterrupted navigation from Sturgeon Falls on the eastern end of Rainy Lake, to Rat Portage on the Lake of the Woods. By the building of 90 miles of the Ontario and Rainy River railway from Sault Lake westward to Sturgeon Falls, Port Arthur would be brought within 150 miles of the immense stretch of navigable water, on which the distances are, approximately as follows: across Rainy Lake 53 miles; the Rainy River 80 miles; the Lake of the Woods to Rat Portage 72 miles, or to the Northwest angle of the Lake of the Woods 48 miles. All the territory and its trade on both sides of the boundary would be rendered tributary to Port Arthur. There is to-day on the North American continent no other such an area of value.

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**The Canada Rubber Co'y**  
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 Manufacturers of Rubber Shoes, Felt Boots,  
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**DRUGS AND MEDICINES**  
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 WHOLESALE MANUFACTURERS  
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**CLOTHING**  
 44 BAY STREET, TORONTO.

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**BRUSHES, BROOMS,**  
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 Our Goods can be had from all the Leading  
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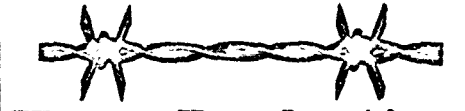
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**JOHN HALLAM**  
 88 Princess St., WINNIPEG  
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 PROPRIETOR.

We will be in the market this season  
 as usual for all classes of Wool, and  
 are prepared to pay the highest mar-  
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**W. E. SANFORD M'FG CO., Ltd.**  
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45 to 49 King St Albert Street.  
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 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. Qua-  
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 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  
**GEO. PARR, 149 Notre Dame St., WINNIPEG**  
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**S. F. McKINNON & CO'**  
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 Corner Wellington and Jordan Streets  
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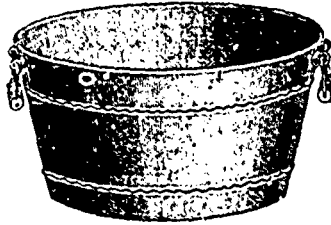
**NIXON & CO.**  
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**GOODYEAR RUBBER COMPANY**  
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 525 Main St., - Winnipeg.

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**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

IN THE MARKET.

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 Scourer.

**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.

**WM. ROBERTS & CO.,**

—WHOLESALE—

**TOBACCONISTS**

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Manufacturers' Agents,

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**Wm. S. Kimball & Co.,** Rochester, N. Y.  
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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
<b>SURPLUS, - - -</b>	<b>\$22,500,00</b>

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.

SEND FOR PARTICULARS:

**GEORGE BROUGHALL,**

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

Merchants' Bank Block,

376 Main Street, Winnipeg, Manitoba.

**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.

Catharine Block, Alexander St. West,  
**WINNIPEG, - MANITOBA.**

**RICHARD & CO,**

Importers and Wholesale Dealers in

**Wines, Spirits and Cigars**

365 MAIN STREET,  
**WINNIPEG.**

**T. S. SIMMS & Co.**

**ST. JOHN, N.B.**

—MANUFACTURERS OF—

**BRUSHES,**

Corn-Brooms and Whisks.

REPRESENTED BY

**F. J. PEDDIE, - - WINNIPEG**

P.O. BOX 553.

territory, valuable not only for its immense forests of pine and its mineral resources, but also for the large tracts of fertile lands found on each side of the boundary which remains untrapped by any railway system and without means of being opened up or developed in any way.

An agitation has been started throughout Canada for the removal of

#### THE DUTY ON MINING MACHINERY,

at least on all such articles as are not manufactured in Canada. This would certainly be a great boon to Algoma mining companies, and one that could not fail to be of material benefit in encouraging mine owners and aiding in the development of the district.

The catch of lake fish has been better than usual this season. The fishermen complain of the scarcity of buyers, and the trouble there is to get their product to market. I think the method adopted at other fishing points, of building freezers, in which the fish will be frozen and stored until winter, will have to be adopted for all the surplus catch, before the business will prove as profitable as it should.

It has been the custom, and still is, for the Canadian Fire Underwriters Association to charge an additional rate, 50 per cent. on all policies issued at what is known as long distance points, which includes Port Arthur. When western business was booming this was not of much importance, but now that it is conducted on as fine a margin as in the east, there is no reason, nor is it just that the people of Port Arthur particularly should pay 50 per cent. more for their fire insurance than do the inhabitants of eastern Ontario towns of the same class. As it is now, one-third of the large amount sent east for premiums should remain in the pockets of our citizens and I estimate that the direct loss annually to this community by such overcharge is \$25,000, or an amount sufficient to pay our whole municipal expenditure.

A large amount of building has been done during the past year, and many handsome new public and private buildings in consequence adorn our streets, and give to the town an air of permanency and prosperity which it hitherto did not possess. The evolution from frame to solid brick and stone buildings has been gradual, but it has been accomplished without the usual serious conflagrations customary to western wooden towns. It would be impossible now to have any serious fire, as the risk in cases where the blocks were entirely of wood has been materially reduced by the erection of fire-proof blocks.

Our agricultural and mineral exhibit at Toronto exhibition was quite up to the mark; but it appears to me questionable whether such an exhibit of minerals is productive of any practical result. The people who visit the Toronto fair are not of the class which invests in mines or mining property. In nearly every case the richest specimens of silver would be passed over by them without notice or comment, and when it is remembered that the Port Arthur silver district produces the richest native and sulphide ores in the world, it is, to say the least, disheartening to exhibit it to an unappreciative audience. We want mining men, capitalists, and those whose experience renders them capable of judging of the great resources of this district, to visit us; men who when they see a good thing know it; not those who cannot tell sulphide of silver from lead,

Port Arthur is now a commercial centre. It promises in the very near future to be a railway centre; but before we can have that degree of prosperity to which we are entitled it must be made a manufacturing centre. We have all the necessary requirements, but the initiative must be taken by our people. A start once made, the remainder is easy, and comes naturally. The failure of the flouring mill negotiations has thrown us back a year; and unless some organized effort be made this winter we shall be thrown on another year before we realize it. I am still of opinion that the Provincial Government should aid in the establishment of a smelter, and that the town should liberally bonus a flouring mill.

#### Regina Board of Trade.

At the recent annual meeting of the Regina board of trade President Mowat presented the following report:—

GENTLEMEN.—In presenting this, the second annual report of Regina board of trade since incorporation, it is with satisfaction that I can refer to the general improvement that has marked the year 1889, in the progress Regina is making to establish herself as one of the commercial centres of the Northwest. Upon inquiry from the leading merchants it is conceded that their business has increased at least thirty per cent. over the previous year, notwithstanding that several new business men have been added to our merchant list during the past year, while building operations have been going steadily on, several fine public buildings and private residences have been erected during the past year. The estimated cost of all building operations for the year 1889 foots up the respectable total of \$187,500, thus showing a very tangible proof of Regina's advancement in this direction.

#### IMMIGRATION WORK.

During the year I have been ably assisted by the gentlemen on the council. The various undertakings of the board have been carefully carried out and the work cheerfully performed. The council met on thirty different occasions as a resume of the work will show. On entering office the council found 5,000 pamphlets just finished by their predecessors in office. These were judiciously distributed throughout the world, I might say, and the result of bringing to our district a large number of very desirable settlers can be directly traced to this pamphlet. Encouraged by this success, and the constant demand for copies the council had another 5,000 printed in folder form with a new lot of reading matter. This has been well received also. As a result of the pamphlets and folder the secretary is almost daily in receipt of letters of enquiry about our district. A committee was appointed to formulate a number of questions received through this correspondence and answer them, and have the questions and answers printed in circular form. Two thousand of these have been recently printed and a copy is now sent to all enquirers along with a map and other descriptive matter, thus giving all details in a concise form to intending settlers.

The council have also sent out 1,000 circulars to postmasters in Canada and Great Britain stating that a sample of Regina No. 1 hard wheat and printed information would be sent to all sending a request for same to the secretary. This was done recently and already we have a great many enquiries, and I trust our efforts in

this direction will be crowned with success by seeing a large influx to our district. Last summer when the C. P. R. specials were carrying prospective settlers to this country we appealed to the Town Council for aid to show these people our lands and the result was a joint committee of the town council and Board of Trade to look after them, and a vote from the corporation to assist in defraying expenses, a man and team of horses were engaged and very effective work was done in locating on homestead lands a large number of very desirable settlers. Herewith attached is a copy of Immigrant Agent Stenshorn's official report and the satisfactory returns fully bear out and prove that the Immigration work performed by this board has proved beneficial to the district. In his report he states that more emigrants arrived at Regina during the past year than during the three previous years.

The arrivals from countries were: Eastern Canada, 292; Germans, 90; English, 56; Scotch, 28; Irish, 9; Swedes, 5; total, 480.—The total effects and cash brought in by these people amounts to \$94,700.

#### REGINA AND SASKATCHEWAN RAILWAY.

Our district in common with the whole Northwest suffered from the drouth that prevailed last summer, as a comparison of results will show, therefore our farmers this winter have not the amount of ready money that is desirable, consequently the increased business enjoyed by our merchants last year must be attributed to the amount spent in building, and also to the fact of the commencement in the fall of the Regina, Long Lake & Saskatchewan Railway, which I am pleased to state is graded to Saskatoon and rails laid for about 100 miles. The commencement of operations I believe will be again resumed in March. It is confidently expected when this road is completed and running to Prince Albert, that it will inaugurate a grand future for the town of Regina.

#### HIDES AND GRAIN EXAMINERS.

At the request of the council the Minister of Inland Revenue constituted Western Assiniboia an inspection district for hides and leather and asked Mr. Davin to name five gentlemen to act as a board of examiners. He consulted with me and five members of the board were appointed, namely, J. W. Smith, J. A. MacCaul, J. Jackson, C. J. McCusker and D. Mowat. They met according to law and examined two candidates, with the result that the late Mr. Pingle was appointed. It will rest with the incoming council to ask the board of examiners to call for another examination and have some one appointed to fill the place rendered vacant for the inspection of hides and leather through the death of Mr. Pingle. The Government have also allowed a board of flour and grain examiners for Regina. The board named Messrs. Tinning, Martin, Sibbald and Moody. They met in due time and appointed Mr. Sibbald as delegate to Winnipeg from Regina to meet and establish the grain standards for the crop of 1889 for Manitoba and the Northwest Territories.

#### CHARTERED BANK.

The council during the year have urged upon the managers of the Bank of Montreal the necessity of their moving into a more central locality and if action is not taken soon it would be well to endeavor to obtain some other bank to open here whose place of business would be situated to accommodate the public,

## OPENING UP TRAILS.

The council in following up the work of making trails which have so materially assisted business in former years by diverting trade to Regina, laid out a trail and built two bridges and several culverts in a south easterly direction, with the result that the trade of a large and prosperous settlement has been brought to do most of their dealing in Regina, which formerly was all given to neighboring towns. I may state here that we were materially assisted with funds by J. Secord, M.L.A., out of Government funds at his disposal for which the council of the board feel very much indebted to him.

## IMMIGRATION AGENTS.

The various delegates to the eastern provinces this winter have been liberally supplied with immigration literature by the board.

## DON'T PAY THEIR DEBTS.

The council have had under consideration the advisability of having a book kept for the information of the members of the Board of all the names of all parties in the town and district who have been in the habit of getting credit and not paying their debts promptly and in some cases not at all. A committee has been named to look into the matter and to report as to the advisability of establishing such a system and to recommend in what way it should be carried on.

## C.P.R. FREIGHT RECEIPTS.

As an evidence of the progress of the town below is given the receipts of the C.P.R. at the station and a comparison of receipts for the year 1888 and 1889:

Grand total of earnings:

1888.	1889.
\$107,005 80.	\$415,732.88.

This does not include excess baggage or telegraph receipts.

(Signed)

W. C. FOWLER, Agent.

A committee appointed have reported that the following is an estimate of the live stock and their value in this district which is a very fair showing considering that as yet we have few individuals who devote themselves entirely to stock and even those who do, have not as yet gone into it largely:

5500 head of cattle at \$35 .....	\$192,500.00
4700 " horses at \$100 .....	470,000.00
1450 " sheep at \$5 .....	7,250.00

Total.....\$669,750.00

DANIEL MOWAT, President.

## ELECTION OF OFFICERS.

D. Mowat was unanimously re-elected president, F. Lamont vice-president, R. B. Ferguson treasurer, and R. J. Steele secretary. The following council was elected: Jos. Jackson, H. LeJuce, R. Martin, J. A. MacCaul, J. W. Smith, C. H. Bayne, W. C. Asprey, J. J. Young, R. J. Tinning and J. T. Stemshorn.

Mayor MacCaul said while in Winnipeg the other day he saw Mr. Whyte, from whom he learned that an amount had been placed in the estimates for a new station at Regina this year, but headquarters had not yet been heard from. Mr. Whyte thought the station would be built this year.

The secretary's salary was raised from \$60 to \$85 per annum.

The question of a recent change in freight rates was discussed and a committee appointed to consider the matter.

A resolution was passed regretting that D.

W. Bole was going to leave town, thanking him for his many services to Regina and wishing him success in the future.

## Board of Trade.

At a meeting of the Winnipeg board of trade on Tuesday last, a committee consisting of R. J. Whitla, A. Macdonald, D. Fraser, G. F. Galt, W. Geogson, J. H. Ashdown, J. Redmond, Thos. Ryan, W. D. Pottigrow, G. F. Stephens, G. R. Crowe, S. Murn, F. W. Stobart, J. H. Housser and S. R. Parsons, was appointed to extend to the delegates attending the Retailers Convention, the courtesies of the Winnipeg board of trade.

The secretary made the following report: The President and Council, Winnipeg Board of Trade:--

GENTLEMEN,—As requested by you when in Ottawa two weeks ago, I obtained interviews with several ministers regarding matters which the board has brought to their notice, and beg to report as follows:—Accompanied by Messrs. Scarth and Ross, M.P.'s, I interviewed the Hon. Mr. Tupper, minister of Marine and Fisheries regarding weather reports for Manitoba. The minister informed us that the petition of the board had been acceded to and the service would be rendered as soon as the signal officers could arrange the details.

In answer to Mr. Ross, Mr. Tupper intimated that the Government would probably at an early date, establish a fish hatchery at or near Lake Winnipeg. Referring to the contradictory statements that have been made regarding the depletion of the lake fisheries in Manitoba, the minister said it was decided to send up a thoroughly competent officer to examine into the matter and his report would guide him in taking action in the premises.

Accompanied by Messrs. Scarth and Ross, M.P.'s, I waited on the Minister of Public Works regarding the improvements to the navigation of the Red river. After a short conversation the Minister requested me to talk over the matter with Mr. Coste, acting chief engineer. Mr. Coste kindly gave me the substance of several reports prepared by the engineers of the department for the Minister and informed me that the Minister was now in possession of all the information necessary to decide on the extent and character of the work to be undertaken to give various depths of water between Lake Winnipeg and this city.

In the afternoon, accompanied by Senator Girard and Messrs. Scarth, Ross, Watson and LaFiviere, I had another interview with Sir Hector Langevin. The importance of the improvement of the river was fully gone into and the Minister was urged to provide in this year's estimates for a sum sufficient to at least remove the boulders from a wide channel. It was represented that this would have to be done no matter what plan of operations was ultimately decided on. The Minister fully concurred on this latter point and stated that a lengthy report from his engineers was awaiting his consideration, and this he would go into in a few days. He also said he would bring the matter before the council and endeavor to secure an appropriation. The deputation were impressed with an understanding that Sir Hector was favorably inclined to go on with the work as soon as possible. His attention was drawn to the fact that all the Manitoba members were as a unit in this request. The Minister stated

that he had given an order to have the additional number of locked drawers, etc., asked for by this board placed in the Winnipeg post office.

I had several interviews with the Minister of Inland Revenue and the Commissioner, Mr. Miall. The appointment of a board of arbitrators to act in cases of dispute between grain inspectors as to the true quality of grain, was consented to without hesitation. The matter of appointing public weighmasters for inter-provincial trade was discussed, and the proposition was very favorably entertained. It was suggested that the board draw up a memorial giving details as to the necessity and utility of public weighing at large shipping and storing points. Unfortunately circumstances prevented the Postmaster-General from receiving a deputation on the subject of increased mail facilities on the Glenboro branch of the Canadian Pacific railway. Mr. Scarth, however, informed me that Mr. Daly and himself had seen the Minister and hoped that the board's request will be granted. The Postmaster-General was considering a report from his officials and desired to give a third mail if the cost was not too great.

C. N. BELL.

## The Cotton Trade.

The mills are experiencing a brisk demand for white cotton and are kept busy on hand-to-mouth orders alone. This is accounted for by the advance in the price of the grey cotton product last year, which threw the demand at once upon the finer and comparatively cheaper material. Travellers state that consumers in the country who formerly used grey cotton exclusively, are now running largely on white goods, so that the serious disadvantage to the grey cotton trade caused by the advance in values has been of immense benefit to manufacturers of white goods, for now that a new class of consumers have become accustomed to wearing them it will be difficult to win them back to the coarser grey material, even at reduced prices. It is fortunate, however, for the grey cotton trade that only the larger mills have laid in a full stock of raw material, for had all the smaller mills laid in their complement, nothing could have prevented a glutted market in grey cottons during the present year. But now the steep advance in raw cotton has precluded further importations, as at present prices they cannot be manufactured except in small quantities. The chances therefore are that several of the smaller mills will have to close down, which will be a good thing for the whole trade, and in all probability prevent a severe crisis in the cotton manufacturing interests of the whole country.—*Montreal Trade Bulletin.*

THE Brandon Times has the following: "Farmers are warned against buying oats which have been brought in from Minnesota as they are said to contain mustard, wild oats and thistle seed." The Times is evidently misinformed in this matter. As a rule, Minnesota oats are very much more free from weeds than oats brought in from Ontario. Winnipeg grain dealers, who are handling car lots of both Minnesota and Ontario oats every day, all state that the Minnesota oats are better for seed, on account of their greater freedom from weeds. Minnesota is a younger country than Ontario, and the farms are freer of weeds.

**The Manufacturers' Life 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.  
—S. F. McKinnon, Wholesale Merchant, Director of the Traders Bank.  
JOHN F. ELLIS, MANAGING DIRECTOR.

**WM. SCOTT, Provincial Manager, Winnipeg**  
AGENTS WANTED IN UNREPRESENTED DISTRICTS.



**THE BARNUM WIRE & IRON WORKS OF ONTARIO**

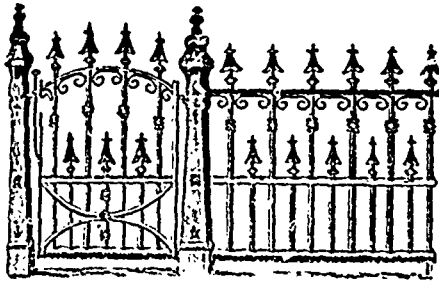
WALKERVILLE, Ont.

P. J. EVANS, President. P. B. HOLMES, Sec'y-Treas

—MANUFACTURERS OF—

Iron Fire Escapes,  
Iron Stair Ways,  
Iron Fences,  
Cemetery Fences,  
Bank and Office Railings,  
Elevator Enclosures,  
Architectural Metal Work.

We issue 12 Catalogues sent FREE to any address.  
Designs and Estimates Furnished on Application.



**LYMAN, KNOX & CO.**

WHOLESALE DRUGGISTS,  
MONTREAL.

—GENERAL AGENTS FOR—

**CALIFORNIA FIG SYRUP.**

**ON 40 DAYS' TRIAL  
THE GREAT SPIRAL TRUSS**

The Truss is different from all others. It closes  
Hernia as if your extended hand was drawn  
together and one finger pointed in the centre.  
Rupture is held positive day and night with the  
slightest pressure, and healed same as a broken  
leg. You will be allowed three  
exchanges during the 40 days. There  
is no duty to pay when received  
or returned, which many Canadians found more  
expensive than the truss. It is the easiest, most durable, and  
cheap Truss. Sent by mail. Send stamp for illustrated book.  
GUS. CLUTHE, Surgical Machinist, 134 King St. W., Toronto.

**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  
DAVID WALKER, PROPRIETOR.

Corner York and Front Sts., TORONTO, Ont.

**DICK, BANNING & CO**

MANUFACTURERS OF

Lumber, Shingles and Lath,

DOORS AND SASH.

ILLS AT KEEWATIN. OFFICE: OPPOSITE C.P.R.

ASSENGER DEPOT, WINNIPEG.

NOTHING LIKE LEATHER.

**W. N. JOHNSTON & CO.,**

Importers and Dealers in

**LEATHER AND FINDINGS.**

Manufacturers of Horse Collars, Boots  
and Shoe Uppers, etc.  
25 and 27 Alexander St. West, Winnipeg

**MUNROE & CO.,**

Wholesale Dealers in

Wines, Liquors and Cigars

OF THE BEST BRANDS

9th STREET, - BRANDON

**Wm. Ferguson,**

WHOLESALE

**WINES- LIQUORS AND CIGARS**

Permit Orders Promptly Executed

8th Street, - - Brandon

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MONTREAL, P.Q.

**Robt. Mitchell & Co**

Proprietors, Manufacturers of

Gas Fixtures of Every Description,

Engineers, Plumbers,

Steam & Gasfitters Brass Goods.

Gas Motors and Automatic Fire Extinguisher

**Grant & Horn,**

PRODUCE

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**Commission Merchants,**

56 Princess Street, WINNIPEG

EXPORTERS

Of Flour, Butter, Eggs and Cheese.

—AGENTS FOR—

THOMAS LAURY & SON'S CELEBRATED  
CURED MEATS.

Always in Stock HAMS and BACON, etc.

**BAGS**

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

ENGLISH DAIRY SALT.

Frost Proof and Cold Storage. Consignments  
Solicited.

**The Albert Toilet Soap Coy's  
Oatmeal Skin Soap**

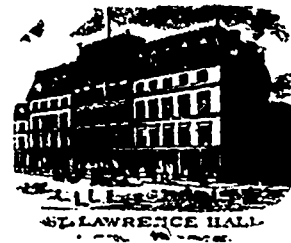


MAKES THE HANDS SOFT  
AND THE COMPLEXION  
BEAUTIFUL.

See that the Coy's name is  
Stamped on the Soap and on  
the Wrapper.  
Beware of Imitations.

Address: ALFRED SAVAGE & SON MONTREAL

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



Every Attention paid to  
Guests.  
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**THE  
WISCONSIN CENTRAL**

RUNS

Fast Trains with Pullman Vestibuled Drawing-  
Room Sleepers, Dining Cars and Coaches of latest design,  
between Chicago and Milwaukee and St. Paul and  
Minneapolis.

Fast Trains with Pullman Vestibuled Drawing-  
Room Sleepers, Dining Cars and Coaches of latest design,  
between Chicago and Milwaukee and Ashland and  
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Through Pullman Vestibuled Drawing-  
Room and Colonist Sleepers via the Northern  
Pacific Railway between Chicago and Portland,  
Ore.

Convenient Trains to and from Eastern, Western,  
Northern and Central Wisconsin points affording unequal-  
led service to and from Waukesha, Fond du Lac,  
Oshkosh, Neenah, Menasha, Chippewa Falls,  
Eau Claire, Hurley, Wis., and Ironwood and  
Bessemer, Mich.

For tickets, sleeping car reservations, time tables and  
other information, apply to Agents of the line, or to  
Ticket Agents anywhere in the United States or Canada.

S. R. AINSLIE, H. C. BARLOW,  
General Manager. General Traffic Manager.

LOUIS ECKSTEIN,

Assistant General Passenger and Ticket Agent,

MILWAUKEE, Wis.



# THE GREAT NORTHERN RAILWAY.

Every morning at 9.45 the Trains of the Great Northern Railway leave the C. P. R. Depot for Grafton, Grand Forks, Fargo, Great Falls, Helena and Butte, where close connections are made to all Pacific coast points, also connecting at Minneapolis and St. Paul in Union Depot for all trains south and east. Direct through connections to Detroit, London, St. Thomas, Toronto, Niagara Falls, Montreal, New York, Boston and all points in Ontario or United States.

### Lowest Rates. Quick Time. Sure Connections.

Elegant Dining and Buffet Sleeping Cars run on all trains. Send for a complete Time Table, Rate Sheet and Sailing List of Ocean Steamers

Through tickets to Liverpool, London, Glasgow and the Continent at the very lowest rates, and by the best lines.

Tickets issued to bring your friends out from the Old Country at from \$32.

H. G. McMICKEN, General Agent,  
876 Main St., Corner Portage Avenue  
F. J. WHITNEY, Gen. Ticket and Pass. Agt., St. Paul

THESE VESTIBULED TRAINS go in service May 15th.

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

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

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

These Vestibuled Trains are limited as to time but not 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 8.50 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, 159 East Third Street, Minneapolis, 13 Nicollet House Block; Duluth, 112 West Superior Street, also at St. Paul and Minneapolis Union Depots and at offices of connecting lines. Sleeping car accommodations secured in advance.

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

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

## 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, 1900, run a series of

### CHEAP EXCURSIONS

To Ontario and Quebec Points. \$40—FOR THE ROUND TRIP—\$40 TICKETS GOOD 90 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, 1899.

North Bound		STATIONS.	South Bound	
Daily except Sunday.	Daily Passenger		Passenger	Freight
No 53	No 55	Central Standard Time	No. 54	No 56
1 30p	4 15p	Winnipeg	10 50a	4 30p
1 25p	4 11p	Kennedy Avenue	10 53a	4 35p
1 15p	4 07p	Portage Junction	10 57a	4 45p
12 47p	3 54p	St. Norbert	11 11a	6 03p
12 20p	3 42p	Cartier	11 24a	5 33p
11 32a	3 24p	St. Agatha	11 42a	6 05p
11 12a	3 10p	Union Point	11 56a	6 20p
10 47a	3 00p	Silver Plains	12 02p	6 41p
10 11a	2 48p	Morris	12 20p	7 03p
9 42a	2 33p	St. Jean	12 40p	7 35p
8 58a	2 13p	Lettellier	12 55p	8 12p
8 15a	1 53p	W. Lynne	1 15p	8 50p
7 15a	1 48p	Pembina	1 17p	9 05p
7 00a	1 40p	Grand Forks	1 25p	9 05p
	10 10a	Winnipeg Junction	5 20p	
	5 25a	Minneapolis	9 50p	
	8 33a	St. Paul	6 55a	
	8 00p		7 05a	
Westward			Eastward	
	10 20a	Bismarck	12 35a	
	10 11p	Miles City	11 06a	
	2 50p	Helena	7 20p	
	10 50a	Spokane Falls	12 40a	
	5 40p	Pascoe Junction	6 10p	
	6 40a	Portland	7 00a	
	6 45a	(via R. O. & N.)		
		Tacoma	6 45a	
		(via Cascade div.)		
	3 15p	Portland	10 00p	
		(via Cascade div.)		

### PORTAGE LA PRAIRIE BRANCH.

Daily ex Su	STATIONS.	Daily ex Su
11 10a	Winnipeg	4 20p
	Kennedy Avenue	
10 57a	Portage Junction	4 32p
10 24a	Headingley	5 06p
10 00a	Borse Plains	5 30p
9 35a	Gravel Pit Spur	5 55p
9 15a	Justaco	6 17p
8 52a	Oakville	6 39p
8 25a	Assiniboine Bridge	7 05p
8 10a	Portage la Prairie	7 20p

### MORRIS BRANDON BRANCH

Mixed Monday Thurs.	Miles from Morris	STATIONS	Mixed Tuesday Friday
2 33p	0	Morris	2 30p
3 03p	10 0	Loon's	1 52p
3 30p	21 2	Birtle	1 13p
4 20p	25 9	Roland	12 55p
5 00p	33 5	Rosebank	12 29p
5 20p	39 0	Miami	12 03p
5 53p	49 0	Deerwood	11 45a
6 10p	54 1	Alta	11 10a
6 44p	62 1	Somerset	10 25a
7 30p	68 4	Swan Lake	10 02a
	74 0	Indian Springs	9 41a
	79 4	Maricapolis	9 24a
	84 1	Greenway	9 00a
	92 3	Balder	
	102 0	Belmont	8 04a
	100 7	Hilton	7 30a
	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.	STATIONS.	Read Up.
0010 EAST.		0010 WEST.
No. 1 Daily.		No. 2 Daily.
14 00 De	Lethbridge	Ar 1 30
15 55	Woodpecker	23 35
16 50	Purple Springs	22 40
17 45 Ar	Grassy Lake	21 45
18 00 De	Cherry Coulee	20 55
18 50	Winnifred	20 00
20 00	Seven Persons	19 15
20 55	Dunnore	18 45
22 10 Ar		De 17 50

E. T. GALT, Manager, Lethbridge. J. BAILEY, Sup't., Lethbridge.

## Manitoba and Northwestern Ry.

CHANGE OF TIME.

PASS Tuesday Thursday and Saturday	Miles from Portage	STATIONS.	PASS Monday Wednesday and Fridays
LEAVE			ARRIVE
18 15		Portage la Prairie	14 15
18 00	35	Gladstone	12 50
19 00	61	Neepawa	11 23
20 00	70	Minnedosa	10 40
21 00	94	Rapid City	9 15
21 40	116	Shoal Lake	8 45
23 00	138	Birtle	7 45
23 38	155	Binscarth	6 47
24 15	166	Russell	6 10
24 45	180	Langenburg	5 40
1 45	206	Saltcoats	4 40
ARRIVE			LEAVE

Meals. \*Trains for Binscarth leave Birtle Tuesdays and Saturdays only at 23 00; returning leave Binscarth Wednesdays and Mondays only at 6 47. For Russel leave Birtle Tuesdays only at 23 00, returning leave Russel Wednesdays only at 6 10. For Langenburg and Saltcoats leave Birtle Saturdays only at 23 00, returning leave Saltcoats Mondays only at 4 40. For Rapid City leave Minnedosa Tuesdays, Thursdays and Saturdays at 20 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. F. 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 Secure 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, 285 Main St., Winnipeg. HERBERT SWINFORD, General Agent, 480 Main St., Winnipeg. J. M. GRAHAM, General Manager.