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INCORPORATED BY ROYAL CHARTER.

Paid-up Capital.....£1,000,000 Stg.
Reserve Fund.....£255,000 "

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A. G. WALLIS—Secretary.

Head Office in Canada—St. James St., Mon. real.
E. B. Grindley, General Manager. E. Stanger, Inspector.

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

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The Western Canada Loan & Savings Co.

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

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BRANCH OFFICES: Winnipeg, - - - W. M. Fisher, Manager

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HEAD OFFICE, - QUEBEC.

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RESERVE FUND - - - 200,000

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E. K. WEBB, Cashier.

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

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Morricksville, Ont. West Winchester, Ont.
Montreal, Que. Winnipeg, Man
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Address all communications to the Toronto, Ontario, Office. This is the only Association that settles accounts and advances money to the creditor if desired.

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WHOLESALE COMMISSION MERCHANTS
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Wholesale Dealer & Importer of all kinds of

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The Trade furnished with our Illustrated
Catalogue on application.

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Cornell, Spera & Co.,

Wholesale Mens' Furnishings, etc.

Have moved to new premises in the
Sanford Block, cor Princess and Banna-
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& Co. Our travellers are now on the
road with our new samples for the coming
season. See our samples before placing
orders for goods in our lines.

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Represented in Manitoba, Northwest Ter-
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W. S. CRONE.

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— CHOICEST —

Japan - Tea.

—NOW IN STORE—

Grades ranging from Good Medium to Choicest
Spring Picking Season 1890.

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WHOLESALE GROCERS,

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WHOLESALE GROCERS

Special attention given to

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WINNIPEG, MAN.

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Factory—MONTREAL.

The Commercial

A Journal of Commerce, Industry and Finance, especially 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.

Ninth Year of Publication.

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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, JANUARY 26, 1891.

Manitoba.

The Emerson Times has changed hands.

Mrs. M. Bell, fruits, etc., Winnipeg, was sold out by bailiff.

T. H. Pentland & Co., general storekeepers, Holland, have assigned.

The bailiff is in possession of the stock of H. Turner, grocer, Winnipeg.

Arthur Ulyette, photographer, Carman, has left here and gone to England.

Mr. Cornell, of Cornell, Spera & Co., Winnipeg, left last week for Toronto.

H. A. Langelier, wholesale agent, Winnipeg, has gone to the coast on a business trip.

J. H. Skinkle, hardware and groceries, Carberry, is selling out to George Shillington.

Egolfur Olson, dry goods and groceries, Winnipeg, has assigned in trust to G. W. Baker.

J. L. Wells, plumber, Winnipeg, contemplates opening a branch business at Brandon.

T. H. Rothwell, representing Wm. Johnson Company, paints and colors, Montreal, was in Winnipeg last week.

G. F. & J. Galt, wholesale grocers, Winnipeg, are distributing a sheet telling how to buy, preserve and infuse teas.

D. A. Hooper has let the contract for the erection of a new building for his banking business at Rapid City.

The estate of A. M. Chaney, grocer, Brandon, amounting to \$2,500, will be offered for sale by auction on January 28.

Some 25,000 railway ties lying at Tyndall station, the property of A. C. Bryson, Winnipeg, have been seized by the sheriff.

C. A. Gareau, merchant tailor and gent's furnishings, Winnipeg, had his stock slightly damaged by fire; covered by insurance.

G. H. Campbell, of Winnipeg, has received the appointment from the Dominion Government, to take charge of immigration work.

The hour for the call board on the Winnipeg Grain Exchange has been changed from 12 to 12:30. Hitherto it has been from 11 to 12.

R. C. Macfie & Co., wholesale hats, furs, etc., London, Ont., are looking to the west again this year for their annual supply of raw furs.

Four hundred sheep arrived at Winnipeg recently for P. Gallagher & Sons. They were shipped from Donaldson's ranch at Medicine Hat.

A. N. McPherson, barrister, lately connected with the attorney general's department, has joined the law firm of Ewart, Fisher & Wilson, Winnipeg.

Alfred Pearson, clothing, Winnipeg, is offering to dispose of his stock by tender, which will be received up to Tuesday afternoon, January 27th.

Alex. McMillan, representing the A. S. Whiting Manufacturing Company, farm tools, Cedar Dale, Ontario, gave THE COMMERCIAL a call last week.

W. Wigmore, of Portage la Prairie, has been appointed travelling agent for the Watson implements. Mr. Leslie will have charge of the local branch at Portage.

Quite a number of teams, says the Rapid City Reporter, left here this week for the lumber woods on the Little Saskatchewan. Wages are \$2 per day and all found.

The creditors of W. A. Douglas, shoes, etc., Emerson, whose assignment was not a long time ago, will meet in Winnipeg, on January 30, at the office of the official assignee.

Notice is given that G. N. Gilchrist, tailor, Brandon, has made an assignment to the official assignee. A meeting of creditors will be held in Winnipeg on the 2nd day of February.

There is always some interesting editorial reading in the Pilot Mound Sentinel, especially in the line of information about the country. The editor is evidently an authority in natural history.

Glendenni cheese factory, near Balder, has been a success. The proceeds from the cheese sales this year will pay for the building of the factory and leave a balance to the credit of each patron.

The contract has been let for the erection of a new traffic bridge over the Little Saskatchewan river at Rapid City. Thomas Shannon was the successful tenderer, \$1,900 being the amount.

The recent snow fall was not as heavy in western as in eastern Manitoba, and with the thaw which set in last week, there is not yet enough snow for sleighing in some parts of the province.

F. S. Moule, general merchant, Killarney, Man., has assigned, and the estate is now in the hands of the official assignee. The creditors will confer as to the disposal of the estate, in Winnipeg, on January 28.

J. W. Vail, recently in charge of the Star newspaper, of Revelstoke, B. C., is in Winnipeg and paid THE COMMERCIAL a visit. He has been succeeded in the management of the Star by D. J. King, of the Kamloops Sentinel.

H. B. Rose, tailor, Winnipeg, is moving to Lethbridge. Mr. Rose has gained a reputation in Winnipeg as an attentive business man and good tailor. THE COMMERCIAL recommends him to the people of Lethbridge.

A rumor came from Macleod last week that the much talked of transfer of I. G. Baker & Co's business throughout the territories to the Hudson's Bay Company, had finally taken place. Nothing more definite was learned.

There has been a compromise in the dispute over the appointment of a liquidator of the Empire Browing Company, Winnipeg, and Chas. H. Newton and S. A. D. Bertrand have been appointed joint liquidators.

A fire broke out at Glenboro on Jan. 22, completely destroying Livingston's general store, Barr's hotel and large feed stable, Barr's dwelling house and Maxwell's implement warehouse. The total loss is about \$15,000; insurance ten or twelve thousand dollars.

Owing to the scarcity of wool suitable for the manufacture of yarn, says the Rapid City Reporter, our woolen mill is unable to fill its numerous orders. It will continue running on blankets and tweeds, having ordered some new machinery specially for the purpose.

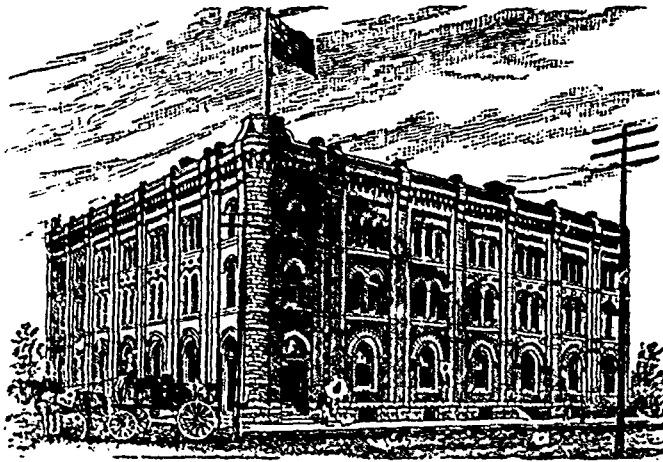
A. M. Herron, Deloraine, has established a stage line between Deloraine and Hartney. The latter place is now the terminus of the C. P. R. Souris branch, and the stage route will connect this line with the Pembina Mountain branch. The distance is about 20 miles.

At the recent meeting of the Manitoba Dairymen's association, at Portage la Prairie, a resolution was passed asking the Dominion Government to put an additional duty of two cents per pound on butter. The object would be to keep foreign butter out of British Columbia and thereby enlarge the market there for the Manitoba article.

The regular weekly meeting of the Winnipeg Early Closing association was held last week in their rooms in the McIntyre block. There were a large number present. After discussing early closing, which was reported as working smoothly, the report of the assembly committee was received. All arrangements have been completed for the ball of the 5th of February. Fred Clayton was appointed to visit Portage in the interests of early closing and the assembly.

The Manitoba Gazette issued last week contains notices of application for incorporation of the Norwood Improvement Company, the Norwood Bridge Company and the Norwood Electric Tramway Company, which are practically the same organization. This is a syndicate of British and local parties who have acquired 400 acres of land in the southern portion of St. Boniface, opposite Winnipeg. It is proposed to bridge the Red River and run an electric railway to the lands.

The valley of the lower Souris from Milford, Manitoba, upwards has about as great a variety and abundance of wild fruit as can be found anywhere in Manitoba. The buffalo berry is one that shows splendidly in fall with its profuse fruitage, from which a very fine preserve can be made. Manager Bedford, of the Brandon experimental farm, regards this as one of the most valuable native shrubs of the northwest, as in addition to its fruit value it makes a splendid fence. He has collected a great number of plants this fall, both for use on his own farm and to be sent west to Indian Head.

GOODS SOLD TO THE
TRADE ONLY.GOODS SOLD TO THE
TRADE ONLY.

G. F. & J. GALT,

DIRECT IMPORTERS

TEAS, SUGARS, WINES, LIQUORS and GENERAL GROCERIES
CORNER PRINCESS AND BANNATYNE STREETS, WINNIPEG, MANITOBA.

Two Weeks on the M. & N.W. Ry.

(Continued from last week.)
SHOAL LAKE.

A town 115 miles west of Portage la Prairie and 23 miles east of Birtle. A year ago last September this place was almost wiped out by fire. All the places of business on the north side of the railway were burned and the merchants and residents greatly inconvenienced for a while in consequence. It has now, however, fully recovered and in every case the new buildings erected are a decided improvement on the old ones. One of the oldest and best established business houses in the place is that of R. Scott, general storekeeper, it is now over eleven years since he opened out. He was one of the unfortunate ones the time of the fire, his entire stock being destroyed, but almost before the fire had ceased to burn he had a new stock ordered and a building secured in which to open. C. Christie, general storekeeper, has been doing business here for nearly five years, but has only been handling dry goods and clothing part of that time. When he opened his stock consisted of groceries and provisions only. The Hudson's Bay Company have a branch store here with M. S. Beeston as manager. The year just passed was a very satisfactory one to them, the amount of business done exceeding considerably that of any previous year. Geo. Manson is also in the general store business at this point.

Dr. A. Lawson, who was formerly in business in Ontario, opened a drug store here on the 20th of May last. He has a large stock of drugs on hand and reports a very good business doing. W. R. Thomas was also in the drug business, but has disposed of his stock to N. H. Jackson, of Winnipeg, and intends returning to the old country. Under the title of the Shoal Lake Carriage Works, C. H. Greenshaw conducts his wagon and carriage making business. He also does the furniture, undertaking and lumber trade of the town. He too suffered the time of the fire but that only proved to be a temporary check as he is now established in a new building and handling a much larger stock of goods. A. S. Arnold, butcher and cattle dealer, is now in business for the second time. It is four years ago since he started first, but he disposed of that business

and went away. After an interval of about a year he came back and opened out again, and is now doing a large trade not only in the town but in the surrounding country as well. The Queen's Hotel is at present the only one in the place. It has recently changed hands, being now under the management of A. M. Cameron. There is also a good boarding house on the south side of the railroad kept by Andrew Marshall at which first-class accommodation can be had. Mr. Marshall is also in the grain business, buying wheat and all kinds of grain for shipment.

The flour mill which is located here is one of the largest on the line, it having a capacity of 150 barrels per day. There is an elevator in connection with it. Both are the property of the Shoal Lake Milling Co. The end of the year 1890 found the business community of Shoal Lake in a much more prosperous condition than did the close of 1889. It speaks well for the town that it was able to recover so quickly from the reverses which met it during the closing month of that year. The fire, coming just at a time when merchants had in large stocks of goods in preparation for a good fall trade, left the majority of them in a very unsettled frame of mind, not knowing whether to build again or not. Then to make matters worse the crops turned out shorter than was expected, and necessitated the carrying over of a number of debts, which, had they been paid, would have been barely sufficient to set the town on its feet. At the close of 1890, however, not only had the lost ground been recovered, but an actual advance has been made in the number of stores doing business.

The returns of the last week in December, 1890, show that over 15,000 bushels more of wheat had been marketed up to that time, than was marketed altogether from the 1889 crop and it is probable that, taking the outside estimate, not more than two-thirds of the 1890 crop was in at the time those returns were made. The country lying to the north of the town was the only part which had any frosted wheat to speak of last fall, the other districts being comparatively free and much of the wheat from them was of an exceedingly good quality, the bulk of it grading No. 2 hard. The largest yield to the acre obtained was from

the land lying to the south of the town, the crop off this being equal in volume and quality to anything in the province.

Wheat.

Wheat appears to be sick indeed. Following the opening of what was generally supposed would be a crop year of high prices, values have gone down, down, down, and the recovery, which it was expected would come as soon as the financial situation eased up a bit, appears as far off as ever. (At least this is the case at the time of writing this article. If there is any change before the week is out, our market reports on another page will show it.) It is now so late in the season that even the most sanguine are beginning to be doubtful of higher prices. Wheat is grown over an immense area of the earth's surface. Harvesting is going on somewhere in the world about every month in the year. At this season of the year future crop prospects are an important factor in governing values. Though the statistical situation for the balance of the crop year is certainly straggling, yet big crop prospects for the future might overbalance this situation. Australia, Argentine, Chili, etc., have their new crop on the market in January. The following is the forecast of the *London Miller* for January:-

"January is not likely to greatly advance prices with hard weather, or greatly to reduce them with thaw. The limits within which trade can move are somewhat rigidly defined. The price of the finest white wheat may be reduced 1s. by big shipments from California and Australia, but from 37s. 6d. to 36s. 6d. is the utmost alteration at all likely to occur. On the other hand, Russian and Roumanian red wheat may easily rise 1s., especially as Russian reserves are smaller than usual at the ports, and the bulk of the Roumanian surplus is understood to have been already exported. Indian wheat will continue to be ruled by the silver exchange, but no price change, either up or down, seems to be very imminent. The new Chinese and Argentine wheat crops are likely to be put upon the market at prices leading to a fair trade, but the total offered will hardly be sufficient to depress Mark Lane. Farmers (home) have sold freely at a 32s 3d. level for wheat, and therefore we have to look for fairly liberal offers at the country market, despite the weather.

At a meeting of the ratepayers of the municipality of Oak River Man., held recently, a resolution was adopted condemning the action of the G. N. W. Co., in not operating their road. It was agreed to send a petition to the governor-in-council at Ottawa, setting forth this grievance, also showing that they have 25 to 30 miles to draw their grain, causing a loss to the farmer of at least 10c per bushel, and praying that the petition may receive the careful consideration of the government, and that it may use its influence in getting the company to operate the road.

Notice is hereby given that an application will be made to the Legislature of Manitoba at the next session thereof for an act to incorporate "The Manitoba Hail and Fire Insurance Company" (Limited) with the object of doing a general hail and fire insurance business. The chief place of business of the company will be at Portage la Prairie.

Philip E. Durst, jeweler, Brandon, is reported giving up business.

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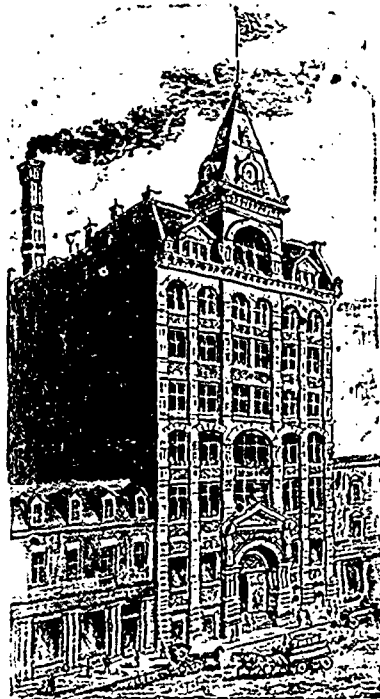
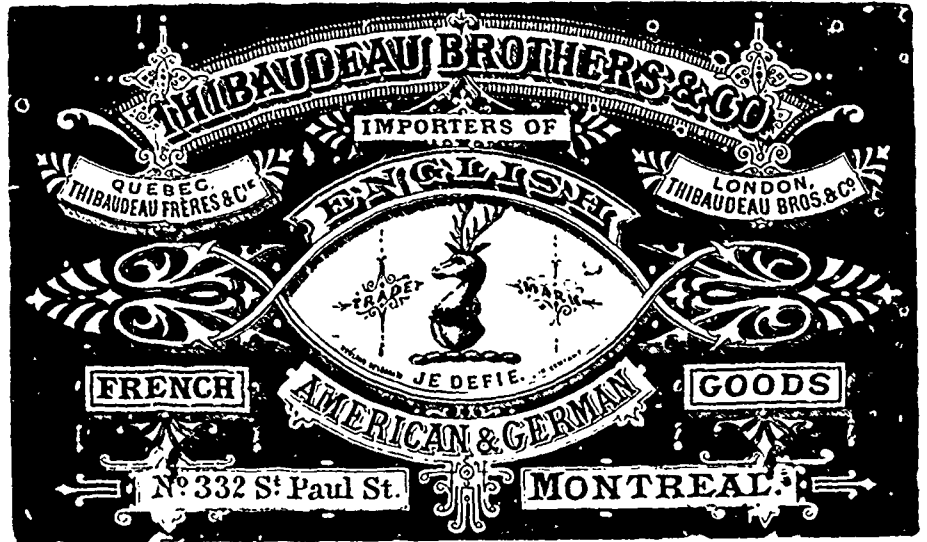
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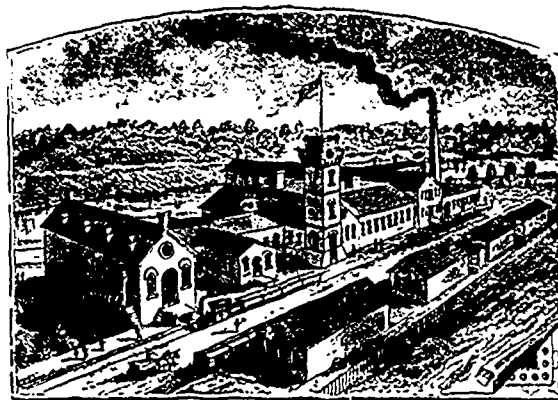
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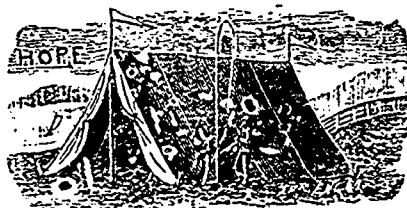
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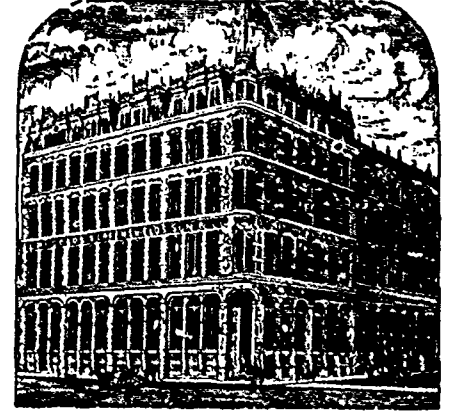
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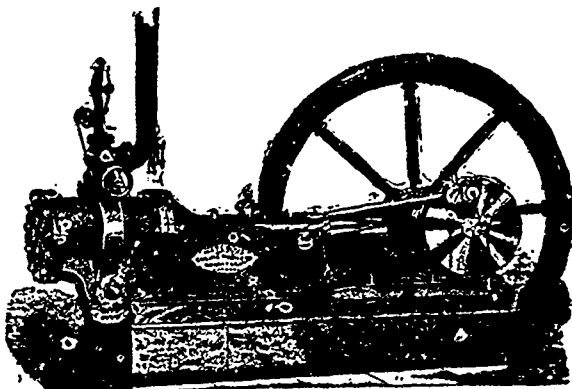
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The Commercial

WINNIPEG, JANUARY 26, 1891.

SOUTH AMERICAN TROUBLES.

It looks as though another period of prolonged disturbance is ahead of South America. These republics have so far made a very bad attempt at self government. Revolutions have followed each other in quick succession, and when not torn by internal strife, conflicts between adjoining republics have usually been in order. In fact South America has seldom for long at a time been without a disturbance of some nature on hand.

These little wars and revolutions have been of such common occurrence that they have attracted little attention outside of those immediately or indirectly interested therein. At the present time, however, more than usual attention is turned to South America, on account of the financial stringency which has been created throughout the world, as a result of the bursting of the Argentine bubble. A good deal of British and European capital, as THE COMMERCIAL has recently shown, has been sunk in the different countries of South America. With the exception of Chili the Argentine Republic, and Brazil, all these countries have defaulted in meeting their indebtedness. When therefore Argentine succeeded in piling up such an enormous debt, it was not without a knowledge of the past history of South American loans, that the money was forthcoming so freely. But Argentine and Chili have been looked upon as the two shining lights of South America. The recent revolution in the former country burst the bubble, which sooner or later was bound to give way, and started the financial panic in London, which led to the collapse of the great house of Baring. What Argentine securities are now worth, it would be a difficult matter to determine. From recent advices it appears that affairs are far from having settled down in that country, and there are fears of further outbreaks. The whole country appears to be in a chronic state of insurrection. This situation renders the outlook even more unsatisfactory for holders of Argentine securities. Holders of course hope to realize something, and the longer affairs remain unsettled the worse it will be for holders of these securities. The Argentine Government is reported to be placing heavy taxes on mercantile concerns, which is not reassuring for the prosperity of the country.

And now Chili, the remaining state of South America, which has heretofore been an exception to the other republics, appears to be in for a revolution. Chili has been considered even more stable than any of the other countries, with the exception of Brazil, previous to the recent revolution in that country. But revolution appears to be now rife in Chili. The Chilean fleet, the pride of that country, which did such good service in the late war with Peru and Bolivia, has revolted and is blockading the coast cities. The Government, it is reported, has offered a "reward" of amnesty

and two years pay to those who have been unwillingly led into the revolt, providing they submit. This looks like placing a premium upon treason. It is to be hoped for the sake of Chili's previous reputation, that this rebellion will speedily come to naught; but it is quite possible that the country is in for a prolonged series of disturbances, which may result in adding another to the defaulting states of South America. Rumors of trouble also come from other South American countries, including Venezuela and Uruguay, while even in the case of Brazil, the stability of the new administration, which succeeded in overthrowing the empire and establishing a republic, is by no means assured. Brazil must remain in doubt for some time, until her people have shown them they can govern themselves successfully on the lines of a republic. So far as South America can effect the financial situation, therefore, the outlook is not favorable. It would appear as though there must yet be considerable liquidation on account of financial investments in these unstable countries, though fear of a panic is now no doubt safely passed.

THE LIVE STOCK TRADE.

The arrival of Samuel Plimsoll in Canada, to investigate the conditions under which live stock are shipped, has stirred up a great deal of interest all over the country. Mr. Plimsoll has gained renown through his efforts in the British Parliament in behalf of the sailors. In this respect he has accomplished a good work. Following on in the same line, he has now undertaken a movement relating to the shipping of live stock. It has been claimed that animals are subjected to a great deal of hardship and suffering while in transit across the ocean. Mr. Plimsoll proposes to have measures passed by Parliament, providing certain rules to govern the shipment of cattle into the British markets.

Canada's live stock export trade to Great Britain is a most important item. In 1890 shipments of cattle were 123,136 head, besides 43,372 sheep. On this account the proposed action of Mr. Plimsoll and the British Parliament is fraught with great interest to Canada. It has been feared in some quarters that the object is to destroy the live stock trade entirely, and on this account the move has been denounced in some quarters, both by the press and individuals. This Mr. Plimsoll refutes. He stated at Montreal recently that his object was not to injure the industry, but he claimed that there were abuses existing which would have to be remedied. He said that "the matter was now in the hands of an inter-departmental commission composed of members of the British board of trade and Department of Agriculture, who were making investigations. Any legislation that took place would be submitted to the Dominion Government before it was carried into effect. He stated that a bill was introduced at the last session under his auspices in the Imperial Parliament, and the main clause spoke of the cessation of beef stock importation from Canada, and he would say that unless it was conducted in a better manner than it had been he would contend for that still; but the second clause would have enacted

that any class of cattle would be exempted from the provisions of the bill in the discretion of Her Majesty's minister."

At the investigations held at Montreal and other places in Canada, it was shown that some of the charges made as to cruelty to animals in the live stock trade, were unfounded. On the other hand some abuses were made apparent, which should be remedied. In the latter respect, it is the duty of Canada to forestall any action on the part of the British Parliament, by providing legislation governing the shipment of live stock, with a view to preventing unnecessary cruelty to the animals. If this is not done, it is to be feared some measure may be passed in Britain which will seriously hamper this important trade. If Canada shows her readiness to remedy any existing abuses, the British Government will be less liable to place any unnecessary restrictions upon the trade. In fact some restrictive legislation might even prove an advantage to the trade. Mortality among cattle in transit is sometimes a matter of serious loss to shippers. It should be provided that vessels engaging in the cattle trade are properly equipped for this purpose and that no overcrowding is practiced. If greater safety is thereby secured to live stock, shippers would be benefitted, instead of the trade injured. Undoubtedly vessels have engaged in the trade which were not adapted to this purpose, and cruelty and loss of animals has resulted. Shippers, who perhaps on account of lower rates or for other reasons, have made use of unsuitable vessels, should be restrained, and they would be restrained sometimes no doubt to their own advantage. Greed will sometimes lead men to run risks which ordinary business prudence would consider unwise, and instances of this nature have no doubt occurred in the live stock trade. It would therefore be in the interest of this important branch of our export trade to have these abuses remedied, and this could be done by the appointment of a competent inspector, at ports of shipment.

Western Canada has come to the front within the last year or two, in the export of live stock. We look forward to a great expansion of this industry in the future, and consequently the West is deeply interested in this movement concerning the shipment of live stock. THE COMMERCIAL does not apprehend that any serious injury to the trade will result and we believe that all this talk about the industry being in danger of destruction, is rather wild. However, when we have our Hudson bay route opened out, perhaps some plan of exporting dressed meats will be devised, which will be even more profitable than the present live stock trade. We may be able some day to ship frozen meats in the winter season to a port on Hudson bay, where it will be stored in refrigerators, and shipped later on in vessels constructed for this trade.

UNRELIABLE QUOTATIONS.

Trade quotations emanating from some markets of Eastern Canada, particularly Montreal, appear to be very unreliable. In the matter of grain and flour especially THE COMMERCIAL has found this to be the case. These Montreal trade quotations have been the laughing-

stock on change in Winnipeg for some time, and if the quotations sent out from Montreal are as near the mark generally as they are in the case of grain and flour, they are a great deal worse than useless, because they are altogether misleading. One Montreal exchange of last week now before us, purporting to be a trade journal, actually quotes No. 1 Manitoba hard wheat at \$1.23 to \$1.24 and No. 2 hard at \$1.21, while spring wheat patent flour is quoted at \$5.75 to \$5.90. These prices are known to be absurdly astray—so much so that it might be taken that they were typographical errors, were it not that the same figures have been repeated in preceding issues since last summer.

A reference to several other Montreal trade exchanges shows that they are more or less astray in their grain and flour prices. For instance, the lowest quotation given for No. 2 Manitoba hard wheat at Montreal is 98 cents, and the usual quotation is 98 cents to \$1 per bushel. Now these quotations are just 2 to 4 cents per bushel above sales made on change in Winnipeg, for delivery at Montreal. No. 2 hard wheat has sold repeatedly during the last three weeks in Winnipeg for delivery at Montreal at 96 cents per bushel.

The publication of these misleading quotations is an injury to the grain trade of Manitoba, besides being generally unreliable to parties who may be governed by them. The following item clipped from a recent issue of the *Winnipeg Free Press*, will illustrate this point:

"At a meeting at Cartwright, Man., called for the purpose of discussing farmers' interests generally, all appeared to have the one object in view, viz., by what means can we obtain a fair value for our grain. Quotations from the east were read, and Manitoba prices compared, when it was clearly shown that we are simply beaten out of from 15 to 30 cents per bushel on our wheat. All present pledged themselves to meet again on Tuesday, 13th January, a committee being appointed to procure all possible information respecting grain rates, prices, the prospects of securing a flat storehouse from the C.P.R., and to devise means and find out the best association to form ourselves into for our protection. The meeting was very harmonious, as it is apparent that wheat rings and monopolies must come to an end before farmers can prosper."

Of course this is all very ridiculous to those who understand the situation. These Cartwright farmers evidently had before them some Montreal trade quotations, and from these they could easily make out that they were being beaten in the way stated. We have shown that No. 2 hard wheat is actually quoted 25 cents per bushel above its selling value at Montreal. This is one way in which these misleading quotations do injury to the trade here. Now, if we take 60 cents per bushel as the average price to farmers in Manitoba for No. 2 hard wheat, and add to this 25 cents per bushel for freight charges to Montreal, and 3 to 4 cents per bushel as the cost of buying and running elevators, we have a total cost of 91 to 92 cents per bushel as the cost of No. 2 hard wheat at Montreal. The shipper here who sells at 96 cents delivered at Montreal has a margin of 4 to 5 cents a bushel, out of which he has interest and insurance charges to pay, and perhaps commissions, before he pockets his profits. We

rather imagine the Cartwright farmers will look for a wider margin than this before they take all the risks involved in building elevators and shipping grain. The cost of buying and running elevators of course depends upon the quantity of grain handled. At some points where receipts are light, or competition large, it will exceed the cost stated. Another risk to be taken into account is the loss on grades. We heard of one buyer who lost between seven and eight hundred dollars on one day's transactions recently through being plucked on his grades. When all these things are taken into account, some little margin to come and go on is required.

EARLY SOWING.

The last bulletin from the central experimental farm at Ottawa, which has just been received by THE COMMERCIAL, is the most valuable yet issued. In this Prof. Saunders, director of the system of Dominion experimental farms, relates the results of practical experiments in early and late sowing of grain. The knowledge gained in these experiments alone is sufficient to warrant all the trouble and expenditure in establishing these farms. Every farmer who desires to excel should possess himself of a copy of this bulletin for constant reference.

The experience gained by these experiments at the central farm last season point to the great value of early seeding. "It is generally conceded," says the professor, "that the farmer who makes a practice of getting his seed into the ground at the earliest opportunity, after the land is in suitable condition to receive it, realizes, as a rule, the best return, but to what extent the advantage is on his side, has not heretofore been submitted to careful test in Canada." The experiments were carried out as follows:—

"Thirty-six plots of one-tenth of an acre each were devoted to a test of the relative advantages of early, medium and late sowing of barley, oats and spring wheat, two varieties of each grain being sown. It was decided to sow one of these ranges of six plots every week until all were seeded, making altogether six sowings. The varieties of grain chosen were as follows:—Barley, *Prize Prolific* and *Danish Chevalier* (both two-rowed sorts); Oats, *Prize Cluster* and *Early Race Horse*; Spring Wheat, *Red Fife* and *Ladoga*.

"The first twelve of the thirty-six plots were cultivated with a disc harrow, and six of them harrowed with a common iron harrow, on the 21st of April, 1890, and sown on the 22nd; the other six plots in this series were harrowed and sown on the 29th. The next twelve plots were similarly cultivated, six of them were harrowed on the 5th of May and seeded on the 6th, while the other six plots in this range were harrowed and sown on the 13th. The remaining twelve plots were cultivated with the disc harrow and six of them were harrowed with the iron harrow, on the 19th and sown on the 20th, the last six plots of the series being well harrowed on the 27th of May and sown on May 29th. From these particulars it will be seen that the ground was well stirred before each sowing so as to destroy all young weeds which might have started. By the treatment given, the latter plots may be said to have had at the start some advantage over those earlier seeded as far as weeds were concerned; but before the grain matured the weeds made greater headway on the later sown plots."

The result of these experiments is certainly surprising and is such as to astonish the most

enthusiastic advocate of early sowing. In the case of red fife wheat, the first sowing returned 11 bushels per acre, the second nine bushels, the third 8 bushels 15 pounds, the fourth 4 bushels 20 pounds, the fifth three bushels, the sixth 2 bushels 35 pounds. The first sowing of ladoga wheat gave 10 bushels 45 pounds, the second 9 bushels 15 pounds, the third 8 bushels, the fourth 3 bushels 55 pounds, the fifth 2 bushels 50 pounds, the sixth 2 bushels 30 pounds. In the case of barley and oats, the result is equally surprising. The first sowing of barley, prize prolific variety, gave 40 bushels 30 pounds, the second 24 bushels 38 pounds, the third 16 bushels 22 pounds, the fourth 14 bushels 3 pounds, the fifth 10 bushels 15 pounds, the sixth 11 bushels 2 pounds. Prize cluster oats returned 37 bushels 2 pounds from the first sowing, 33 bushels 23 pounds from the second, 30 bushels 20 pounds from the third, 27 bushels 17 pounds from the fourth, 20 bushels 10 pounds from the fifth, and 17 bushels 22 pounds from the sixth and last date of sowing.

These experiments are sufficient to forever decide the value of early sowing, and account for the fact that the farmer who is early at it is the more successful. It shows that great loss results from late seeding. These tests are particularly valuable in the case of barley, as many farmers imagine that it does not matter much when barley is sown, so long as they get in their wheat in good time. The test shows that the loss of one week in the sowing of barley amounted to about sixteen bushels per acre, while the delay of two weeks resulted in a loss of considerably more than half the crop. According to these experiments, says the Professor, "It would appear that the farmers of Ontario may lose by a delay of one week in the time of seeding over 2½ millions of dollars on the barley crop alone, and by a delay of two weeks, taking the average results of the two experiments, more than 3½ millions, estimating the value of barley at 50 cents per bushel."

CIVIC TAXATION.

Mayor Pearson, of Winnipeg, in his inaugural address to the new city council for 1891, referred among other matters, to the tax question. The present system of taxation was characterized as iniquitous, and a business tax was recommended as a substitute for the present personal taxation. "Is it not monstrous," asked his worship, "that in addition to the other taxes which they, with other citizens, are liable to, our retail and wholesale merchants should be called upon to pay sums ranging from \$10 to \$1,000 on their personal effects, their stock in trade, which thus costs the purchaser so much more, and is finally paid by the consumer, whilst lawyers, doctors, bankers, brokers, commission agents, life, fire and loan companies, and the various other occupations enjoying all the benefits of our city government and improvements equally with the merchant, contributing not one cent, other than the realty tax, to the cost thereof, while carrying incomes often far exceeding those of our wealthiest merchants."

There is certainly great inequality and injustice in the system of taxation followed in Win-

nipeg. THE COMMERCIAL has heretofore pointed out the weakness of the present mode of taxation. The taxation of personal effects cannot be carried out without injustice to many. A lawyer or doctor may have as large an income as a wholesale trader, yet he goes free of taxes, while the latter pays taxes on his stock of goods. A business tax or license would certainly seem preferable to the present unjust system. While the lawyer, doctor, agent, etc., has as large an income from his business as the average merchant, he has no visible effects subject to taxation, nevertheless he enjoys the fruits of civic expenditure just as much as the merchant and should bear a just share of taxation. If business men must be taxed, a trade license would be very much more equitable than this unjust system at present in vogue. While an income tax would be equitable in principle, it would be impractical.

Saskatchewan.

Duck Lake wants a blacksmith for which business there is said to be a good opening.

Wm. Fawcett is starting a brick yard at Prince Albert. It will turn out \$40,000 bricks per day.

A movement is on foot to establish one or more creameries and cheese factories in Prince Albert district.

J. O. Davis, general dealer, Prince Albert, is selling off his stock at cost and contemplates giving up business.

It is reported that T. O. Davis, general dealer, Prince Albert and Duck Lake, is selling out his branch at the latter place to Smith & Leslie, of Saskatoon.

The Prince Albert Saskatchewan newspaper says that Prince Albert is suffering from a period of financial depression which has been caused by the suspension of J. Knowles, banker, thereby locking up for a time a considerable sum on deposit in the bank. A satisfactory settlement of the bank's troubles is hoped for.

Thornton is moving his stock up from the old town at Yorkton, Assa., to the new town at the railway station. N. & A. Livingstone are also erecting a store building and intend to move up from the old town soon.

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**BARB WIRE,
PLAIN TWISTED WIRE,** WITHOUT
BARS.

And are Agents for the

Woven Wire Fencing.

We are in a position to fill all orders promptly.
Ours is the only wire manufactured in the Dominion of
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A personal inspection will convince you of this fact. Qual-
ity of wire the best ENGLISH BESSEMER STEEL.
Every pound guaranteed.

Manitoba Wire Company

Stevens, Glass and Clarke

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LONDON, - ONTARIO.

SPRING, 1891.

Mr. Glass will as usual call on the
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British Columbia. Samples are now
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HAMILTON, ONT.

A. C. BUELL AND CO.

SUCCESSORS TO

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Commission - Merchants,

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Barley a Specialty.

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ROYAL DOMINION MILLS,

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Highest prices paid for Choice
Samples of HARD WHEAT on cars
at any Station in Manitoba or
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NOTHING LIKE LEATHER.

W. N. JOHNSON & CO.,

Importers and Dealers in

LEATHER AND FINDINGS.

Manufacturers of Harness, Collars, Boot
and Shoe Uppers, etc.

26 and 27 Alexander St. West, Winnipeg



**RAW FURS
WANTED.**

Highest Cash Prices. Send for Price List.

R. C. MACFIE and CO.

London, Ontario.

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BURNS AND LEWIS,

WHOLESALE CLOTHIERS.

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ARE THE LARGEST MANUFACTURERS OF

Children's, Boys' & Youths' Clothing

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Our travellers visit Manitoba, North-
west Territories and British
Columbia twice a year.

Western Lumber

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RAT PORTAGE, - ONTARIO.

All sizes of Boards

and dimension Lumber
on hand or cut to order.

Robert Mitchell & Co.,

MONTREAL, - P.Q.,

—MANUFACTURERS OF—

Gas and Electric Light Fixtures, Gas Meters

Engineers', Plumbers', Gas & Steamfitters

BRASS GOODS.

Montreal Brass Works.

WINNIPEG MONEY MARKET.

The monetary situation in Winnipeg shows but little change since our last report, and the process of mowing down the financial load carried by the trade interests goes steadily if not rapidly on. Banks receive freely all paper from regular customers at 7 to 8 per cent., and display no scarcity of funds to supply the regular wants of trade. How far the mowing down process has proceeded may be judged from facts revealed by a peep allowed in confidence at the books of a leading wholesale house in a staple branch. Last October this house held customer's paper and open accounts aggregating about one-half of the firm's annual turn over. At present this is down to about thirty five per cent of the same, and at the present rate of reduction it will be under twenty-five per cent before the middle of April. Others may vary from this rule, but the latitude will not be wide, and this may be accepted as an index of mercantile finances generally. The handling of grain makes a steady but not heavy demand for funds, and with the proportion of trade paper gradually diminishing, banks are not feeling the strain they experienced a month or two ago. The pressure from the east, too, has considerably eased up, and with the money rates getting low in Great Britain, this pressure may give way entirely very soon. Such is the financial situation in trade affairs, while in real estate mortgage loans the business doing is light and very slow in movement. But few new applications for loans are coming in, and payments of interest and principle also come in with tantalizing slowness.

WINNIPEG WHOLESALE TRADE.

There have been some slight symptoms of revival in several of the staple branches of wholesale trade during the past week, although there is as yet no general activity, and unless in food lines and others of every day consumption, there has been very little call for goods for immediate delivery. In season lines mild weather has prevented any calls for sorts that might have been made, but retailers both in the city and country have been taking hold more freely than heretofore of spring and summer samples, and orders for delivery next month and March have been coming in with some freedom. Travellers are all out with these goods, and for a month hence there will be a steady stream of orders coming in. There is as yet no movement in lines dependent upon building and contracting, and none is looked for until February is well advanced. In every day staples the movement is still limited to the demands for immediate wants, and there is no disposition displayed to go beyond that. Cash returns while they are coming in better than during the months of November and December, are still slow, and until there is further reduction of the debt load in the country, there is not likely to be any vigorous effort made to increase sales in any outside of season lines.

BURNING OILS.

There is no change to report, only that sales are on the drop. Prices remain unchanged and as follows:—Water White, 31; Kocene, 33c; Sunlight, 28c; Naptha, per case, \$3 50; deoderized gasoline, \$2.50.

DRUGS.

There is no reason for complaint about sales,

the movement of goods being quite free, but collections are not as satisfactory as could be wished. Prices are steady and as follows:—Howard's quinine, 55 to 65c; German quinine, 45 to 55c; morphia, \$2.25 to \$2.50; iodide of potassium, \$4.25 to \$4 75; bromide potassium, 60 to 70; English camphor, 80 to 90; glycerine, 30 to 40c; bleaching powder, per keg, \$6 to \$8; bicarb soda, \$3.75 to \$4.50; sal soda, \$2.50 to \$3; chlorate of potash, 25 to 30c; alum, \$4 to \$5; copperas, \$3 to \$3.25; sulphur flour, \$4.50 to \$5; sulphur roll, \$4.50 to \$5; American blue vitrol, 10 to 12c.

DRY GOODS, CLOTHING, ETC.

An unusually mild January has made an unusually light demand for winter sorts, and during last week there has been an utter absence of the little fragmentary sorting orders usual during this month. Sales for spring delivery from spring and summer samples have increased in volume, and travellers are sending in fairly good returns. Collections are slow, but not as discouraging as they were a month ago.

FUEL.

Anthracite coal is still held at \$9.25 delivered, and Galt coal at \$7. Bituminous is quoted at \$7 50. There has been a weakening in the wood trade, brought about by continued mild weather. Poplar is still held at \$2.50 to \$2 75 on track, and tamarac at \$4.25 to \$4.50, but prime oak sold during the week as low as \$4 on track. With more snow and good sleighing there would very probably be a drop in both poplar and tamarac.

FISH.

There has been quite a variety of fish in the city during the past week, but only white fish and finnan haddock could be had in wholesale quantities, the former at 5 to 6c a pound, and the latter at 9c a pound in 30 pound boxes. At retail, B.C. salmon and fresh herring; sprats, smelt, cod, haddock, halibut, pickerel, perch and sturgen could be had. Oysters are quoted, standards, \$2 and selects \$2.25 a gallon.

GREEN FRUITS.

In fruits business is very dull. Apples are the principal feature of interest. Southern apples of rather inferior varieties have sold at \$7 per barrel, while choicest fruit is held at \$8.

GROCERIES.

This staple branch is in a rather slow state. Sales are mostly of small lots for immediate wants, while collections are slow and irregular. Staple lines are unchanged in prices. Quotations being: Sugars—Yellow, 6 to 6½c; Granulated, 7½c; Coffees, green,—Rios, from 24 to 25c, Java, 27 to 29c; Old Government, 29 to 32c; Mochas, 33 to 35c. Teas: Japan, 23 to 46c; Congous, 22 to 60c; Indian teas, 35 to 60c; young hyson, 26 to 50c. T. & B. tobacco, 56c per pound; lilly, 7s, 52c; diamond solace, 12s, 48c; P. of W., butts 47c; P. of W., caddies, 47½c; Honey-suckle, 7s, 55c; Brier, 7s, 53c; Laurel Bright Navy, 3s, 56c; Index d thick Solace, 6s, 48c; Brunnette Solace, 12s, 48c. McAlpine Tobacco Co's plug tobacco: Old Crow, 46c; Woodcock, 52c; Beaver, 63c; Jubilee, 60c; Anchor, 59c; cut tobacco; Silver Ash, 65c; Cut Cavendish, 70c; Senator, 80c; Standard Kentucky, light, 85; do dark, 80c. Special brands of cigars are quoted: Reliance, \$50; Gen. Arthur, \$50; Mikado, \$40; Terrier, \$30 per 1000. Mauricio, \$42.50; Soudan Whips, \$40.00; Turkish Caps, \$35.00; Commercial Traveller, \$25. Special selects, \$55; Selects,

\$45; Columbia, \$45; Canucks, \$40; Dorby, \$35; Sports, \$30. Lion "L" brand mixed pickles in kegs, are quoted: Three gallons, \$2.50; do five gallons, \$3.50; do 10 gallon kegs, \$6 50.

RAW FURS.

At the Hudson's Bay Company's sale, in London, England, last week, muskrat advanced 5 per cent., and there was also an advance of 10 per cent. in beaver, due to the light offerings of the latter fur. Fuller particulars of the London sales is expected next week. C. M. Lampson & Co's sales were also going on in London, and will be completed to-day.

WHOLESALE PRODUCE MARKETS.

WINNIPEG.

WHEAT

Wheat has continued weak and uncertain, declining on most days of the week in leading United States markets. On Friday, January 23, Chicago was about 1½c under a week ago. May wheat at Minneapolis on Thursday was 2c under a week ago. The week opened with heavy bank failures at Kansas City on Monday which depressed prices. Cables were dull and Minneapolis and Duluth received 444 cars, against 300 a year ago. The visible supply decrease was not as large as expected, being announced at 338,000 bushels. Later an error was discovered in the statement, which showed the decrease to be over 100,000 bushels greater than had been first stated. On Tuesday Liverpool cabled ¼d lower, and receipts were again large. Minneapolis and Duluth getting 260 cars, against 150 cars a year ago. Wheat on passage showed an increase of 816,000 bushels. It began to be feared that northwestern crops have been greatly underestimated, and the continued large receipts is one of the worst features the bulls have to face. New York showed an upward tendency on Wednesday, on which day it was 17c above Chicago, thus showing Chicago prices to be on a shipping basis, and not above it as has often been the case. Bradstreet's report showing a decrease of 1,580,000 bushels in stocks east and west of the mountains, turned prices upward on Wednesday. Minneapolis and Duluth received 260 cars on Wednesday, against 122 cars a year ago, and on Thursday those two points received 204 cars, against 152 a year ago. Cables were firmer on Wednesday and Thursday, the cold weather influencing the situation. On Friday cables were easier, but fair export clearances helped the markets. Bradstreet's report, dated New York, January 23, says: "Exports of wheat and flour, both coasts (including flour) from July to date, as wired Bradstreet's, equal 56,637,000 bushels, against 61,000,000 bushels in thirty weeks of 1889-90, and 56,300,000 bushels in 1888-89, and 82,000,000 bushels in thirty weeks of 1887-88. This weeks total exports equalled 2,205,000 bushels, against an average of 1,700,000 bushels in like weeks in each of the three preceding years. Last week 1,104,879 bushels were shipped."

In Manitoba the situation has been characterized by decreasing receipts at a number of points, receipts at some of the principal markets being very light. There has been almost a gradual decrease in farmers' deliveries since the new year. Prices in country markets were not varied much. At some points prices moved up

a bit, and at others they were lowered, the average being about the same as a week ago. About 60c per bushel was the usual price to farmers at principal country markets, for No. 2 hard. The movement continues principally through to the seaboard, and cars have been obtained as readily as could have been expected, considering the unexpected nature of the movement. Stocks in store at Lake ports are increasing very slowly, only best quality of wheat going into store, while poorer stuff, which comprises the bulk of the crop, is moving to the seaboard. Stocks at Lake Superior elevators were 409,339 bushels, showing an increase for the week of about 25,000 bushels. It is certainly desirable to get all poor and damaged wheat out of the country as early as possible, though the low prices will no doubt influence many to hold. When warm weather sets in it is likely this damaged grain will not be marketable at any price.

On the Winnipeg exchange business was dull during the week, dealers being depressed by the downward tendency in prices. On Monday No. 2 northern sold at 91c per bushel, Montreal freights. On Tuesday No. 2 northern again sold on a basis of Montreal freights, at 90½c. On Friday one car of feed wheat, a good sample, sold at 30c per bushel here.

FLOUR.

There is no change to note in flour prices. Quotations in jobbing lots to the local trade, per 100 pounds are now as follows: Patents, \$2.50; strong bakers', \$2.30; 2nd bakers', \$2.00; XXXX, \$1.35; superfine, \$1.15; middlings, \$2.50; graham flour, \$2.40; cracked wheat, \$2.40; buckwheat flour, \$3.75.

MILLSTUFFS.

In the Winnipeg market the price is firm and unchanged, at \$12 for bran and \$14 for shorts per ton.

MEALS, OIL CAKE, ETC.

Prices are:— Oil cake in bags, \$21 a ton; oil cake meal in ton lots, \$26.50; in car lots f. o. b. \$25; Oatmeal, standard, \$2.60; granulated, \$2.70 per 100 pounds; rolled oats, \$2.70 per sack of 80 pounds; Cornmeal is held at \$1.90 per 100 lbs. Pot barley, \$2.65 per 100 lbs. Pearl barley, \$3.00.

GROUND FEED.

Good qualities of feed are held at \$15 to \$16 per ton.

OATS.

There was an upward tendency in oats locally, owing to light offerings. On the Winnipeg market farmer's offerings brought 23 to 30c and the outside price was frequently paid. In Manitoba country markets prices to farmers ranged generally from 25 to 27c per 34 pounds, and in some country markets up to 30c was quoted. This shows a considerable upward tendency in prices, as compared with a week ago. At several Manitoba country markets prices are above a shipping basis, owing to falling off in receipts, which at these points is only equal to the local demand.

BARLEY.

Quoted at 25 to 28c at city or country points.

BUTTER.

Commission dealers are offering to the retail trade at prices ranging from 12 to 29c per pound, according to quality, for dairy. At these prices it is taken in small quantities.

CHEESE.

Jobbing at about 12c per pound, and slow sale.

EGGS.

Imported eggs, called fresh, were offering at 20c per dozen. Fresh country ranged about 24 to 26c. City retailers are paying 30c per dozen for strictly new laid, to their customers.

CURED MEATS, SAUSAGE, ETC.

There is a continued easier tendency in prices,

and though we repeat quotations, there is considerable cutting under these prices. We quote as follows: Dry salt bacon, 9½ to 9½c; smoked long clear, 10½ to 10½c; spiced rolls, 11½ to 12c; breakfast bacon, 12½ to 13c; smoked hams, 13½ to 14c; mess pork, \$17 per barrel. Sausage are quoted: fresh pork sausage, 10c lb.; bologna do., 8c lb.; German do., 9c lb.; ham, chicken and tongue do., 9c per ½-lb. packet.

LARD.

Pure lard is held at \$2.20 per 20 pound pail, with compound lard at \$2 per pail.

HIDES.

Round lots of frozen hides quoted at 3½ to 4c per pound here. Very few hides offering for inspection. Inspected cows quoted: No. 1, 4c; No. 2, 3c; No. 3, 2c. There is a stronger tendency in eastern hide and leather markets. Sheepskins are quoted at 50 to 75 cents each as to quality; merino skins being worth 50 to 60 cents.

VEGETABLES.

Nothing new in vegetables. Potatoes are held at about 30c per bushel. Other vegetables are quoted: Turnips, 20c per bushel; parsnips, 1½c per pound; carrots, 60 to 70c per bushel; beets, 40c per bushel; cabbage, 40 to 60c per dozen; onions, 3 to 4c per pound; Spanish do., \$1.60 per crate of 30 lbs. nett; celery, 25 to 50c doz. heads.

DRESSED POULTRY.

Demand slack. Some eastern stock, principally turkeys, is offering by jobbers. Quotations may be given as follows: Turkeys, 12½ to 13½c; geese, 9 to 10c; chickens, 8 to 10c per pound.

DRESSED MEATS.

Offerings of hogs have been rather larger on the market. About 7c per lb. was the outside price paid in lots, and we quote \$6.80 to \$7.00 per 100 lbs. On the farmers' market 7 to 7½c was paid for single hogs by hotels or private parties. Beef is nominal at 5½ to 6c for city dressed. Country frozen beef slow sale at 2½ to 5c per pound; mutton 9 to 10c; veal, 5 to 6c.

HAY.

Offerings in excess of demand. Baled hay sold as low as \$6 on the market, and is offered freely on track at \$7 per ton.

Statistical Wheat Information.

May wheat at Duluth closed at 83½ a year ago last Thursday.

Chicago closing was 76½c Jan. 80½ May a year ago Thursday.

A year ago Thursday May ranged at 79½ to 80 and Jan. at 77c at Minneapolis.

Imports into the United Kingdom during the week, ended Jan. 17, aggregated 142,000 barrels flour and 768,000 bushels wheat.

The manufacture of flour at St. Louis was 1,872,000 barrels in 1890; 2,066,000 in 1889; 2,016,000 in 1888; 1,985,000 in 1887.

Indian shipments of wheat for the week ended Jan. 17 aggregated 840,000 bushels against 352,000 bushels same week last year.

The wheat supply of the United Kingdom for the eight weeks ending Dec. 27 fell 7,330,000 below the supply for the corresponding period last year.

Wheat receipts at interior points from Jan. 1 to Jan. 10, 1891, were 3,550,000 bushels against 2,675,000 bushels in 1890, 1,608,000 bushels in 1889, and 2,213,000 bushels in 1888.

The visible supply for the United Kingdom decreased 1,051,916 bushels; that is the consumption exceeded the imports and farmers deliveries by that amount.

Wheat receipts at Minneapolis for the week

ended Jan. 17, were about 1,030,000 bushels against 818,000 bushels for the same week last year. The mills used about 480,000 bushels.

Exports of wheat and flour for the week ended January 17 from all Atlantic ports were 1,034,200 bushels against 1,028,050 bushels for the corresponding week last year.

Wheat and flour exports from the seven Atlantic ports from September 1 to January 10, were equal to 19,710,000 bu of wheat, against 25,431,000 bu for the same time a year ago.

In the South Russian ports the stocks of wheat at the close of 1890 were estimated at 1,500,000 quarters, against 2,500,000 quarters last year and 3,000,000 quarters at the end of 1888.

Bradstreet's report which appeared on Wednesday showed the available supply of wheat west of the Rockies last week decreased 730,000 bushels and east of the Rockies 819,000 bushels a total of 1,579,000 bushels.

Bradstreet's states the stock of wheat in store on 10th Jan. at Canadian points as follows: Manitoba, 1,300,000; Fort William and Keewatin, 1,050,000; Winnipeg, 375,000; Toronto, 103,335; Kingston, 38,000, and Montreal, 243,526.

Beerbohn gives the supply of wheat, including the quantity on passage, American visible and United Kingdom stocks on Jan. 17 as 61,090,000 bu, against 70,152,000 bu for same time last year, and 79,056,000 bu for same time in 1889.

Bradstreet's reports exports of wheat and flour from both coasts, United States and Canada, since July 1, 1890, at 54,432,041 bushels against 59,078,000 bushels corresponding time in 1889-90. This differs materially from the official report.

The visible supply decreased 457,000 bushels during the week ended Jan. 17. For the corresponding week last year the decrease was 660,000 bushels. The total stock at all points enumerated in the statement aggregate 24,811,764 bushels, against 32,518,344 bushels last year.

For the six months ended Dec. 31, 1890, exports of wheat and flour from the United States (official report) aggregated 45,530,540 bushels against 55,037,505 bushels same period in 1889 and 51,936,970 bushels in 1888. Exports of wheat and flour for the month of December aggregated 9,514,207 bushels against 11,597,813 bushels for December, 1889.

The amount on ocean passage increased 816,000 bushels for the week ended Jan. 17, making the available supply 48,357,764 bushels, against 52,214,314 bushels for the corresponding date last year, 59,559,029 bushels two years ago, and 54,841,232 bushels three years ago, and 88,569,169 bushels four years ago. The amount on ocean passage decreased 632,000 bushels for the corresponding week last year.

Total receipts at the four principal spring wheat points since Aug. 1, the beginning of the crop year foot up, Minneapolis, 31,603,031 bu; Duluth, 10,855,450 bu; Chicago, 10,263,962 bu; Milwaukee, 4,368,390 bu, making a total of 57,092,833 bu, against 64,870,441 bu during the same time last year and 41,326,065 bu in 1889. The total receipts of wheat at the four principal winter wheat points, Toledo, St. Louis, Detroit, and Kansas City from July 1 to date are 20,612,654 bu, against 23,577,031 bu in 1890 and 25,111,249 bu in 1889.

Our Travellers have commenced the campaign for 1891.

Their Sundry Samples are larger than ever, and prices better than ever.

Cigar Samples represent the largest stock and largest variety west of the Great Lakes.

Tobacconists' Sundries were never more complete.

In Drugs and Medicines, our representatives are able to quote with any house in Canada.

WAIT UNTIL THEY CALL.

Dawson, Bole & Co.

WINNIPEG, - MANITOBA.

Eastern Wheat and Flour Markets.

Latest mail advices from Montreal gave quotations there as follows:—Wheat—No. 2 hard, 97 to 98c; No. 3 hard, 88 to 90c; No. 2 northern, 86 to 88c; feed wheat 60c. Peas, 72 to 73c per 66 lbs. Manitoba oats, 44 to 45c; Ontario oats, 47 to 48c per 34 lbs. Feed barley 50c; malting barley, 65 to 70c. Flour—patent, \$5.20 to \$5.50; strong bakers, \$4.75 to \$5.25. Oatmeal—standard, \$2.25 to \$2.30; granulated, \$2.40 to \$2.50, per 100.

Prices at Toronto last week, at latest mail advices, were quoted as follows for car lots:—Flour—Manitoba patent \$5.30; Manitoba strong bakers', \$5; Ontario patents, \$4.40 to \$4.80; straight roller, \$4.15 to \$4.20; extra, \$3.95 to \$4; superfine, \$3.40 to \$3.50; fine, \$3 to \$3.25; low grade, \$2.25 to \$2.75. Bran, \$17.50 to \$18.00. Middlings, \$18 to \$21. Wheat.—No. 2 white, 96 to 97c; No. 2 spring 90 to 91c; No. 2 red winter, 97 to 98c; No. 2 hard, 97c; No. 3 hard, 88 to 87c; No. 3 northern 90c; No. 1 frosted, 78c to 79c; No. 2 frosted, 70c. Barley—No. 1, 62c; No. 2, 57c; No. 3 extra, 55c; No. 3, 50 to 51c. Peas—No. 2, 64 to 65c; Oats, 44 to 46c.

Northwest Ontario.

J. C. Vivian, furnishings, Fort William, has taken in a partner in the person of a Mr. Alford, from Grimsby, Ontario. The new firm add a tailoring department to the business.

One thing badly needed in Fort William, says the *Journal*, is a good blacksmith shop. For a first-class workman who thoroughly understands horseshoeing there is a good opening.

The by-law to vote \$75,000 for the building of an electric railway from Port Arthur to Fort William was carried at Port Arthur. The road will be built and operated by the corporation.

The temporary engine house of Conmee & Middleton, contractors for the Port Arthur, Duluth & Western railway, was burned last week and the contractors' two locomotives, Nos. 1 and 2 were in the building. No. 1, which was an old engine, is damaged badly, and it will cost about \$2,000 to rebuild No. 2. The loss besides delay to work is about \$5,000; no insurance.

The Marks and Patterson syndicates have purchased a diamond drill from the Diamond Prospecting company, of Chicago. It is to be sent out to the Atikokan iron range, and active drilling operations will soon be commenced, with a view to testing the different properties owned by these syndicates on the range. Two railways are being surveyed to Atikokan, one from Carlstad on the C.P.R. by the Atikokan Iron Range Railway Company; the other by the Ontario and Rainy River Co., from Sand Lake on the Port Arthur, Duluth & Western Railway.

The Port Arthur board of trade held its annual meeting on January 20. President Geo. A. Graham's annual report was a very exhaustive document and among other things commented on the progress of the Port Arthur, Duluth & Western for the year; the deepening of St. Lawrence canals; the Manitoba crop for 1890; Lake Superior traffic; production of ore for the past season on the American side with the prospect for shipments from the Atikokan soon. The shipment of silver from Port Arthur

mines for the year was \$100,000. The board elected George T. Marks, president; W. Aaron Squier, vice-president; J. J. O'Connor, secretary, and discussed the necessity of a department of mines for Ontario.

Dean & Heathcote are starting a sawmill south of McGregor, Man.

The well known agricultural implement firm of Smith & Sherriff, Brandon, Man., has been dissolved.

A firmer tendency in leather is noted east, in sympathy with hides, which have advanced $\frac{1}{2}$ to 1c per pound.

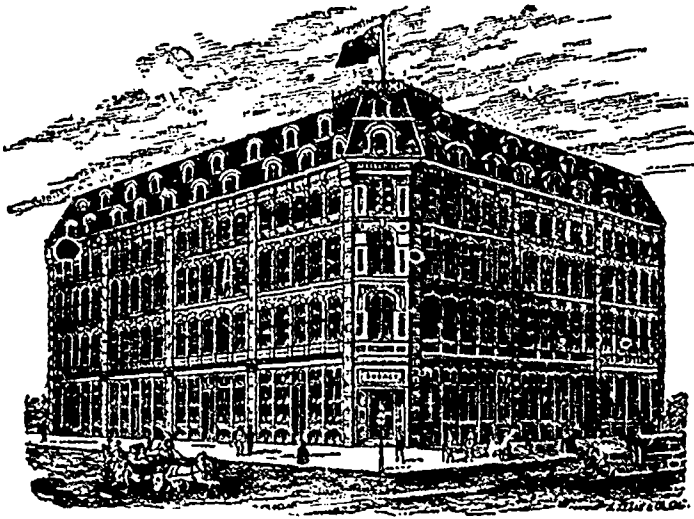
Andrew Malcolm, cheese manufacturer, north of Minnedosa, Man., who assigned recently, has effected a settlement with his creditors.

Canadian refiners advanced all yellow sugars $\frac{1}{2}$ c, and all whites $\frac{1}{2}$ c on Monday last. The lowest yellow quoted was 6c at the refinery in Montreal.

A telegram from Calgary on Saturday said "the deal between I. G. Baker & Co. and the Hudson's Bay Company for the sale of the former's business, including buildings and stocks at Calgary, Macleod and Lethbridge, has been finally closed. The transfer will take place in about a month."

The ship Titan, of Boston, has cleared from Vancouver, B. C., loaded with 782,000 feet of rough lumber from the Hastings Saw Mill bound for Wilmington, Delaware. The lumber is for the U. S. Navy yard at Wilmington. This shows the superior value of British Columbia lumber for use in ship building, when it is sought from such a distant part.

MEN'S BOYS' AND YOUTHS' CLOTHING
CHILDREN'S CLOTHING A SPECIALTY.



Our Samples for the Spring Season, 1891, are
now on view at No. 18 Rowand Block,
cor. Portage Ave. & Main.

H. SHOREY and CO., WHOLESALE CLOTHIERS,
1866, 1868 and 1870 Notre Dame and 36, 38, 40 and 42 St. Henry St., MONTREAL.



TASSE, WOOD & CO.

Manufacturers of
Fine Cigars,
MONTREAL.

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

Are unsurpassed by any in the Dominion
Ask your Wholesale Merchant
FOR THEM.

Wm. Ferguson,
WHOLESALE
WINES, LIQUORS AND CIGARS.

Permit Orders Promptly Executed
8th Street, - - Brandon

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FOR
EGGS, BUTTER AND HOGS.

PACKING HOUSE:
McDERMOT STREET, - WINNIPEG.

TEES, WILSON & CO.
70 St. PETER STREET, MONTREAL
A FULL ASSORTMENT OF
INDIAN, CEYLON, CHINA AND JAPAN
TEAS.

We make a specialty of CEYLON and INDIAN Teas, and carry the largest assortment of any House in the Dominion.
Represented in Manitoba, Northwest Territories and British Columbia, by
D. C. McCREGOR, - McINTYRE BLOCK, WINNIPEG

HAMS,
Breakfast and Roll Bacon
NEW CURING NOW READY.

Also full line of heavy Provisions which we offer at close prices to the trade.
TRY OUR FRESH PORK SAUSAGE.
Cash Paid for Dressed Hogs.
-CORRESPONDENCE INVITED.-

J. Y. GRIFFIN & CO.,
WINNIPEG.

MEN
WHO WANT PERMANENT AND PROFITABLE
EMPLOYMENT

will do well to take up an agency to sell our Guaranteed Nursery Stock, this winter. Salary and Expenses, or Commission, paid weekly. Write for terms to,

E. O. GRAHAM,
Toronto, Ontario.

RAMUEL HOOPER, DEALER IN MONUMENTS, HEAD STONES, Mantle Pieces Grates, Etc. Special designs furnished on application. Corner Eannatyne and Albert streets, Winnipeg

J. S. CARVETH & CO.,
PORK PACKERS
Sugar-Cured Hams, Breakfast Bacon, Spiced Roll, Pure Pork Sausage, Long Clear Bacon, Bologna Sausage, German Sausage, Ham, Tongue and Chicken Sausage.
Figs Feet, Bologna and Sausage Casings.
PACKERS AND COMMISSION MERCHANTS.
23 Jemima St., WINNIPEG.

RICHARD & CO,
Importers and Wholesale Dealers in
Wines, Spirits and Cigars
365 MAIN STREET,
WINNIPEG.

Winnipeg Brass Works
86 ALBERT STREET.
Manufacturer of all Classes of Brass Goods, Brass and Iron Railings, Etc., Etc.
ELECTRIC BELLS KEPT IN STOCK.
ANDREW SCHMIDT, - Winnipeg.

F. B. McKenzie,
-WHOLESALE-
FLOUR, FEED AND GRAIN MERCHANT
Box 147, BRANDON.
Oats and Hay handled in Car Lots. Correspondence Solicited.

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NOTICE
is hereby given that on from and after the first day of January A.D., 1891, the business here tofore carried on by the undersigned under the name, style and firm of "Henderson & Bull" will be continued and carried on by the undersigned by and under the name and style of "W. F. Henderson & Co."
Dated, Winnipeg, December 31st, 1890.
W. F. HENDERSON



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Chicago Board of Trade Prices.

Wheat closed 1½ to 1¾c lower on Monday, Jan. 10, than closing prices on Saturday. The situation was weak from the start. Bank failures and rumors of failures, dull cables, large Northwestern receipts, etc., were the prominent features. There was heavy liquidation. Prices closed:

	Jan.	Feb.	May.	July.
Wheat	87½	—	93½	89½
Corn	47½	47½	50½	51½
Oats	42½	—	44½	—
Pork	12.10	10.15	10.70	—
Lard	6.72½	5.75	6.17½	—
Short Ribs	4.90	4.90	5.32½	—

On Tuesday wheat recovered some and closed ½ to ¾c higher, though at the opening it sold down ¾c below Monday's close. Lower cables, large receipts at Minneapolis and an increase on passage were the bear features, but export buying orders turned the feeling upward. Closing prices were:

	Jan.	Feb.	May.	July.
Wheat	88½	—	94½	90½
Corn	48½	48½	51½	52½
Oats	43	—	45½	—
Pork	10.15	10.15	10.75	—
Lard	5.72½	5.75	6.17½	—
Short Ribs	4.87½	4.90	5.35	—

Wheat was firm on Wednesday and closed ½ to ¾c higher on strong cables, a reported decrease in available stocks both east and west of the Rockies, and good export business. Closing prices were:

	Jan.	Feb.	May.	July.
Wheat	89½	—	95½	90½
Corn	49	49½	52½	52½
Oats	43½	—	44½-45½	—
Pork	10.00	10.15	10.60	—
Lard	—	5.72½	6.12½	—
Short Ribs	5.82½	4.92½	5.27½	—

Wheat closed weak and 1¾c lower. Closing prices were:

	Jan.	Feb.	May.	July.
Wheat	87½	—	93½	89½
Corn	—	48½	51½	51½
Oats	42½	—	45½	50½
Pork	10.02½	10.05	10.60	—
Lard	—	5.70	6.12½	—
Short Ribs	4.87½	4.87½	5.27½-5.30	—

On Friday wheat opened weak and lower on liberal receipts in the Northwest and easier cables, but firmed up on good export clearances. Closing prices were:

	Jan.	Feb.	May.	July.
Wheat	88½	—	94	89½
Corn	—	49½	51½-51½	52½
Oats	—	—	45½	41½
Pork	9.75	9.75	10.35	—
Lard	—	5.67½	6.07½	—
Short Ribs	4.72½	4.75	5.15	—

Minneapolis Market.

Following were closing wheat quotations on Thursday, January 22nd:—

	Jan.	Feb.	May	On track
No. 1 hard	90	—	—	90½
No. 1 northern	88	88	91½	88½
No. 2 northern	86	—	—	86½-87

Flour.—Quoted at \$4.55 to \$4.90 for first patents; \$4.30 to \$4.50 for second patent; \$3.60 to \$4.10 for fancy and export bakers; \$1.80 to \$2.10 for low grades in bags, including red dog.

Bran and shorts.—Quoted at \$15.25 to \$15.75 for bran, \$15.50 to \$15.75 for shorts and \$15.75 to \$16.25 for middlings.

Oats.—Quoted at 40 to 42c by sample. Barley.—Quoted at 55 to 60c for good to fine samples of No. 3.

Eggs.—Fresh, 18c; cold storage, 16c, in lots. Apples.—Car lots, Missouri, \$4 to \$5 per bar-

rel; Michigan, \$5 to \$5.50 per barrel.—Market Record.

Minneapolis Closing Price Wheat.

At Minneapolis on Saturday, January 24, wheat closed at 93½c per bushel for No. 1 northern, May option. This is 1½c higher than a week ago. January closed on Saturday at 90½c for 1 northern, in store. At the opening on Saturday May wheat stood at 91½, but there was a rapid advance of 2c about noon.

Duluth Wheat Market.

Duluth ruled dull and easy during the week. May wheat, No. 1 hard ranging between 96 and 97c per bushel. There was a big bulge in prices toward the close of the market on Saturday, Jan. 24. On this day May wheat opened and held at 96½c until after 11 o'clock, but at noon it had advanced to 97c, and at the close stood at 98½c, a gain of 1½c for the day. Cash wheat closed on Saturday, at 92c, and January at 92½c.

Montreal Stock Market

Reported by Osler, Hammond & Nanton, January 24, 1891.

Banks	Sellers.	Buyer.
Bank of Montreal	227	223½
Ontario	120	112½
Molson's	160	150
Toronto	225	217
Merchants	112½	141
Union	—	—
Commerce	127	120
Miscellaneous		
Montreal Tel	102	101
Rich. & Ont. Nav	59	67
City Pass. Ry	192½	189
Montreal Gas	209	203
Canada N. W. Land Co.	75	73
C. P. R. (Montreal)	73	72½
C. P. R. (London)	—	76½
Money—Time	7	—
Money—On Call	6½	—
Sterling 60 Days, N. Y. Toted Rate	48½	—
“ Demand “ “ “	48½	—
“ 60 Days Montreal Rate Between Banks	—	9-1-16
“ Demand Montreal Rate Between Banks	—	9½
“ New York Exchange Montreal Rate Between Banks	—	1-16 prem.

Assiniboia.

E. G. Collier, merchant, Regina, has assigned to J. D. Sibbald.

Routh & Love, general dealers, Grenfell, have dissolved partnership.

A meeting has been called with the object of establishing a creamery at Yorkton.

The general stock of the estate of Geo. McCuaig, Medicine Hat, is offered for sale by tender. The stock is valued at about \$6,000. D. White is the assignee. Tenders close on Jan. 26.

The first number of the *Standard*, the successor to the *Regina Journal*, will appear on January 29th, issued by the Standard Publishing Company, with Jno. K. McInnis, editor and manager.

H. S. Scatcherd, hardware, Medicine Hat, has gone out of this business and will in future devote his whole time to ranching. The stock has been handed over to Mulholland, of Winnipeg, says the *Medicine Hat Times*, who has sold the tinware and heavy hardware to Fred Smith and is shipping the balance to Lethbridge.

Immigration has started already. Two cars of stock and effects have arrived at Yorkton from Southern Dakota. They are the forerunners it is said of about two hundred families who intend to emigrate to this part of the country in the spring.

The Medicine Hat Railway and Coal Company will apply at the next session of Parliament for an extension of time in which to complete its railway between Medicine Hat and their coal mine, also for leave to extend the road to the international boundary.

Count de Roffignac, of Whitewood, Assiniboia territory, was at Ottawa last week to interview the government for a remission of duties on machinery to be imported for a beet sugar refinery at Whitewood. The Count says that the climate and soil of Assiniboia are even better than those of France for the culture of sugar beet.

Lumber Cuttings.

Lumber dealers of Victoria, B. C., are moving to arrange a joint scale of prices, etc.

McArthur & McRae, who have a saw-mill north of Shoal Lake, Man, have cut a road to Shoal Lake, and will open a lumber yard there.

J. H. McLean proposes establishing a sash, door and blind factory at Revelstoke, B. C., and has ordered the necessary machinery from Galt, Ont

Robinson & Co., lumber manufacturers, of Selkirk, have opened a branch of their lumber business in Winnipeg. *THE COMMERCIAL* bespeaks a favorable reception for this reliable firm.

A. McLaughlin has been presented with a gold headed cane by the employees of the Royal City Planing mills, New Westminster, B. C., on his retirement from the position of foreman to take an interest in a new milling enterprise.

The tug *Alert* of Victoria left Slater's mill, Vancouver, B. C., recently with a scow loaded with 600,000 shingles consigned to Richardson & Heathorn of Victoria. The Victoria firm is going extensively into the lumber trade, and is handling the cut of the West Bay Saw Mill, Gambier Island.

The certificate of incorporation is published of the Michigan Lumber Company with a capital of \$1,000,000 divided into 10,000 shares of \$100 each, with headquarters at Vancouver, B. C. The incorporators are Henry R. Morse, Henry R. Morse, jr., both of Vancouver, and Angus G. Boggs, of Alpena, state of Michigan.

The *Western Congregationalist* is a new sixteen column monthly paper, which has recently made its appearance in Winnipeg. Revs. Hugh Pedley, B.A., and J. K. Unsworth, B.A., are the editors. It is full of information about the various Congregational churches in Manitoba and British Columbia, and general religious reading matter.

The Winnipeg Grain Exchange have received the report of the grain inspected at Winnipeg during the three last weeks of December. For the week ending Dec. 13th, 435 cars were inspected; December 20th, 489 cars; and December 27th, 596 cars. This represents about a million bushels for the three weeks; and an equal or perhaps larger amount went through for inspection at Port Arthur. This shows that there was a pretty steady delivery of wheat going on throughout the province at that time.

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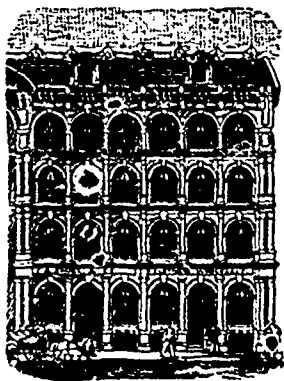
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Barrel Factory at the Mill and Grain Storage Capacity of 550,000 bushels in addition to which a system of handling Elevators are now being constructed throughout the Northwest.

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 WINNIPEG, MAN.

Winnipeg Grain Exchange.

Following is the address delivered by retiring president N. Bawlf, at the recent annual meeting of the Winnipeg Grain and Produce Exchange:—

Gentlemen,—I presume it is fitting, before resigning the trust committed to my care at our last annual general meeting, that I should make some general observations regarding the interest with which this Exchange is more particularly identified.

I am very glad to be able to say that the Winnipeg Grain and Produce Exchange has had a year of general prosperity. Our membership has not diminished, while the financial statement will show a very satisfactory balance sheet. In fact, the council, after full consideration, decided that we had attained such importance that our interests could only be protected and enlarged under an act of incorporation. The solicitor of the Exchange was, therefore, instructed to take the primary steps, pending your final decision to-day. I trust you will endorse the action taken, and instruct Mr. Robinson (our solicitor) to take such steps as will secure for us an act of incorporation from the Provincial Legislature. The market reports which we continue to get are as full and complete as it is possible to obtain, and enables us to keep in touch both with American and European trade centres from day to day, which, in view of a large proportion of our crop going for export, is a matter of great importance. Full and complete market reports received at short intervals at a very slight cost individually, is one of the many advantages possessed by members of our Exchange. Our daily meetings on Exchange are most productive of good. They conduce to a better feeling amongst members, which results in the adoption of the most approved methods of business, and makes litigation practically almost impossible, all differences being settled by an inexpensive court of our own creation. The crop of the year 1890 has been an exceedingly large one. I am firmly convinced that we have 14,000,000 bushels of wheat, 3,000,000 bushels of oats and 1,000,000 bushels of barley for export. Owing to unfavorable weather some considerable damage was sustained by portions of the crop before it could be safely harvested. I am satisfied it would be better for our farmers to cultivate only such acreage as they themselves can handle without depending on transient labor at harvest time. I think no parallel is furnished in any agricultural country in the world with Manitoba's record for the past year. With less than 20,000 farmers, Manitoba and the Northwest have produced in round figures 30,000,000 of grain, an average of 1,500 bushels for each farmer.

Owing to the financial crisis through which the civilized world has been called upon to pass recently, values of farm produce have been much depressed. It has been keenly felt here owing to our geographical position, which necessitates long railway carriage of all our surplus products. I am fully satisfied that owing to the farmers of Manitoba having very largely adopted the system of mixed farming, not depending entirely on any one line of produce, the trade of the country is in a very healthy state, notwithstanding the low prices of to-day.

Another matter which affords us satisfaction and which indicates the substantial growth of the grain interest in the Northwest, is the increase of storage capacity, it being calculated that a capacity for five millions exists, inland, west of Port Arthur, including elevators belonging to mills.

The year just closed has marked another important epoch in Western Canadian history, in the way of enlarging our field of operation.

By the completion of the Morris and Brandon branch of the Northern Pacific a very important section of the province is made convenient to a railway service. The Canadian Pacific have shown their usual zeal and enterprise and are pushing the Glenboro extension across coun-

try to intercept the Souris extension at Plum Creek, while it is confidently expected that Melita will be reached in time to move the exceedingly heavy crop of that district. The Manitoba & Northwestern have succeeded in practically reaching the York Colony settlement of the Northwest, while the completion of the Regina & Long Lake opens up one of the finest agricultural districts in the whole Northwest, namely, Prince Albert. This is not all, the Edmonton & Calgary road has been constructed as far as the Red Deer, and will be completed to Edmonton early next year; all of which means increased trade and influence for our exchange, because this city holds the same relations to Manitoba and the Northwest as Chicago does to the Western states, and Montreal to Eastern Canada. Again, the expansion of our trade areas in the west necessarily means increased facilities for the handling of our stuff east of here. I am pleased to be able to tell you that it is fully expected, before the movement of another crop, that the Winnipeg & Southeastern will be an accomplished fact; that is, another road to Duluth. I am also creditably informed that the promoters of the Hudson Bay railway are quite confident of floating that scheme, which, after all is the most important road of all, so far as the country is concerned. I am pleased at all this extension of railways, because it means a quicker movement of the crop. I am fully satisfied that it is in the interest of the farmers of this Northwest that they dispose of their surplus before the close of navigation. The average of prices paid during the last five years proves this and I think farmers are so convinced to-day.

Another matter of importance to this Exchange is that of making Winnipeg a milling centre. If the water power of the St. James rapids were utilized for the same purpose as the St. Anthony falls at Minneapolis, I am satisfied that thousands of dollars would annually be saved to the farmers of this province. What I mean is, that if we had several large mills here, grinding practically for export, they would be able to absorb all the sample stuff that might offer at fair prices. This would apply particularly to a year such as this, as we all know that owing to condition of wheat a large amount is off grade, and is practically slaughtered in the east. I hope before another annual meeting that the power spoken of, will be made available. I am also of the opinion that Winnipeg should have terminal elevators where the receipts of a country could be collected, cleaned, graded and sold in round lots, and official inspector and weighman certifying as to the quality and quantity, thus avoiding claims for shortage.

I regret that the grain standards for the year have not proved entirely satisfactory. The quality of our crop could not be made to fit into the statutory conditions required, and as a consequence some little friction has resulted. This I trust will be avoided in future, as I am fully convinced a closer application of the letter of the law will produce less confusion and be, in the long run, more productive of good to all parties concerned.

I think I will not be charged with any political motive if permitted to express my opinion on the trade question as it affects our Exchange and the farmers of the Northwest.

I am fully convinced that closer trade relations with the nation to the south of us would be productive of most substantial benefits to our people. They have many things which we require, while we produce largely what they need. It is true that the McKinley bill, passed by the party in power, would indicate a determined resolution, on the part of the Republican party of the United States to stay with "Protection;" but there was a silver lining to this dark cloud in the November elections which warrants us in expecting a change of policy in the near future. They require this year our oats, barley and potatoes, as well as other products of the farm, and would pay handsome prices were it not for the custom duty. Oats, for instance, are worth

to-day in St. Paul 41 cents for 32 pounds. The transportation charge from nearly anywhere in Manitoba is 21 cents per 100 pounds, or equal to, in round figures, 7 cts. per bush., which leaves 34 cents, f.o.b. cars. Deduct from this 3 cents for buying, cleaning and loading, and you have 31 cents net to the farmer, instead of the 25 cents he is receiving to-day, a difference of 6 cts., or even more. As we can only pay 25 cts. for 34 lbs., 6 cents on five millions of bushels of oats, which would be exported if there was no duty, is \$300,000. The same will apply to barley, potatoes and many other things, while an equal saving would be made on many other things which we could buy from them which we now purchase at their price plus the duty. I hope no sentimental mistake will prevent our government from using every opportunity to secure, at the earliest possible date, a treaty of reciprocity with the people to the south of us.

What we want to-day in the Northwest, more than anything else, is "more people." How to get them is the question that is engaging the attention of both Local and Dominion Governments; the railway people are doing their part well, but make the country a cheap one to live in; let the people sell in the cheapest and buy in the cheapest markets; take down that bar to progress, so far as the Northwest is concerned, the customs charge, and I have no doubt that before the year 1900 we would number one million souls west of Port Arthur.

The heavy demand made on railways for rolling stock has been fairly met so far, and I hope that with the favorable weather of the season, they will continue equal to the necessity of the trade. Satisfactory arrangements have been made as to what shall be the so called "stop off" charge, both at Winnipeg and Port Arthur.

And now gentlemen, in conclusion, I have to thank you for the honor you conferred upon me in making me your president for the past year. I have the satisfaction of assuring you, however, that the ratio of prosperity during my term has been equal to that of any previous year, and in handing over the position to my successor, I do so feeling that at no time were we in so strong and healthy condition as to-day.

W. D. Russell, books and stationery, Winnipeg, is going out of stationery and fancy goods.

G. S. Davidson, a resident of Qu'Appelle, Assa., and member of the Territorial Council, has purchased the Qu'Appelle Progress.

The new immigration sheds in Winnipeg are nearing completion and will be ready for occupation by the opening of the immigration season. The sheds will afford accommodation for two hundred and fifty people. The first floor is divided into a spacious dining-room, kitchen, reading-room and offices, while the second and third floors are designed for sleeping apartments. There are also closets and bath rooms and hospital rooms on the second and third flats. There will be a laundry, furnace room, etc., in the basement.

One of the most valuable holiday issues of any paper reaching THE COMMERCIAL office this year, is the holiday number of the *Sentinel*, published at Kamloops, British Columbia. The number is a representative one of the province, in that it does justice to every section. There are excellent articles upon every section and town or village in the province. Holiday issues are often devoted to puffing single localities, but the *Sentinel* has given the whole province a free ad. The number would be an excellent one to send abroad as an advertising medium for the province.

British Columbia.

E. Jones is opening a drug store at Victoria.

Adderton & Son, bankers, Nanaimo, style now Adderton & Smith.

Carmichael & Patterson have opened in the boot and shoe line at Victoria.

Wm. Kirkup & Co., Revelstoke, hardware, have moved into their new store.

W. M. Langton, variety store, Nanaimo, contemplates adding dry goods.

Charles Morton, proprietor, of the Shawnigan hotel, at Shawnigan Lake, is dead.

G. H. Blakoway, drugs, Nanaimo, is giving up business and going to the old country.

An art gallery is being established in connection with the Y. M. C. A. rooms at Nanaimo.

Ed. Pickard, boots and shoes, Revelstoke, are offering to compromise at fifty cents on the dollar.

Chas. H. Robinson, for many years a citizen of Nanaimo, where he was formerly in the meat line, is dead.

The estate of G. C. Sauer & Co., saloon, Victoria, will pay it is said 100 cents on the dollar of liabilities.

Field & Dempster, Nansimo, have been appointed agents for the Pacific Coast Fire Insurance Company, of Vancouver.

A. B. Ferguson, hotel, and John Jane, general dealer, Savona's Ferry, have moved to Savona station, at the railway.

Cunningham Bros., of Westminster, have obtained the contract for the plumbing of the fine Y.M.C.A. building in Vancouver.

The pay roll for last month of the New Vancouver Coal Company amounted to \$104,000, which is the largest during the existence of the company.

L. J. Cole has opened an office at Westminster as real estate and insurance agents, under the style of L. J. Cole & Co. He has the agency for J. J. Taylor's safes.

W. C. Anderson, Clarence hotel, Victoria, has assigned. Redon & Hartnagle, of the Driard hotel, have secured the lease of the Clarence and will run the house in connection with the Driard.

A company has been started at Nansimo, says the *Free Press* under the title of the "Diamond City Furniture Company," of which J. May is manager. The new company has a large consignment of furniture on the way.

The salmon cannery recently held a private meeting at Victoria to discuss the situation. It is understood a protest will be forwarded to Ottawa against certain fishery regulations which are considered inimical to the industry.

The Kamloops *Sentinel* has been enlarged to nearly double its former size. The change has been rendered necessary, says the editor, owing to the rapid growth and importance of those sections of the country in which the *Sentinel* more particularly circulates.

Three sealing schooners are being built at Vancouver, says the *News-Advertiser*. These are the first that have ever been built here. One is being built for the Vancouver Sealing Co. on False Creek. The work is going on under the direct supervision of Capt. Kopp, the manager of the company. The other two boats are being built at Lamy & Kyle's mill, on the

opposite side of False Creek. One of them is for the Vancouver Sealing & Trading Co., while the other is for W. H. & J. Whitely, of Victoria. W. H. Whitely is at present mate on the S.S. *Islander*, but as soon as the vessel is ready he will leave that position to take command of the schooner.

It will cost \$38,000, says the *Victoria Times*, to repair the steamer *Costa Rica*, which went ashore at Race Rocks some time ago. The *Costa Rica* is owned by Alex. Dunsmuir, and Capt. McIntyre was underwriters' agent. The *Costa Rica* is valued at \$70,000 and was insured for \$60,000.

G. F. Rounsefell, who has for some time been connected with the firm of Woodworth & Co., Vancouver, will shortly commence business on his own account in that city. In addition to coal and wood, he will go into the hay and feed business.

The contract for the sewer pipe to be used in the sewerage system of Victoria was awarded to the B. C. Pottery & Terra Cotta company, a local firm, whose bid of \$54,000 was below the tenders received from England and San Francisco.

The Vancouver Candy Company have decided to extend their premises, and building operations will commence in a few days. Machinery for manufacturing lozenges will be placed in the new building, so that now nearly all kinds of candies can be made.

Jno. Teagus, architect, has received instructions from Redon & Hartnagle, to prepare plans for an addition to the Driard Hotel to occupy the lot at the corner of Broad and View streets. The addition will be 5 stories high and furnished with all the modern conveniences.

The following hotel changes are reported from Victoria: Thos. Garvin part owner of the Nickel Plate saloon has sold out to E. Fox, formerly steward of the steamer *Olympian*. He contemplates opening a hotel. A Betchel, of the Delmonico hotel, has sold out to Petrie & Cook.

The Vancouver board of trade has endorsed the proposed bonus to the dry dock scheme. The by-law provides for a bonus of \$100,000 in aid of an English company for the establishment of a dry dock at Vancouver. The total expenditure thereon is estimated at about \$900,000. The by-law has also been endorsed at a public meeting.

A. H. B. McGowan, secretary of the Vancouver board of trade and Fruit Grower's association, made a trip to Ladner's Landing recently to procure specimens of wheat, etc., to put in the window of the board room. In the window there is now a fine display consisting of fruits preserved in spirits, grain, roots, etc. Persons visiting the board rooms can now gain an idea of the agricultural products of the province.

"Between thirty and forty Scotchmen," says the *Nanaimo Free Press*, "came out from Scotland to work in the Wellington mines, not knowing that the Union miners were locked out. They came as far as Vancouver, where finding out the true state of affairs, only five continued on to Wellington, saying they would go and make sure of the situation. It appears from the statement of one of the party that they were told the strike or trouble was over and that they could get steady work and good

wages. The remainder of the duped Scotchmen either obtained work at Vancouver, or branched out to other points to obtain work."

The by-law to extend the city limits of Victoria was carried by a vote of for 174 to 80 against. Only those interested in the addition were qualified to vote, 590 in all. This will add about 3,000 to the population of Victoria.

To-morrow, or at the latest on Friday, says the *Vancouver News-Advertiser*, the Vancouver Sugar Refining Company will place its first lot of refined sugar on the market. Yesterday the black house was started, and to-day about 5,000 pounds of the raw material will be placed in the melting pot. The refinery is just now employing about 75 men only, and at the start of operations not more than 100 barrels per day will be turned out.

John Murray, the well known fruit grower of Spence's Bridge, while in Westminster a few days ago, informed the *Columbian* that during last fall he shipped 12,000 pounds of tomatoes to Westminster, Vancouver and Calgary, where he found there was a larger market for his garden produce than he could supply. This year he will go more extensively into the cultivation of tomatoes, and expects to more than double the shipments of last year.

A. W. More & Co. will open business at Victoria, B.C., says the *Times*, as financial brokers, exchange bankers, accountants and real estate brokers. Mr. More himself is a level headed Scotchman. He has had experience extending over many years in the Clydesdale bank, Glasgow, and elsewhere. He has been in the province for three years, and has just recently resigned from the management of the Nanaimo branch of the Bank of British Columbia.

The first through train from Fairhaven, over the Westminster Southern Railway arrived at Westminster, or rather opposite Westminster, recently. It was a private train. It is expected the road will be opened for traffic to Seattle early in February. The Southern Railway will be formally turned over to the Great Northern on or about February 1st. and on that date regular through passenger traffic will be inaugurated. The distance to Seattle is 157½ miles. It only requires a bridge across the Fraser river at Westminster, to connect this railway with the C. P. R. A railway ferry will probably be used temporarily.

The provincial legislature has been called at Victoria. The principal points in the address at the opening of the house were the following. "In anticipation of legislation upon the subject, my ministers withdrew agricultural lands from private sale. You will be invited to consider what measures will be best calculated to discourage speculation in agricultural lands and ensure their being available for actual settlers at the Government price. A scheme will be submitted to you, having for its object conversion of the public debt upon terms highly advantageous to the province. A commission, composed of gentlemen possessing extensive practical acquaintance with the subject, has been intrusted with the work of revising the mining laws and preparing such amendments as shall meet the changing need of this important industry. The result of their labors will be laid before you at an early date, in order that you may enact such legislation as shall be calculated to promote the development of our great mineral wealth."

SINCLAIR & CO.
Grain, Flour and Feed.
WOOD AND COAL IN CAR LOTS.
BRANDON, MAN.

ROSS, HALL & BROWN,
MANUFACTURERS OF
Sawn Lumber.
DIMENSION AND BOARDS DRESSED
AND IN THE ROUGH.
MILLS AND OFFICE AT
RAT PORTAGE - - ONTARIO

BROWN BROS.,
Wholesale and Manufacturing
STATIONERS,
64 to 68 KING STREET EAST,
TORONTO.
SPECIALTIES.

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

Encourage Home Manufactures by
smoking
SELECTS, La Rosa and Havana Whips,
—MADE BY—

Bryan & Co
WINNIPEG, - MANITOBA.

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WHOLESALE GROCERS
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Bro., Winnipeg, Man.

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Wholesale Boots and Shoes
Cor. Craig & St. Francis Xavier Sts.,
MONTREAL.
Manitoba and N.W.T. Agency: J. M. MACDONALD,
McIntyre Block, WINNIPEG.
British Columbia Branch: WM. SKENE, Van Horne
Block, VANCOUVER.

LYMAN BROS. & CO.,
WHOLESALE
DRUGS AND MEDICINES
Every requisite of the Drug Trade
promptly supplied.
TORONTO, ONT.

*** OAK TANNED "EXTRA" BRAND. ***
BELTING
MONTREAL AND TORONTO.
THE J. C. McLAREN BELTING CO.

CHAS. BOECKH & SONS
—MANUFACTURERS OF—
Brushes Brooms
AND WOODENWARE.

Our Goods can be had from all the Leading
Wholesale Trade.
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Furniture and Undertaking House
M. HUGHES & CO.
WHOLESALE & RETAIL
Furniture and Undertaking Warerooms
315 and 317 Main Street
TELEPHONE No. 413.

Closest prices given to dealers
Satisfaction guaranteed in every
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W. R. Johnston and Co.
(Late Livingston, Johnston & Co.)
WHOLESALE MANUFACTURERS
READY MADE
CLOTHING
44 BAY STREET, TORONTO.

1 Is the cost of a post card
which can carry an inquiry
for prices and full line of sam-
ples of our Western Yarns.
You can double your Yarn
Sales by handling these goods
Get Samples & Judge for Yourself
CENT.
WESTERN WOOLEN MILL CO.,
STEPHENSON, JOHNSTONE & Co., Props.
ST. BONIFACE, - MAN.

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
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James Flanagan,
—WHOLESALE DEALER IN—
GROCERIES AND PROVISIONS
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PRODUCE COMMISSION MERCHANT.
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PRICES FURNISHED ON APPLICATION.

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OF CANADA.
525 Main St., - Winnipeg.

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Commission -:- Merchants
And Manufacturers' Agents.

Best Market Prices and Prompt Settlements for all kinds of Produce. Agents for Frazer & McKenzie, England, Machinery Manufacturers. Mining, Ship and Hydraulic Machinery a Specialty. Also Steel Lifeboats and Life Saving appliances.

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J. & A. Clearihue,
COMMISSION MERCHANTS

—DEALER IN—
FRUITS AND ALL KINDS OF PRODUCE.
Special attention to consignments of Furs and Skins, Butter and Eggs.

Yates Street, VICTORIA, B.C.
P.O. BOX 538.

AGENTS Skidegate Oil Works, B.C.; D. Richards Laundry Soaps, Woodstock, Ontario; Teller, Bothwell Co., Montreal, Parisian Washing Blue.
We have a large cool warehouse with good facilities for handling Butter and Produce in quantities.
Consignments Received in all Lines. Correspondence Solicited.

Victoria Rice Mill

VICTORIA, B.C.

CHINA and JAPAN RICE,
RICE FLOUR AND BREWERS' RICE.

WHOLESALE TRADE ONLY.

HALL, ROSS & CO., - Agents.

Henry Saunders,

—IMPORTER AND DEALER IN—

GROGERIES and LIQUORS,

37, 39 AND 41 JOHNSON STREET,
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EVANS BROS.' PIANOS,

Fine Finish, Fine Toned, Easy Touch.
THE UNEQUALLED

Doherty Organ.

☞ Send for Catalogue and Price Lists ☞
AGENTS WANTED.

O. E. MARCY, GENERAL AGENT,
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TO BUTCHERS?

S. Walker & Co.

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Axle Grease Works

Pay the highest price for Fat and Tallow
All the Year Round.

☞ PROMPT CASH PAYMENT. ☞

TO THE TRADE.

Richardson & Heathorn,

SOLE AGENTS FOR BRITISH COLUMBIA

—FOR—

A. A. ALLAN & CO, Toronto

Hats, Caps, Furs, Etc.

A COMPLETE LINE OF THESE GOODS.

Victoria, B. C.

Brackman & Ker,

—WHOLESALE DEALERS IN—

FLOUR, FEED, GRAIN AND PRODUCE

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THE ORIENTAL TRADERS CO. LD.

Importers and Wholesale Dealer in Goods of all kinds from Japan, China, Philippine Isles, etc.

Tea, Sugar, Coffee, Hemp, Rice, Manila, Cigars, Brushes, Matting, Umbrellas, Handkerchiefs, Silks, Etc.

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PRODUCTS.

McMILLAN & HAMILTON,
COMMISSION MERCHANTS

—AND WHOLESALE DEALERS IN—

BUTTER, EGGS, FRUITS AND PRODUCE
OF ALL KINDS.

153 WATER ST.—VANCOUVER—P.O. Box 286.

THE VANCOUVER WAREHOUSE CO'Y.

Storage, free and bonded. Forwarding. Commission. Warehouse Receipts Granted. Customs and Ship Brokerage. Insurance on Goods in Store or in Transit.

Agents for Canada Sugar Refining Company, Montreal.
Special advantages for handling Butter, Cheese and Eggs. Correspondence and Consignments Solicited. Special arrangements for advances made to regular shippers. An experienced Butcher and Cheese man for the Produce Department.

REFERENCE—C.P.R. and Bank of Montreal.
G. R. MAJOR, Manager, VANCOUVER, B. C.

J. CANNING,

Direct Importer and Wholesale Dealer in

FOREIGN AND DOMESTIC FRUITS

AND COUNTRY PRODUCE.

BAY VIEW, CORDOVA ST., VANCOUVER, B.C.
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(brand) GLYCERINE SOAP.
COLOGNE & PERFUMES.

A LARGE ASSORTMENT JUST RECEIVED.

LYMAN, KNOX and CO.,

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LELAND HOUSE, VANCOUVER,

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

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

Victoria Steam Bakery

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Cracker -:- Bakers,

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Capacity 50 barrels of Flour per day. Correspondence Invited.

'The Lansdowne.'

The Finest Hotel between Winnipeg and the Mountains. Solid Brick Throughout.

Equipped with Every Modern Convenience

Luxuriantly Furnished Parlors and Bedrooms.

Excellent Sample Rooms for Travellers.

F. ARNOLD, Proprietor. - REGINA, Assa.

FLOUR.

Patent Hungarian,

Strong Bakers. Straight Baker

Superfine.

BRAN.

SHORTS.

CHOPPED FEED.

Grain Shippers

Correspondence from Cash Buyers Solicited.

LEITCH BROS.,

FLOUR MILLS,

Oak Lake, - Man.

Grant, Horn & Bucknall,

PRODUCE

—AND—

Commission Merchants,

128 Princess Street, WINNIPEG



CREAMERY BUTTER!

DAIRY BUTTER!!

CHEESE!!!

Eastern Business Changes.

ONTARIO.

John Duck, hotel, Humber Bay, is dead.
 A. Goyette, shoes, Ottawa, has assigned.
 M. Morrison, grocer, Woodstock, is dead.
 J. M. Box, grocer, Chippawa, has sold out.
 Eli Griffith, hotel, Strathroy, has sold out.
 J. E. Davidson, mill, Toronto, has assigned.
 W. H. Hunter, fish, Toronto, has assigned.
 R. J. Brown, hotel, Kingston, has assigned.
 Miller & Druley, hotel, Windsor, have sold out.
 W. J. Anderson, butcher, Hamilton, has sold out.
 A. Denton, hardware, Port Rowan, has sold out.
 E. J. Fresant, flour mill, (Guelph), was burned out.
 E. J. Ostrom, produce, Peterboro, has assigned.
 Wm. Mackenzie, military, Toronto, has assigned.
 Albert Switzer, builder, Toronto, has assigned.
 W. F. Yates, baker, etc., Oil Springs, has assigned.
 Patrick Creary, shingles, Cooksville, has assigned.
 James Dunn, general store, Nosbonsing, has assigned.
 Rochon & McBride, dry goods, Ottawa, have assigned.
 S. E. Oldfield, implements, Parry Sound, has assigned.
 A. Chase, fancy goods, etc., Brockville, has assigned.
 Office Files Manufacturing Co., Toronto, have assigned.
 Anson Stewart, general store, Morpeth, has sold out.
 J. B. Young & Co., publishers, Toronto, have dissolved.
 Hagerman & Co., confectionery, Cobourg, has assigned.
 Donald McCrimmon, general store, Lanaster, has assigned.
 Hewson & Murray, flour and feed, Hamilton, has assigned.
 Peter Shambleau, carriages, Wallaceburg, is burned out.
 N. McKinnon & Co., general store, Priceville, has assigned.
 Wm. East, umbrellas, et., Toronto, was damaged by fire.
 Jas. Griffin, seeds, London, partially burned out; loss small.
 Mrs. S. E. McFarlane, general store, McIntyre, has assigned.
 Stirron & Co., liquors, St. Catharines; F. Stinson of this firm is dead.
 Lovell Bros., stationery manufacturers, Toronto, are asking for an extension.
 Mrs. Hawkins, (late Mrs. Duncan) millinery, London, burned out; partially insured.
 Jos. Wilkie, butcher; C. B. Langford, physician, Bleuhem, were both burned out.
 Hickeon, Duncan & Co., wholesale fancy goods, Toronto; Mr. Hickson, of this firm is dead.
 Mrs. J. A. Kelly, hotel; W. N. Davidson, tailor; Sam. Nesbitt, grocer; W. W. Porte, jeweler; Thos. Webb general store; John McGorman, shoes; H. A. Roney, blks., Brighton, were burned out.

QUEBEC.

Jos. Garcau, tailor, Montreal, has assigned.

L. W. Price, feed, Montreal, is dead.
 Lavigne & Co., tins, Farnham, have assigned.
 F. C. Millar, tobacco, Montreal, is reported away.
 J. M. Couroy, clothier, Montreal, has assigned.
 Leclair & Co., grocers, Montreal, have dissolved.
 Amodce Reaupre, grocers, Montreal, has assigned.
 Jos. Dagenais, dry goods, Montreal, has assigned.
 Jos. Camarairc, saddler, St. Johns, has assigned.
 R. Maillett & Co., tailors, Montreal, have assigned.
 John Crichton, jr., general store, Valleyfield, has assigned.
 Alfred Corbeille groceries, etc., Valleyfield, has assigned.
 E. A. Whitehead & Co., leather, Montreal, have dissolved.
 Freeman Hase, hotel, Farnham, demand of assignment made.
 Louis Bruncau, crockery, Quebec, meeting of creditors called.
 T. F. Moore & Co., coal and wood, Montreal, have assigned.
 H. Lucas, general store, Hartwell, demand of assignment made.
 McCall, Shehn & Co., wholesale dry goods, Quebec, have dissolved.
 Robt. Banford, general store, Lachute Mills, is offering to compromise.
 T. J. Moccock & Co., axe manufacturers, Montreal, have dissolved.
 Jos. St. Marie, general store, St. Urbain; meeting of creditors called.
 J. W. Maher, general store, Tadousac, demand of assignment made.
 F. X. Bertraud & Fils, grocerier, hardware, etc., Montreal, have assigned.
 Michael Proulx, brass foundry etc., Montreal, demand of assignment made.
 M. Berthiaume & Co., general store, St. Marthe, is offering a compromise.
 Mallette & Blamires, auctioneers and commission, Montreal, have dissolved.
 J. F. A. Morrison, general store, St. Anne de Bellevue, is offering a compromise.
 The Glasgow & London Insurance Co., Montreal, provisional liquidator appointed.
 J. E. Woodley & Co., shoe manufacturers, Quebec; J. E. Woodley, Sr., of this firm is dead.

NOVA SCOTIA.

M. A. Davidson, jeweler, Halifax, is dead.
 Shubal Dimock, shipping, Windsor, is dead.
 J. S. Holstead, junk, etc., Halifax, is dead.
 Andrew Faulds, groceries, Spruighill, has assigned.
 Mrs. C. L. Ingraham, general store, Sydney, has assigned.
 Thos. Walsh, & Co., painters and paper hangers, Halifax, have assigned.
 Gordon & Keith, furniture, Halifax, have admitted J. E. G. Boulton as a partner.
 Eureka Manufacturing Co., (Ltd.) furniture, Oxford; property advertised for sale by tender.
 Brown & Sangster, general store, Westville, have assigned; burned out; insured for \$2,700.
 Wm. Leviscoete, general store, fish, etc., D'Escousse, has admitted his sons, Peter, W. I. and Lenno, into the firm; style now, Wm. Leviscoete & Sons.
 Halifax Carpet Co., Halifax, have dissolved; Jas. Gordon retires, and the business has been

amalgamated with that of Gordon & Keith, under the latter style.

NEW BRUNSWICK.

Peter Snider, grocer, Moncton, has assigned.
 Jos. Grogan, general store, Kouchibouguac, has assigned.
 C. A. Hardy & Co., brush manufacturers, St. John, have sold out.
 H. V. White, general store, Bloomfield, has been burned out insured for \$1,200.
 Edward Labin, grocerier, Moncton, stock damaged by fire; insured for \$709.
 Wm. Campbell, manufacturer of edge tools, St. John, is succeeded by Campbell Bros.
 F. E. Holman, wall paper, St. John, has admitted Jas. Duffell as a partner; style of firm now, Holman & Duffell.

Manitoba Dairymen.

Senator Boulton, president, in opening the meeting of the Manitoba Dairymen's Association, at Portage la Prairie last week, said in the course of his address:—

It is of great importance to us to develop our butter interests. The manufacture and marketing of our cheese is so thoroughly understood that it is superfluous to add anything in regard to it beyond holding up a warning to maintain in the province of Manitoba the good character Canadian cheese enjoys in the English market. Great Britain imported in 1889 twenty-two and a half millions dollars worth of cheese at an average price of 10 cents, Canada and the United States contributing three-quarters of that supply. Fifty-one million dollars and a half worth of butter was also imported, realizing 23 cents. Its point of value for milk production the returns are about equal; the freight is in favor of the butter; the cost of manufacturers is about equal and the cost of the plant is in favor of the cheese factory. The value of milk for feeding the calves is, however, of great importance and renders it advisable for us in Manitoba to encourage by every means in our power the development of the creamery system. I see by the statistics that the United States exported 294,000 head of cattle to Great Britain in 1889 and Canada exported \$2,000 head in the same year. The United States realized \$98 per head, and Canada only realized \$86.75 per head according to the English board of trade returns. Now there must be one of two causes for that deficiency; either the calf did not get well fed during the first year of its existence, or we are behind in the use of thoroughbred bulls. It is possible that having gone so largely into the manufacture of cheese, our live stock has suffered for want of the nourishment. Good skim milk furnishes for the sustenance of the calf. I am more impressed with that idea when I find that we exported to the United States in 1889, 43,000 head of cattle at an average price of \$10 50 per head. Now it is clearly to our advantage to change our methods of raising our animals so as to get the top price in the English market instead of having to sell \$3,000 head at such a low figure, and it is well for us to take these lessons to heart in developing our dairy interest in Manitoba, namely, to keep up the breed and feed the calf well the first year of its life. If we do that, we can send from Manitoba only animals that will realize the top price in the English market. There is no doubt that a good animal can be raised on skim milk, and at 23c export value for butter from thirty to forty dollars can be obtained from the milk, which may be summarized as good cows, good feeding, good milking of the cow under proper management. We must realize that for the financial advantage of the individual farmer he would not exhaust the fertility of the soil before it costs too much to restore it, and it will also be much to his financial benefit not to exhaust his own energies by crowding all the work of the farm into one season, but to endeavor to distribute his labor

evenly over the whole year. Owing to the scarcity of the feed last year our farmers have learned the value of straw, and in future straw will be more thought of and preserved as fodder for stock. In connection with our dairy interests is our hog industry; it is in a most unsatisfactory position in the province. We are shipping out large quantities of feed at a low price and buying back bacon and hams at a high price because we have not got the hogs to feed it to; with the extension of our dairy interests this anomaly will be less likely to occur. Canada imports from the United States two million dollars worth of hog products balanced by only \$490,000 worth shipped to Great Britain. This province should help to equalize that balance instead of the reverse which is at present the case. Since our last annual meeting there has been a change in the tariff of our neighbors and an additional duty of two cents per pound has been imposed on butter and cheese, making six cents, but that part of the tariff does not affect our industry, as we do not export any dairy product to the United States. I observe our imports of butter from the United States have increased from \$62,000 in 1883 to \$143,000 in 1889; our imports of cheese amount to \$627,000, a slight decrease over 1888. This importation is not for home consumption but for exportation.

Since our last annual meeting the Dominion Government has appointed a dairy commissioner, who visited our province last year. His services cannot fail to be of benefit to the whole Dominion in supervising the detail of our industry such as transport, manufacture, quality, etc. There has also been established a Dominion Dairyman's Association which draws together the dairymen from all parts of the Dominion to learn from one another the best methods of improving our manufacture and increasing our export. Two delegates should be appointed to attend, who will set forth the capabilities of our province for dairying. The present winter has been most favorable for our stock interests, and I am in hopes there will be a large quantity of hay to carry over to next season. It is a valuable asset to farmer and should be husbanded. I find that cattle everywhere are getting a large portion of their sustenance from the pasture and are looking fat and well. I have to thank you gentlemen for re-electing me to preside over the interests of the association for the coming year, and I hope our next annual meeting will mark a point in the development of the dairy interests which contribute so largely to the export value of our agricultural produce and for which there is room for such great expansion.

British Columbia Trade Letter.

SPECIAL CORRESPONDENCE.

VANCOUVER, JAN. 20.—At this particular season of the year there is little out of common to report in business lines. The quietude following the Christmas holidays has not yet been overcome and the briskness incident to spring time is yet too far off, although the weather is quite spring like. Shipping is quiet, the lumber export business being slack. Local and coast business, however, is fairly active. The S.S. Abyssinia arrived Saturday, Jan. 17, with a full cargo of freight, principally rice, silk and tea. The sugar refinery at Vancouver has started up and the trade will be supplied with the first output this week. About 100 barrels a day will be manufactured at first and some 75 men employed. An agitation is now being set on foot for the encouragement of the beet root industry, for which the province is well adapted and for which it has now the requisite facilities. Owing to the mild weather, building operations are going on with little cessation.

Stocks of butter are being diminished and prices are firmer for choice quality; cheese is

also improving. The potato market has not altered materially and unless cold weather comes there is not much chance of an advance; hay, oats and feed are advancing in price and evincing a scarcity. Flour is firm at prices, Eggs are still low, that is, pickled eggs but may be looked to rise. British Columbia fruit and vegetables are getting scarce, although there has been a better supply than ever yet known. Fish is more plentiful. Salmon has been brought into the dealers in large numbers by the Indians and black cod and some small fish are also for sale. The fall end of the poultry stock is being disposed of, prices ranging from 15 to 18c per pound all round. Mallard is the principal game and are worth retail 75c per pair.

The principal event of the week was the opening of the Provincial Legislature at Victoria, which was attended by the usual formalities. The speech from the throne was a more than usually interesting document, inasmuch as it indicates a number of reforms, showing that the government programme has been considerably influenced by the recent general elections. The most pleasing feature of it was the evident determination to put an end to land speculation and encourage smaller holding by an increase in the wild land tax. As this was not anticipated by the members of that party the independents did not make the showing expected. They looked somewhat discomfited by the fact that the Government had stolen most of their thunder. It is not known yet who will lead the party or whether it will crystallise itself into a party organization or not. The session promises to be a very important one in many respects.

According to the number of applications to Parliament for charters this is likely to be a very important year for railway construction. Among them is one for a railway from Crows' Nest pass to Burrad Inlet; one from Vancouver to Ladner's Landing; one from Liverpool opposite New Westminster to the mouth of the Fraser; one from Mission to Chilliwack; one from Vernon to the Osoyoos; one from Ashcroft to Cariboo; for an extension of the New Westminster and Saanich Railway charter; and one from Vancouver to Alaska. In connection with the railway from Mission to Chilliwack there is a very important project, that of dyking Burten and Hatzie prairie and the Sumas plains. The railway on the south side of the Fraser will form a natural dyke for the whole land affected, while it is the intention to drain Sumas Lake, which is very shallow and covers about 12,000 acres of land, and thus reclaim an area of between 20,000 and 30,000 acres in all and make it fit for cultivation. The promoters if they carry their scheme through successfully besides benefitting the district generally will clear about a million dollars for themselves.

The drydock scheme is now practically before the ratepayers of Vancouver in the shape of a by-law to grant \$100,000, payable in 10 years, to the Dry Dock Company. \$50,000 to be paid when \$350,000 worth of work is completed and \$50,000 when \$350,000 more is completed. There is no opposition to the by-law except that made by the *News-Advertiser* and that professes to oppose some of the details rather than the proposal itself. The drydock is to cost a million dollars, is to be 600 feet in length and to be completed in three years. It is a dead certainty that the by-law

will be carried by an overwhelming vote. It has been almost unanimously endorsed by the Board of Trade, at public meetings and by the labor organizations. What opposition has been developed has been of a frivolous and factious character.

As a stop in the advancement of our industries it is pleasing to note that a \$30,000 contract in Victoria for sewer pipe was awarded to the British Columbia Terra Cotta Co., a new company organized to carry on a general pottery works.

The following are the quotations in general lines in the wholesale and jobbing trade: Meats, Dry salt, 10½ cents; roll bacon, 10½ cents; breakfast bacon, 12½ cents; hams 13½ cents. Lard is firm: in pails, 11½ cents; in tins, 12½. Sugar is steady: granulated, 7½ cents and yellow 6½ cents. Salt salmon, \$9 per 210 lbs., barrel and canned, \$4.50 per case. Butter, creamery, 27 to 28 cents; cheese, 12½ cents; potatoes, \$20 to \$25; hay, \$18; oats, \$35; turnips and carrots, \$12 to \$20 per ton; onions \$3 to \$5 per 100 lbs. Feed: shorts, \$20 per ton; chopped feed, \$32 to \$35; bran, \$24; wheat \$35. Flour: Manitoba Patent, \$6; Manitoba Bakers, \$5.75; Portland and Morning Star, \$5.25; Day-ton, \$5.10; 2 Star, \$5.25. Rolled oats are worth \$3.50 per sack; oatmeal, \$5.25; corn-meal, \$3.15. Eggs, 25 to 30 cents; oranges, \$4 to \$5 a case; lemons, \$9 to \$11.

Alberta.

H. Bowen, of Calgary, purposes opening a general store at Sheep Creek.

The bankrupt hardware stock of Chas. Dunbar, Macleod, is being disposed of at private sale.

The firm of H. Bentley & Co. general merchants, Lethbridge, has been dissolved, says the *Lethbridge News*.

Lethbridge post office will be made a post office savings bank for the deposit of money, on and after January 23rd.

Wilson & Co., druggists and stationers, Lethbridge, have sold out to Little & Co. Little comes recently from eastern Canada.

The *Lethbridge News* is now published semi-weekly, and the first number under the new order of things is a very creditable production.

The Calgary Woolen Mill Company has placed in the mills a new 35 horse-power tubular boiler and 30 horse-power engine to replace the 20 horse one.

In a letter to Rev. Father Lacombe, of Macleod, President Van Horne, of the C.P.R., says: "It is probable that you will hear our whistle at Macleod before the end of the year"—1891.

Johnston Stevenson, who keeps a stopping place on the Edmonton trail about 20 miles north of Calgary had his stables and 50 tons of hay destroyed by fire recently. Cause; lighted lantern left in stable.

I. G. Baker & Co., says the *Lethbridge News*, intend to commence early in the spring, the erection of a large stone store on the site of their present wooden building. The old store will be moved to the rear of their lots and be used as a warehouse.

J. E. Jacques, furniture, Calgary, has been making some extensive additions to his ware-rooms. He has added 86 feet to the original building, making a show room of 130 feet in length by 35 feet in width. The building is

now two stories throughout and Mr. Jacques claims the largest furniture warehouses in the west.

The beef in the butcher shops is still a wonder, says the *Macleod Gazette*, of Jan. 15th. Beef steers are in as prime condition to-day as they were in the fall. The fat has not the slightest trace of that yellowish color which indicates that the animals are falling off. The beef is now equal in condition and flavor to the finest stall-fed article, and yet the only food that these animals have had is the grass on the Alberta ranges, which they must rustle for themselves.

Early Wednesday morning last, G. E. Jacques' jewellery store at Calgary was entered by burglars, who almost cleaned out the place, taking all the gold watches, ornaments and cash amounting to about five thousand dollars. The premises were entered from the back where a pane of glass was broken to allow the key being turned in the door, after which the safe was opened by some one who understood the combination and the wooden drawers were opened by a hatchet found in the stove. Two men were arrested on suspicion.

Application will be made at the next session of Parliament to incorporate a company for the purpose of constructing and maintaining an irrigation canal in the territory of Alberta. The present promoters are D. W. Davis, M.P., C. E. D. Wood, editor of the *Macleod Gazette*, Dr. Kennedy, of Macleod, and John B. Bright, C.E., of Lethbridge. This is the first move in the direction of irrigation in the territory. It is to be hoped something practical may result

therefrom. If it can be shown that a system of irrigation can be carried out on an extensive scale throughout the dry portion of the territory, the value of the country, especially southern Alberta, will be vastly enhanced.

The *Calgary Tribune* speaking of the town's prospects for 1891, says the outlook has never been as bright as at present. At least ten new stone business blocks will be built on Stephen avenue, contracts having already been signed for most of them, besides private residences of a better class in other parts of the town. It is estimated that \$500,000 will be expended by private parties in buildings alone. Railroad construction will be continued both north to Edmonton and south to Macleod, making Calgary the base of operations, while the C.P.R. will in all probability make this a divisional point on the road, building a new stone station and changing the time table to enable trains to pass here in daylight.

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b 7 50	Stony Mountain and Stonewall...	12 35 b
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c 7 00	Niverville, Otterburne, Dominion City and Emerson.	21 30

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PORTAGE LA PRAIRIE BRANCH.

Table for Portage la Prairie Branch with columns: Mixed, STATIONS, Mixed. Includes stations from Winnipeg to Portage la Prairie.

MORRIS-BRANDON BRANCH.

Table for Morris-Brandon Branch with columns: Freight, STATIONS, Freight. Includes stations from Morris to Brandon.

Meals. Nos. 117 and 118 run daily. Nos. 119 and 120 will run daily except Sunday. Nos. 147 and 148 run daily except Sunday. Nos. 149 and 157 will run Mondays, Wednesdays and Fridays. Nos. 158 and 159 will run Tuesdays, Thursdays and Saturdays. Pullman Palace Sleeping Cars and Dining Cars on Nos. 117 and 118. Passengers will be carried on all regular freight trains. J. M. GRAHAM, General Manager, Winnipeg. H. SWINFORD, General Agent, Winnipeg.

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CONDENSED JOINT TIME TABLE

In Effect November 30th, 1890.

Table with columns: Going South, STATION, Going North, Mixed, Freight. Includes stations from Lethbridge to Great Falls.

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Canadian Pacific Railway at Dunmore Junction: East bound train (Atlantic Express) leaves Dunmore at 10 17 a.m.; West bound train (Pacific Express) leaves Dunmore at 5 43 p.m. Great Northern Railway at Great Falls: South bound train to Helena, Cutte, &c., leaves Great Falls at 10 25 a.m.; East bound train to St. Paul, &c., leaves Great Falls at 2 55 p.m. Macleod and Pincher Creek Stage leaves Lethbridge Tuesdays, Thursdays and Saturdays, at 9 a.m. Returns from Macleod Mondays, Wednesdays and Fridays. E. T. GALT, W. D. BARCLAY, H. MARTIN, Gen. Manager. Gen. Super't. Gen. Traffic Agent

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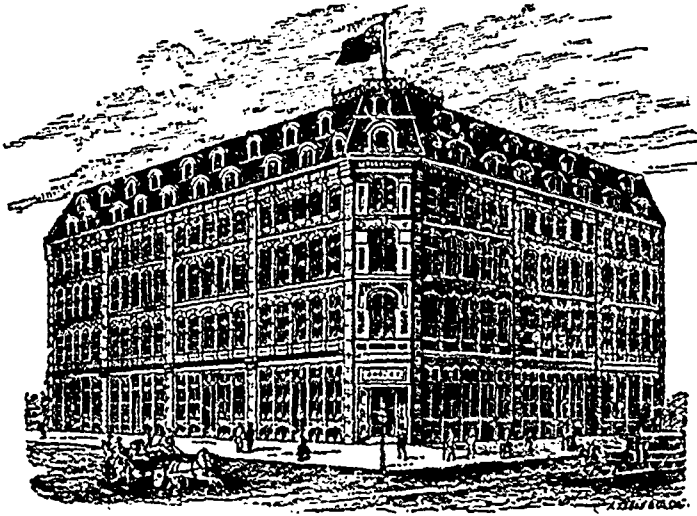
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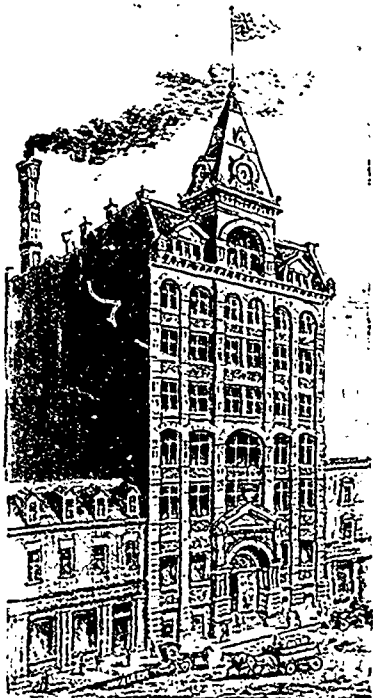


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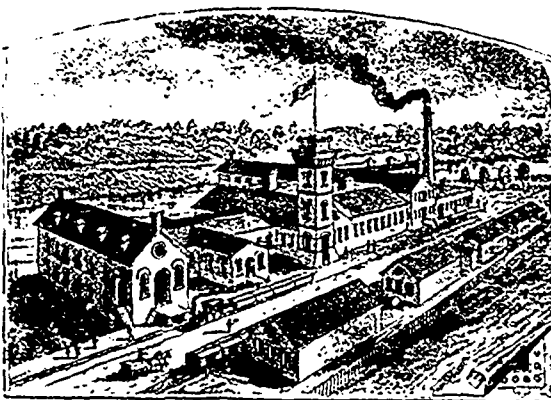
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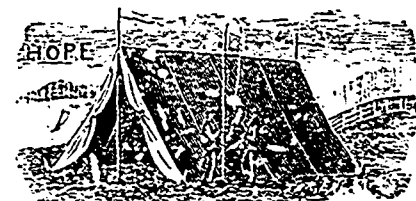
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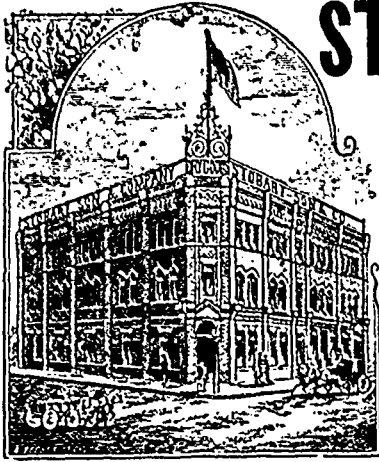
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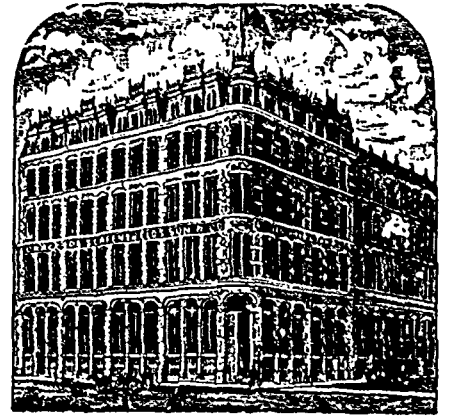
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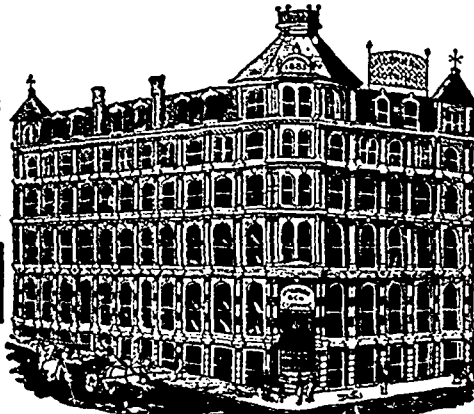
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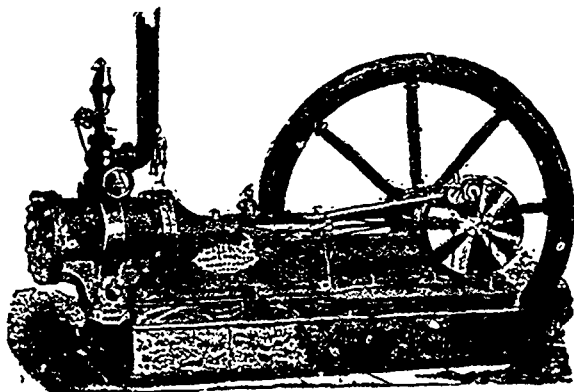
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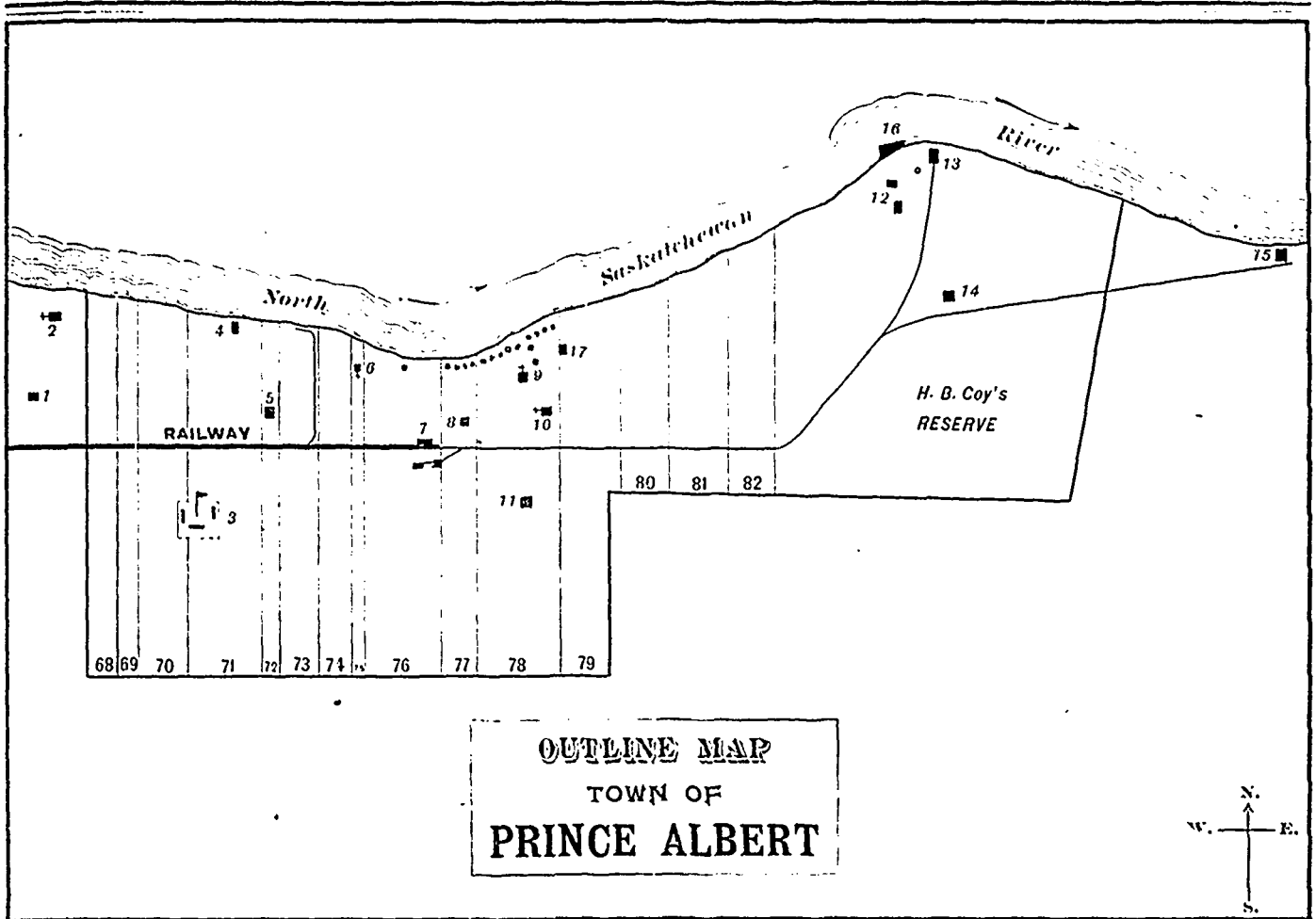
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THE outline map of the town of Prince Albert is intended to show the location of principal public buildings, etc. The heavy line extending around the plan represents the corporation limits. Figures 1 and 2, outside of the corporation limit at the west end, show the location of Emanuel College and St. Mary's Church respectively. Figure 3 shows the Mounted Police Barracks; 4, Sanderson's Saw Mill; 5, R. C. Convent; 6, R. C. Chapel; 7, Railway Station, Round House, Coal Sheds, etc.; 8, Central School; 9, St. Paul's Presbyterian Church; 10, St. Alban's Church; 11, Court House and Jail; 12, Hudson's Bay Co's Head Store and Offices; 13, Hudson's Bay Flour Mill; 14, East End Public School; 16, Steamboat Landing; 17, Goodfellow's Sash and Door Factory. Figure 15 shows Moore & Macdowell's Saw Mill located outside the corporation at the west end. The stars (*) show the central business portion of the town. The heavy line shows the location of the Railway into the town, and the lighter lines are proposed railway switches or extensions of the line. Some work has been done toward extending the railway eastward, and next summer it is expected it will be completed as far as Moore & Macdowell's mill, with a switch to the Hudson's Bay Co's mill. A proposed switch to the river, through lot 73, is shown. The principal business portion consists of a single row of Stores, fronting on the river. The country along the Saskatchewan river in the Prince Albert district is divided on the parish lot principle—that is long, narrow farms, of irregular width, extending back from the river. The plan shows the parish lots within the corporation. The lots are numbered from east to west. The town was started on lot 78, known as the mission property, and the principle portion of the town is still on this property, but it has grown out over adjoining property. There is also a considerable collection of buildings about the Hudson's Bay Co's quarters; also scattered residences throughout other portions of the town, particularly along the river front toward the west end. Parties investing in real estate will find this plan useful, as town lots will be known as sub-divisions of the various parish lots shown on this plan. The corporation limits from east to west is about two and a half miles, and extends south from the river one mile at the west end and about half a mile in the centre. Across the river, opposite the town is a large park reserve. It is unbroken forest on the north side of the river, and the land is all held by the Dominion Government from sale or settlement, except the park, which has been granted to the town.

Prince Albert's Railway.

A new era was inaugurated in the history of Prince Albert and district in October last, when the last spike was driven in the railway which was to give the place connection with the outside world. The people had been so long isolated from the rest of the Dominion, that the occasion was made one of general rejoicing. Here a community of several thousand people had existed for years, 300 miles distant from the nearest railway, and it may be imagined that the advent of the iron horse was welcomed in a most enthusiastic manner. The long cherished hopes of the settlers were now being realized.

The distance from Winnipeg to Prince Albert by rail is 604 miles. The route is from Winnipeg to Regina on the main line of the Canadian Pacific. Cars are changed at Regina to

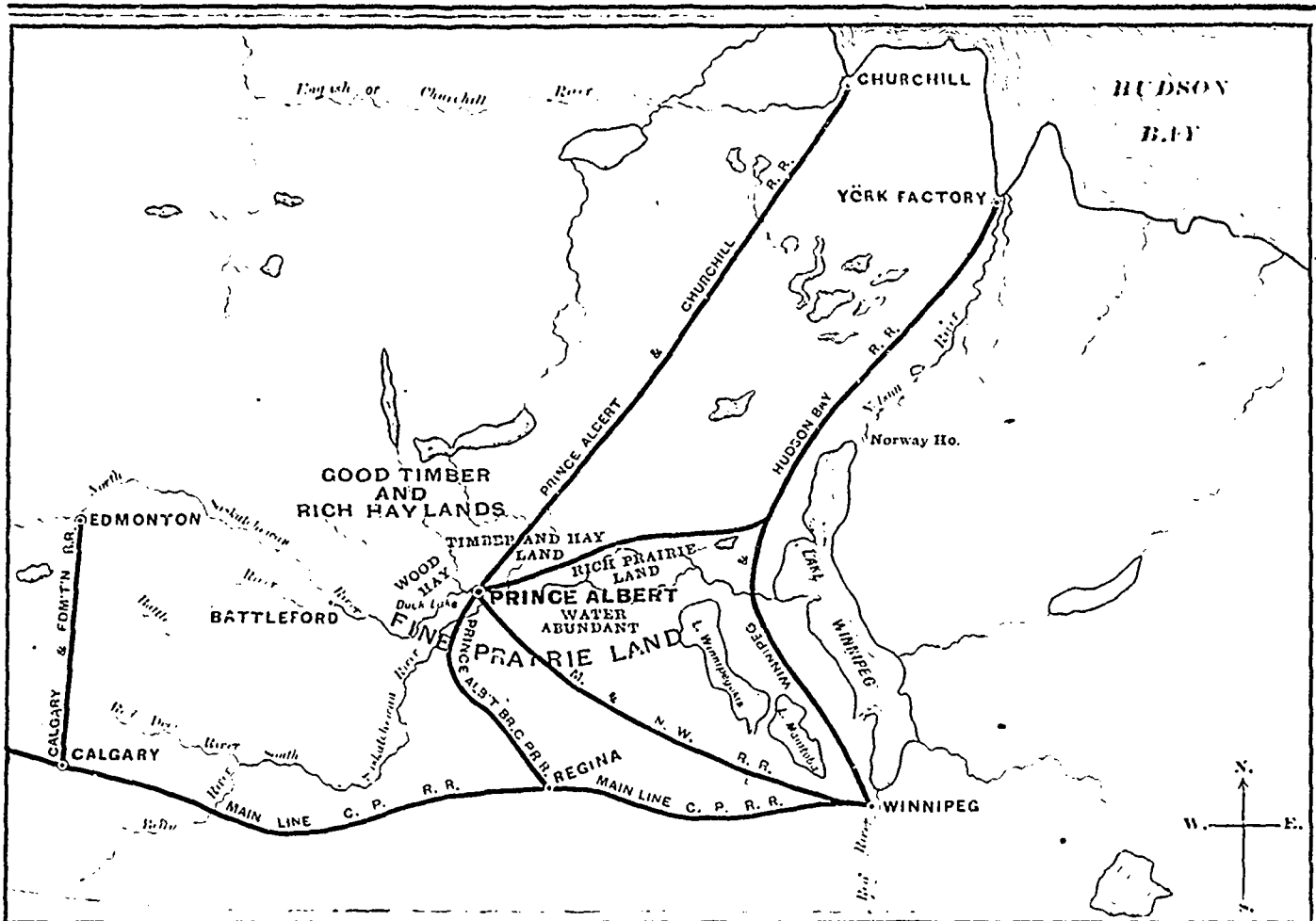
the Prince Albert branch of the Canadian Pacific, the length of the latter road from Regina to Prince Albert being 247 miles.

Construction on the Prince Albert branch was commenced in 1885, when about 20 miles were completed from Regina northward. The road was then known as the Qu'Appelle, Long Lake and Prince Albert railway. Nothing further was done on the road for some years, and the portion constructed was not operated.

During the meeting of the Dominion Parliament in the winter of 1888-89, additional assistance was granted to this railway, with the object of securing its speedy completion. The Prince Albert people, through their representative in Parliament and in other ways had pushed the matter very earnestly, and it was agreed that a special effort should be made to open the district to railway communication. Arrangements were made by which the Cana-

dian Pacific company would control and operate the railway after completion, and construction was pushed vigorously during the summer of 1889, rails being laid that season as far as the crossing of the south Saskatchewan river at Saskatoon. During the winter of 1889-90 material was prepared for a bridge across the river, and the following summer the road was completed and opened to Prince Albert in October last. Since then it has been regularly operated as a branch of the Canadian Pacific system.

Prince Albert has now its first railway, but it will not stop at this. The Manitoba and Northwestern, which is now completed 279 miles in a northwesterly direction from Winnipeg (The Northwestern reaches Winnipeg over the main line of the Canadian Pacific from Portage la Prairie), has its objective point at Prince Albert. This road runs through a very



The accompanying map will convey a fair idea of the geographical position of Prince Albert. It is reached by railway from Winnipeg to Regina, and thence by the Prince Albert branch of the C. P. R. The distance is 357 miles from Winnipeg to Regina, and 247 miles from Regina to Prince Albert. The Manitoba and Northwestern Railway is completed 279 miles from Winnipeg, this being over half the distance and it is being gradually extended, until Prince Albert will eventually be reached. The other two railways shown as extending from Prince Albert to Hudson Bay are yet in the future. They are merely given to show how direct a route could be established to the great inland sea, either by a railway to Port Churchill, or by a shorter line to connect with the proposed Winnipeg and Hudson Bay Railway. The map also shows navigable water routes. Steamers can run from Winnipeg, on Red river, down to Lake Winnipeg, and thence down the lake to the mouth of the Saskatchewan river. On the latter river steamers can run from Prince Albert down to Lake Winnipeg, or up to Edmonton, where connection can be made with the Calgary and Edmonton railway, which will be completed next summer, 100 miles now being constructed. The distance from Prince Albert to Hudson Bay is about 500 miles. This map shows at a glance the favorable situation of Prince Albert, as likely to become an important commercial centre.

rich country for its entire distance, both completed and projected. Prince Albert people look forward with confidence to the time when the Northwestern will give them a second outlet.

But what is most enchanting to the Prince Albert people is the prospect of a road to Hudson bay. The geographical position of the town marks it as a likely starting point for a railway to the great inland sea. The Prince Albert branch of the Canadian Pacific is looked upon as likely to become a link in a railway to Hudson bay. Prince Albert is now the nearest point to the bay reached by rail by several hundred miles. This is a forcible argument to start with, in addition to the fact that it is on a line with any railway which may be constructed in the future from any point in the territories south of the Saskatchewan to Hudson bay. In the event of the Winnipeg and Hudson bay railway being built (which we all believe to be a certainty in time) Prince Albert could be connected with the latter road by a direct line running easterly through the rich Carrot river country. A road from Prince Albert running in an easterly direction to connect with the Winnipeg and

Hudson bay railway would run through a country which is regarded by some explorers and others as without exception the very richest and finest agricultural and stock region in Canada. Professor Macoun, botanist, etc., speaks very highly of the wonderful fertility of the soil through this region

Grain and Milling.

William Carson has leased the Clendenning flour mill near Carman, Man.

About 150,000 bushels of wheat were marketed at Rapid City, Man., up to Jan. 1st, 1891.

The *Northwestern Miller*, of Minneapolis, is organizing an excursion of millers to Great Britain.

The Brandon flour mill is now lighted by electricity, an electric plant having recently been put in the mill.

Geo. Hutton has purchased the interest of D. Maloney in the St. Albert grist mill, Alberta territory, and is now operating the mill on his own account.

The farmers living in the neighborhood of Carman, Man., are organizing an elevator company among themselves. They propose to

build an elevator with a capacity of 60,000 bushels.

Over three hundred thousand bushels of wheat have been marketed at Alexander, Man., this season. It is estimated that 100,000 or more bushels will be received from last crop.

The Lake of the Woods Milling Co. is building a grain warehouse at Treesbank on the C. P. R. Glenboro extension, two and a half miles west of Millford. T. S. Matheson, late of Brandon, is the buyer in charge.

Wheat receipts at the elevator at Wawanesa, Man., writes a correspondent have been light of late. It is estimated that very little over half of the crop of this neighborhood has been marketed, so that a much heavier movement can be looked for just as soon as prices advance or holders are convinced that they will not do so.

We have received a copy of "Ferren's Ready Reference Book" for grain and provision dealers, published by A. D. Ferren, 170 Van Buren street, Chicago. This is a very handy reference for dealers in these lines. It shows the range of prices in the Chicago market for 27 years; also yearly crops, annual exports, stocks and other statistics for fifteen years, besides much other trade information.

Prince Albert.

Considerable space is given in this number to Prince Albert and district. This important region was opened to the outside world by railway communication last fall for the first time. The great Saskatchewan country is a region about which very little is known in Canada, though it is a most valuable territory. The great explorer, Colonel Butler, said: "The fertile belt has been defined as being bounded on the north by the North Saskatchewan river. It will yet be found that there are ten acres of fertile land lying north of the North Saskatchewan for every one acre lying south of it." In the Saskatchewan country Canadians have an heritage the value of which they little imagine. This is the excuse THE COMMERCIAL has to offer in devoting so much space to a portion of this region, with a view to making the vast wealth of the territory more fully known. A representative of THE COMMERCIAL recently spent some time in Prince Albert and district, and the information which he gathered about the country is now related for the benefit of our readers. An interesting historical article from the pen of Chas. Mair, a well known writer and pioneer of the country, is also given.

Historical Prince Albert.

WRITTEN FOR THE COMMERCIAL BY C. MAIR.

Every place must have a beginning, but the origin of some places which took their rise in the Northwest before the era of railways is more interesting than that of towns of more recent growth. We are accustomed to speak of the Northwest as "a new country," and in the matter of agriculture it may be justly so called, though even in this respect with some limitation. As regards trade and occupation through it by civilized men, the Northwest is in an American sense a comparatively old country, and several of the towns which have sprung into importance within recent times had their origin many years ago in trading posts and rallying places of the Indians, who always pitched upon central and commanding points as their rendezvous. Speaking of the West and Northwest it is enough to single out Toronto, Detroit, Chicago, St. Paul, Winnipeg and Prince Albert as illustrative of the latter historic fact, and it is with the latter town, the latest example of primitive exegesis in the North-West that this article professes to deal. It is noticeable that the great "centres" lie hundreds of miles from each other. It would seem indeed that a "centre" requires a wide radius to nourish it into commercial supremacy and thus these central points are found to be from three to four or even five hundred miles apart. Subsidiary towns, and important towns too, may and do arise between, but the distinctive centres seem to be situated as we have said and to control the others as a part of their system.

PRINCE ALBERT

the capital town of Saskatchewan is a central point of this character. Though of course in infantile shape it yet distinctly foreshadows by its bearing upon its outlying districts a future of colossal magnitude, more especially when

viewed in connection with the development of the Hudson Bay route. It is on the "air-line" from Churchill to San Francisco, it is situated just where the forests and prairies meet, at a central point on one of the largest rivers of the continent, and being surrounded by a region of great beauty and fertility, with abundant grass, water and wood, must soon make itself felt as an engrossing and distributing centre of trade between the Pacific seaboard and Great Britain.

The origin of Prince Albert is generally attributed to the "Nesbitt Mission" in 1866, when the well-known clergyman, late Rev. James Nesbitt, founded a station on the site of the present town.

But it has a previous history and a primitive *locus standi* such as we referred to at the commencement of this article of which the "Mission" of Mr. Nesbitt was but a development. As far back as 1748 it was manifestly a central point for the fur trade, for here the Chevalier de la Verendrye established a fur post in that year. A portion of the town is actually built upon an old Indian graveyard, and on the south innumerable burial mounds attest the numbers which must at one time have frequented the place. Whittier's lines are fully borne out in the region, and with striking suggestiveness.

"Behind the scared squaw's birch canoe

The steamer smokes and raves,

And city lots are staked for sale

Above old Indian graves."

The ancient name of the place is said to have been *Soomawin*, or the "Dancing-Place," but it is now called by the Crees, *Oakstupawuk*, or "The Settlers' Town." The name Prince Albert was given to it by the missionary already mentioned and the name thus given has been finally adopted and will doubtless be perpetuated. The townsite is a long flat upon the south side of the North Saskatchewan which rises by a series of easy plateaux to a commanding height overlooking the town, yet not too abrupt to be built upon, for residences are springing up all along its brow and up its sides, so that the town already presents a very fine appearance from the river. The plateaux or benches mark the successive recession of the river bed during comparatively recent times. At the foot of the second bench, or terrace, as it is called, a French voyageur kettle was dug up not long since which was doubtless forgotten by a camping party in the last century at what was then the water's edge, and silted over by the freshets. The river, though still of great volume, must therefore have been much wider than it is to-day, and if, as seems likely, it extended from highland to highland, was at one time fully a mile in width. The Prince Albert flat is about three miles in length from east to west and the rising town occupies a central position therein, the railway station of the C.P.R. lying immediately to the west of the present centre. There is a general desire to consolidate the town and to have it grow naturally on both sides, thus getting rid of the rivalries of "ends" which so often interfere with natural extension and public convenience. The public buildings will therefore be conveniently placed, and as the various "benches" are perfectly flat the whole length of the town will be

supplied by street tramways with easy transport, for owing to the eminence to the south the town is likely to spread east and west in its commercial growth and form not a deep but rather a long town with abundance of lofty detached space in its rear for residential purposes.

The importance of the site as a trading point has already been adverted to, but some historic details may prove of interest to the reader and at all events are worth preservation. Verendrye's "fort" has of course long since disappeared, but from the date of his settlement down to the Conquest the great river was roamed by numerous voyageurs and *coureurs des bois*, whose employers after the Conquest were supplanted by British Canadian traders from Michilimackinac to such an extent that, through the formation of various fur companies, including the great North-West Company, at one time a governing influence in Canadian affairs, it literally swarmed with adventurers and exhibited more signs of human occupation than it does even at the present day. Additional animation and the element of deadly strife were added to the scene by the appearance on it of the Hudson's Bay Co. which made its first breach upon the Canadian Companies' trade on the Saskatchewan about the year 1774. From that time, and down to 1821, when the Canadian and English Companies united, the history of the North Saskatchewan is simply a recital of attacks and reprisals and deadly antagonisms, often ending in murder. Many a wild scene of revenge and bloodshed was enacted on its shores in which civilized men and gentlemen took part, and the annals of romance might be largely swelled by recitals which would seem almost incredible to modern ears.

After the union of the companies, the H. B. Co. established their chief trading post called Carlton, about 50 miles above Prince Albert, but maintained small posts at the old points, until later developments proved that Prince Albert was the natural one, when they abandoned Carlton and established their headquarters for the district at Prince Albert, where they still remain, and where they received a large conveyance of land under the terms of the transfer.

The germs of agriculture had sprung up there at a date preceding missionary enterprise, under the rude auspices of what were known as the "House Indians" in contradistinction to Indians who lived in skin lodges. These so-called "House Indians" were in reality half-breeds who inclined rather to Indian habits and customs than to those of their fathers, yet retained some of the instincts of settled industry, and hence built themselves cabins, and did a little farming in a slovenly and rudimentary shape. These were the primitive semi-civilized settlers of Prince Albert, and are still remembered and known by names translated from the Cree but which have now become surnames, and many of their descendants are still to the fore, some having relapsed into the Indian treaty condition, whilst others, having progressed with advancing civilization, are now completely merged and absorbed into the organized social system around them.

With the establishment of missionary enter-

prise a new element appeared on the scene. Mr. Nesbitt had married in Red River into an old and highly respected Kildonan family, that of the late Adam Macbeth, whose father was one of the survivors of the Black Hole of Calcutta. His appointment to the mission of Prince Albert led to the removal of a considerable number of his wife's relatives and other old Red river settlers, and soon the place began to assume new shape and farming to be carried on as a settled and permanent means of livelihood. These operations were greatly aided of course by the plain hunt and by the fur trade which continued to be profitable until recent years, and a very thriving community in course of time sprung up which grew to larger proportions by accessions from the east, lured thither by reports of its good soil and the conveniences of life. This settlement was greatly stimulated later on by the decision regarding the trans-continental railway which all early explorations and maps exhibited as certain to penetrate the fertile belt, and thus in a few years eastern industries and enterprises and capital began to centre at Prince Albert which would be a fine city, to day there can be little doubt, had the C. P. R. line been built upon its original projection.

This projection naturally brought numbers of Canadian business men to the place, the first to go there being Mr. Mair, of Portage la Prairie, who having visited the spot the previous year and established a post, moved to it with his family in 1877. He was followed by numbers of other business men, Ashdown, Agnew, Betts & Gwynne, Mr. McPhail, Stewart Bros., J. L. Johnstone, the present mayor of the town, and many more, together with officials and professional men. A newspaper was established under the control of Mr. Maveety which still survives as the Prince Albert Times, a paper which has never failed to advocate "justice" to the fertile belt, a term which simply means development of its natural routes east and west, and which being one of the pioneers of newspaper enterprise in the great interior it is to be hoped will maintain the position it holds and become a strong power for good in Saskatchewan. Another excellent paper *The Saskatchewan*, under the editorial management of Dr. Jardine, a distinguished scholar and a gentleman of high intellectual attainments has been recently started and is already on a prosperous and self supporting basis.

In religious matters the Presbyterian enterprise of Mr. Nesbitt and its success naturally called up that of other denominations. The Ven. Arch-deacon McLean was appointed Bishop of Saskatchewan in 1874 and in the following year made his way to Prince Albert and there established the head-quarters of his church.

The career of this extraordinary man it is impossible to detail here. His knowledge of the country, his profound faith in the future, his untiring energies and vast ability have left an impress which can never be effaced, and his untimely death in the service of his church and the region to which he had devoted his work is still a matter of daily lamentation.

The Roman Catholic communion speedily followed, and with important results. From

small beginnings this church has grown to large proportions and has aided greatly in the educational advancement of the place, particularly in the training of girls. It owns an extensive property in the west ward of the town which it has handled in a liberal spirit and in the interests of the town's progress. A large Conventual school has been built, supervised and conducted by accomplished English sisters, which is a great boon to parents of all denominations who otherwise would find it difficult to procure a first class education for their daughters. For this and other reasons, though Prince Albert is a distinctively a Protestant town, there is yet a warm good feeling between the elder and later branches of the Christian church. The latest church to occupy the field, strange to say, has been the Methodist, which has been slow to move in the Saskatchewan, though it is its crowning honor to claim the first Christian missionary to this district, Mr. Rundle. Subsequent to the Jesuit days of course, but long before Presbyterian, Episcopalian or Oblat penetrated to the Saskatchewan, the Methodist missionary named pursued his work amongst the Indians with devoted perseverance, and though few remember it, left his simple, true mark behind him which will yet come more freely to light. At present the Methodist body is weak in Prince Albert, and has difficulty in maintaining its clergyman in his work.

In 1876 milling facilities, both saw and grist, were furnished by Captain Moore, an enterprise which has developed into The Moore & Macdowell Co., Limited, with a cutting power of 50,000 feet per diem. There are now two other saws mills in the town, and as there is an extensive timber country to the north the export trade in lumber will grow to large proportions. There is as yet but one grist mill owned by the Hudson's Bay Co., a large mill with modern improvements. The large grist mill, owned by Thomas McKay, was unfortunately burned a few years ago, and although rebuilt has not yet been supplied with machinery, though a second mill is much required. As yet all the Prince Albert flour has gone north to supply the Indian trade, and there is no necessity so far to export to the south, there being a large home demand. Bank facilities were added to the town in 1882, when MacArthur & Knowles started a private bank in correspondence with the Merchants Bank of Canada, but latterly with the Commercial Bank of Manitoba. These gentlemen now carry on separate offices. The field is an inviting one for a chartered bank, which would find profitable employment for capital in this growing business centre.

Every branch of business is represented in Prince Albert and all the usual trades and professions. It is the head quarters of the judiciary, there being a large court house and gaol, a resident judge and a full staff of officials.

In 1887 the Dominion Government purchased fifty acres of land from Mr. Mair and Sheriff Hughes, and erected thereon with the exception of the Regina buildings, the finest Mounted Police barracks in the Territories. Here a strong force is maintained, and here also, in due time, will doubtless be built the Provincial

Parliament buildings when Saskatchewan becomes a province. The site is magnificent, being on the hill overlooking the town and fronting the noble forest to the north of the North Saskatchewan. The view from this point is superlative, and apart from mountain scenery, has often been pronounced by visitors the finest in the country.

Five years ago the town was incorporated, and extensive street and other improvements are contemplated for next summer together with electric lighting. The council consists of good live business men, all of whom are deeply interested in the place. A strong rein is kept on expenditures and municipal jobbery is frowned down, so that taxation is low and expenditures strictly confined to essential improvements. It is an exceedingly healthy town, the natural drainage being all that could be desired. A reservoir on the "hill" will yet supply the town with water, both for household use and fire protection, so that expensive fire engines will not be required. It is doubtful too, if street paving, unless sidewalks, will be needed. Owing to the spongy nature of the soil, annis being on the top and the clay under, even steady rains are speedily absorbed, and people can walk dry-shod at all seasons. Prince Albert should thus be a cheap town to live in, and doubtless will be, whilst in other respects it is a beautiful and pleasant place and the whole region picturesque and charming to the eye.

Such is a brief sketch of this self-made and prosperous town, which owes its existence not to railways or eastern enterprises, but solely to its own inherent and natural growth. The first railway (a branch of the C. P. R.) only reached it late last fall—too late indeed to influence immigration; but as uniform rates are to be granted over the line next summer, the region will speedily attract the immigrant, who will find a moderate climate, free from blizzards, and one of the finest countries for dairying and sheep and stock-raising on the continent. In concluding our sketch of the capital of Saskatchewan, we may say that it has never been a "boom" town and has no need to be. We simply, in the order of our duty as journalist, indicate it as one of the future great centres of trade and population in the Territories and express our belief, which is now a common one, that in connection with the development of the Hudson Bay route, now the great and crying necessity of the whole country, its future must necessarily owing to its situation on the direct line of trade and its nearness to Churchill, be one of commanding importance. Winnipeg has nothing to fear from the growth of a city 500 miles north-west of it but has indeed everything to gain by cultivating the most friendly relationship with Prince Albert. On the contrary, by aiding and urging on the completion of the Manitoba and Northwestern road to that point, thus establishing an air line through the fertile belt, Winnipeg will largely benefit herself whilst extending a helping hand to a rising sister community.

The Territory of Saskatchewan.

We subjoin some notes on the Saskatchewan district from "copy" supplied by Mr. Mair, to the forthcoming territorial pamphlet:

Saskatchewan is the largest and most central of the four provisional districts, which for representative and other purposes were carved out of the territories by the Dominion Parliament in 1882. Its area is 106,700 square miles. In shape it is an oblong parallelogram which extends from Nelson River, Lake Winnipeg and Manitoba, on the east to the 112th degree of west longitude on the west, and lies between or, rather, slightly overlaps the 52nd and 53th parallels of north latitude. It thus includes a larger proportion of the so-called fertile belt than any of the other territorial districts, and is almost centrally divided by the main Saskatchewan river, which is altogether within the district, and by its principal branch, the North Saskatchewan, most of whose navigable length lies within its boundaries. It includes in the south but a small proportion of the Great Plains, and in its general superficial features may be described as a mixed prairie and wooded region, abounding in water and natural hay, and well suited by climate and soil for the raising of wheat, horned cattle and sheep. It may in fact be described as the Ontario of the Northwest, its prairies corresponding to the cleared portions of that province, whilst its timber areas to the north give it a like value in the industrial future. It is the wheat-growing district too which lies nearest to Hudson Bay, and like Ontario its boundaries may be so extended north-west as to make it a maritime province, and a vast entrepot for interior trade. Its climate may be briefly described as corresponding to that of Manitoba.

Owing to the deflection of the Canadian Pacific Railway this great region has remained comparatively dormant and unknown since 1882. But down to that period the presumption was that the great national highway would pass through the fertile belt, and hence a number of settlements were formed on both branches of the Saskatchewan which in spite of remoteness from railway transport constantly thrived, and increased solely upon internal sources until overgrowth made a railway outlet and connection with the eastern markets a necessity. To meet the pressing wants of these communities the government in 1889 came to the assistance of one of the chartered railways whose projected line extended from Regina to Prince Albert, a distance of 250 miles, and by the 1st of October of this year the rails were laid, and the road is now completed and in full working order between these two towns. Next year railway communication will be extended to Battleford, thus supplying all the existing communities on the Saskatchewan with an outlet. Other great regions of unbounded fertility lie to the south and south-east of Saskatchewan however, regions which would long ago have opened up for settlement had the Manitoba and Northwestern railway fallen at the first into the hands of an energetic company. This road starts from Portage la Prairie and penetrates in a northwesterly direction, bisecting a magnificent country all the way to Prince Albert, which is its future terminus. Unfortunately, however, only 225 miles of this important line have been constructed, though it is one of the oldest charters in the Northwest and though a large settlement was formed at Carrot River many years ago in the faith of its ex-

ension. Public interests being now aroused there can be little doubt that the 'Air-Line' connection which the completion of this road will give between Winnipeg and the Saskatchewan will soon be an accomplished fact, and that a large tide of immigration will follow to fill up and fructify the great country which lies between the Prince Albert settlement and Manitoba. Another great railway projection, which to the Territories is the most important of all, is that of the line from Prince Albert to Churchill on Hudson Bay. The whole eastern and western world is now becoming conscious not only by the pressing necessity, but by the vast importance of this road from a trade and military point of view. To Great Britain it is a matter of imperial interest, for, while the Suez canal and the Canadian Pacific Railway might be easily closed by an enemy, the Hudson Bay route would give her an impregnable military highway over only 1700 miles of railway from Bay to Coast all of which would be situated far beyond the American boundary, and in a defensible country lying north of two immense rivers. But we must pass from railways built or projected to other matters of interest. The principal "towns" of the district aside from Prince Albert are Battleford, Stobart or Duck Lake, Saskatoon and Kinistino. Duck Lake is about 40 miles west of Prince Albert, and lies between the north and south branches of the Saskatchewan, here about eighteen miles apart. This young town is surrounded by a magnificent wheat growing country, the prairies particularly to the west of it being of great extent, very level, fertile and easily worked. It is situated directly on the line of railway here which promises to become an important grain centre in the near future. Mr. Hillyard Mitchell, M. L. A., of the firm of Stobart & Mitchell, has his ranche near this town where are to be seen a noble herd of Polled Angus cattle and the only band of Kyloes in Saskatchewan.

Battleford the former capital of the Territories, is beautifully situated on the North Saskatchewan, 150 miles west of Prince Albert and is a station of the North-West Mounted Police, and a place of increasing importance. Grain is grown in abundance on its surrounding prairies, timber is plentiful to the north and west, and grist and saw mills find profitable employment in supplying the needs of a growing settlement. The oldest newspaper in the Territories, the *Battleford Herald*, a well edited sheet was started, and still issued here, and some of the largest importing houses of the interior have their headquarters in this enterprising town.

Saskatoon, a creation of the Temperance Colonization Company, has not thriven like the towns already mentioned. The plains in that region partake somewhat of the character of the "Great Plains" to the south of them and are poorly watered, except immediately along the South Saskatchewan river. Their vegetation is not so luxuriant and timber is scarce. The railway station has been placed upon the opposite, or north, bank of the river and it is likely that a more enterprising town will spring up there which will draw its trade from the richer prairie country to the north. It must be said, however, that even on the plains south

of Saskatoon there are some large stock ranches which are said to be profitable. But even so, there can be little doubt that the principal value of these plains in the future will be as a grazing country for sheep, which as winter approaches, can easily be driven north for shelter and winter food. Kinistino is in its infancy and must only be spoken of, as yet, in connection with the unrivalled country around it. It lies about 40 miles southeast of Prince Albert and from the crossing of the south branch eastward, and indeed in all directions from Puctralin to Fort a la Corne, from the Birch Hills, Carrot River and the Water-lieu Lake to the Hoodoo country and beyond is one vast expanse of rich soil, luxuriant grass and convenient timber. The extension of the Manitoba and Northwestern Railway will convert this great region into a garden, and then Kinistino will speedily rise into importance and take its place with the Portage la Prairies and Brandons of Manitoba.

Resources of the Prince Albert District,

SOIL, AGRICULTURE, STOCK, CLIMATE, PHYSICAL FEATURES, FISH, FRUITS, BIRDS, ANIMALS, TIMBER, WATER, MINERALS, FUEL, ETC.

The residents of Prince Albert and district believe they have the very garden of Western Canada. A dissatisfied settler is a *rara avis* indeed. Not one such was found during our visit. On the other hand, they all seemed thoroughly satisfied with their location. Notwithstanding the disadvantages of the past, from lack of railway communication, they have as a rule, done well, and they have never lost faith in the future of their district, believing that its great resources and natural advantages would in time bring them railways and settlers in abundance. On account of the distance from market, they have not been able in the past to farm as extensively as many of them desired to do. This difficulty is now removed. As for stock, they are all rich in this respect. Now that the country has been opened by railway communication, its future is assured. For those who come prepared to take hold and work willingly, and make the best of their opportunities, there is every assurance of success. They can here make comfortable homes for themselves, and in a short time lay the foundation for future prosperity.

SOIL.

The soil of the Prince Albert country is of the deep black mould, peculiar to the very richest portions of the prairie country of western Canada. Here this black mould attains unusual depth. The richness of the soil is shown by the luxuriant growth of vegetation. A depth of four feet of this rich soil is not unusual. It has been proclaimed by experts as practically inexhaustible. Nor is the area limited. East, west, and south of Prince Albert, there is a vast region which answers to this description, while north there is a great timber country, which also possesses a fine soil. It is a great mistake to suppose that this country north of the Saskatchewan is not valuable from an agricultural standpoint. Settlers, however, as a rule will not go into the woods when they

can locate in the more open lands south of the river.

AGRICULTURE.

It is necessary to add but little under this head to what has been said elsewhere in this number. The reader is referred to the articles "What the Settlers Say" and "Prince Albert Wheat," each of which appear in this issue. Suffice it to say, that all grain crops grown anywhere in western Canada, do well, while roots, as may be imagined from what has been said under the head of "Soil," produce phenomenally. Experiments were made during the season of 1890 with English two-rowed barley, with success. The British delegates, one of whom was a barley expert, pronounced the samples very fine. Last year 103 pounds of potatoes were grown from one pound of seed, and the yield of another small patch of potatoes was placed at equal to 900 bushels per acre, the patch being less than an acre. Oats last year reached as high as 80 to 90 bushels per acre as the maximum individual yield.

STOCK.

The reader is also referred to the article "What the Settlers Say," for information about stock. Horses, cattle, sheep and hogs do well. There is abundance of summer pasture, and also of winter fodder, in the rich natural grasses of the prairie. Pure water is readily obtainable. The climate is healthy, and animals are very free from disease. Opinions vary as to what class of stock proves the best adapted to the country, which only goes to show that the country is suitable for the raising of animals of various sorts. The natural conditions are certainly very favorable for all kinds of grazing animals, while winter fodder is so easily and cheaply obtained, that there is nothing to fear regarding the expense of winter feeding. The season of winter feeding is shorter here than in eastern Canada.

PHYSICAL FEATURES.

The country is decidedly undulating in its nature. From Red Deer hill, south of Prince Albert, a beautiful view can be had of the surroundings for many miles. The country is picturesque and diversified in appearance. It is a park country in the truest sense of the word. Strangers who have passed over the open plains to the south by rail sometimes go away with the impression that this is rather a monotonous country. They fancy they have seen the whole country, and that it is all alike. If they would take a trip north they would have their eyes opened to the fallacy of this idea. Here is a country as pleasing to the eye as could be wished for. A delightful country of lakes and clear streams, with scattered clumps of trees everywhere over its undulating surface, giving it the appearance of a vast garden—a park laid out by nature who for her own pleasure. The British delegates who visited western Canada last fall, greatly admired this district, and some of them compared the country to the midland counties of England, so famous for rural beauty.

CLIMATE.

The climate may be described as similar to Manitoba. The greater distance northward does not seem to increase the average degree of cold to any noticeable extent. The climate is clear, dry and healthful. There are no diseases

peculiar to the country, afflicting either man or beast. The summer day is long and bright. The winter clear, calm, and steady. The region is free from severe storms. The terrible blizzard of winter, which sweeps over the open plains of Dakota, is here unknown, and there is no fear of the death-dealing tornado or cyclone, for they have never visited the country. The district is safely out of the storm belt, which more than counterbalances the more northern latitude, and renders the climate even more pleasant and enjoyable than regions a thousand miles to the south. Ladies drive out in the winter for pleasure. Until the present winter the residents of Prince Albert had to drive 300 miles to reach the railway, but this did not deter them from going abroad in the winter, for pleasure or business. For instance, last winter a large party made the drive to the railway, in order to be present at a curling tournament at Winnipeg. If the winter climate were to be dreaded, we would not find men starting out on such a long drive for pleasure. At the time of the writer's visit to Prince Albert, during November and the first half of December last, the weather was superb. There was no snow. Cattle were feeding out on the prairie. The days were bright and mild, and even a light overcoat was unnecessary much of the time, while furs were useless.

FUEL AND TIMBER.

In a prairie country, fuel is an important matter. About this there need be no fear, so far as the Prince Albert district is concerned. Right across the river from the town commences a vast forest, which extends hundreds of miles northward and eastward. This timber is easily reached by the streams flowing into the Saskatchewan from the north. In the country south of the river there are also numerous patches of small timber all over the district. Instead of wood fuel being scarce here, a large business is likely to be done in shipping out cordwood southward by rail to less fortunate districts. Cordwood is worth about \$1.50 per load at Prince Albert. Coal also abounds along the Saskatchewan river further west. John Macoun, the well-known botanist and writer on physical geography, states that there are 211 of miles coal exposure along the banks of the Saskatchewan, coal could therefore be laid down by water at a minimum cost, at points anywhere along the great river. So far as the fuel question is concerned, it can be summed up as follows: Abundance, at a very low cost.

The principal variety of timber to the north is spruce. This is the kind mostly manufactured into lumber. Tamarac, poplar and birch are also sawn at the mills. (See article on lumbering industry). There are many other varieties of trees and shrubs. The aspen poplar is most widely distributed over the prairie portion. White and black spruce, balsam poplar, elm, ash leaved maple, willow, cherry, etc., are among the other trees most common to the region.

MINERALS.

Knowledge on this point is yet rather indefinite. The vast country to the north is practically unexplored, and there are no doubt, valuable mineral deposits existing about which nothing is known. What little investigation has been made, however, goes to show that in

addition to its other resources, there is a great deal of mineral wealth in the territory surrounding and tributary to Prince Albert. Gold can be obtained from the bars of the north Saskatchewan river, within the corporation limits of Prince Albert, and at other places along the river. It is the belief with many that this gold is washed down from streams flowing into the Saskatchewan from the north, as gold is also found in these streams. Dr. Porter of Prince Albert, who made an exploring trip last summer, found gold from surface washing along some of the streams flowing into the Saskatchewan, north-west of the town. One spot projected gave quite rich returns from surface washing. Silver and galena specimens have been procured 100 to 150 miles north. Specimens of galena were very rich. There is no doubt as to the existence of iron deposits in various sections. Copper has been found, particularly at Pas Mountain, near Cumberland Salt has also been found, and it is also believed to exist in several sections, particularly south and eastward. Sulphate of soda exists in a large deposit, and carbonate of iron, useful for manufacturing paint, has been found. Other paint material exists near La Corne. Moulders' sand has been found, while marble and slate exists to the north. Clay suitable for red and white brick, is obtained near Prince Albert. Specimens of mica have been brought in from the north, and from the description given by the discoverers, the deposits of this article must be valuable. It was reported to exist in large blocks, several feet square. Indications of coal have been found in the cut banks of the river, but these have not been investigated sufficiently to give an honest opinion of their value. Farther west on the north Saskatchewan there is no doubt as to the value of the coal deposits, and it is quite possible that these deposits extend eastward to the Prince Albert district. Away to the north-west is the vast petroleum territory, about which a good deal has been heard, and which is believed by experts to be the most valuable petroleum region in the world. This petroleum territory is beyond the confines of what may be termed the Prince Albert district, but nearer Prince Albert there are also indications of oil. Limestone is abundant, lime being prepared at Prince Albert.

FRUITS AND FLOWERS.

Wild fruits of many varieties are abundant. Among these an important variety is the cranberry of commerce. This grows in abundance in swampy places throughout the district. The berries are gathered by the Indians and sold to the merchants and others. They are preferred by some to the cultivated berry, having a richer flavor. The high bush cranberry is very plentiful, but less valuable, though when gathered on the green side it makes an excellent jelly. Raspberries and strawberries are abundant. There are several varieties of wild cherries. The blueberry is also a prolific fruit. There are also several varieties of wild currants, both red and black, and gooseberries, some of which have been cultivated, and are greatly improved thereby. There are other varieties of wild fruits not so generally used. Where so many fruits grow wild, there should be no doubt as to the production of many cultivated varieties.

As for flowers, the prairie is one vast flower garden during the summer season, from the prairie crocus, which makes its appearance with almost the first ray of warmth in the spring, to the yellow varieties of the late autumn.

ANIMALS, BIRDS AND FISHES.

There is a long list of fur bearing and other animals which may be found in the district. Among the fur animals are the lynx, several varieties of the fox family, black and grey timber and prairie wolves, beaver, otter, marten, fisher, mink, muskrat, brown and black bear, red and flying squirrel, gopher or ground squirrel, skunk and badger. The deer family is well represented. The elk, or red deer as it is called, is frequently met with. This is a noble animal of the deer family. There is also the moose and cariboo, the latter the third in size of the deer species, and the jumping deer, farther north a small deer is found in large numbers. Rabbits are very numerous in some seasons.

Birds are numerous. Ducks, geese and other waterfowl swarm the country. There are two principal varieties of the goose family, one being known as the snow or wavy. There are two varieties of swan. Of the duck family there are twenty or twenty-five varieties. These birds come north in the summer to breed. There are several varieties of the grouse family, including the prairie chicken, spruce partridge, white partridge, etc., plover and snipe of numerous varieties. Hawks and owls of many kinds, cranes and herons, pelicans, gulls, loon or diver, grebes of several kinds. About all of the long list of Canadian summer birds of the smaller species, also visit the district. A number of birds remain all winter in the country, such as owls, hawks, crows, blue-jay, whiskey jack, butcher bird, wood peckers, snow birds, etc.

Fish abound in the rivers and streams, and particularly in the numerous lakes to the north. Among the varieties of the finny tribes are many excellent food fishes. The whitefish is found in large numbers in many of the lakes, and also an excellent species of trout. Among the other well known species are:— goldeyes, pickerel or dore, jackfish or pike, sturgeon, tulibes, mullet, sucker, sheep head, perch, cat fish. In the spring of the year, the waters of the Saskatchewan swarm with fish ascending from Lake Winnipeg. A party who witnessed the scene stated, that at Grand Rapids, on the Saskatchewan, he saw the fish ascending in such numbers that they could be raked out of the river in any quantity. The supply of fish in the lakes to the north is practically unlimited, and a large industry is sure to grow up in taking these fish for shipment to all parts of the country. Trout of fine quality, weighing from 10 to 25 pounds, are found in these lakes. These northern whitefish are also of a very fine quality, and they attain large size, some being caught which weigh from ten to thirteen pounds each.

The Great Saskatchewan.

THE COMMERCIAL has heretofore called attention to the great inland waters of the West. The Saskatchewan is a river of the first magni-

tude. It may safely be ranked with the largest rivers of the world. The name means in Indian "rapid water." The river is divided into two main branches, known as the North and the South Saskatchewan. These branches each rise in the Rocky Mountains, and after flowing hundreds of miles, are united in one stream some miles below Prince Albert. In their course each of the branches receives the waters of many tributary rivers and streams. The general course of the North Saskatchewan is easterly, and the same is true of the South branch, though from a point about north of Swift Current, a station on the main line of the Canadian Pacific railway, the latter stream takes a turn to the north, and flows in a northerly direction for about 300 miles, until it unites with the North branch. The course of the river after the union of the two branches, is also easterly, until its waters are emptied into Lake Winnipeg. Lake Winnipeg has its outlet through the Nelson river into Hudson Bay.

The length of the North Saskatchewan, is about 1,000 miles from its source to the juncture with the South branch. The South river is about the same length. The length of the main river after the union of the two branches is about 300 miles. Thus the main stream and either of its branches would be about 1,300 miles. These distances are estimated, the exact length of the river not being known. With the Nelson river, which is a continuation of the same water course, about 400 miles or more would be added.

The Saskatchewan river is destined to become a great artery of commerce. As nature made it, it possesses magnificent navigable stretches. The main stream is navigable its entire length, the only serious obstruction being at Grand Rapids, near Lake Winnipeg. The North branch is navigable as far as Edmonton, a distance of about 800 miles from the mouth of the river at Lake Winnipeg. On the South branch steamers have run as far as Lothbridge, in Alberta territory, 800 or 900 miles from the mouth, though navigation on the South river is more precarious. Little or nothing has been done toward improving the river, and with some expenditure the navigable value of the Saskatchewan could be vastly increased. Steamers have run between Lake Winnipeg and Edmonton for years, connecting at the lake with steamers for Winnipeg. This was the great artery of commerce through the country before the advent of railways. Steamers ran from Winnipeg or Selkirk, on the Red river, to Lake Winnipeg, and down the Lake to the mouth of the Saskatchewan. Goods were transferred by a short tram railway around the rapids near the mouth of the river to the steamers on the Saskatchewan, and were distributed by the latter steamers to points along the river as far as Edmonton. Since the construction of the Canadian Pacific railway, a good deal of freight for the northern country has been carried westward on the railway to Qu'Appelle, Swift Current, Calgary and other points, and thence hauled across the country by horses and oxen to its destination. Steamers, however, have continued to run on the river as usual, during the season of navigation. The Saskatchewan river, taken in connection with Lake

Winnipeg, the Red river and other tributary water stretches, forms one of the greatest systems of inland navigation in all the world.

The North branch of the Saskatchewan opens about the 20th of April. D. Peterson, of Prince Albert, has noted down the following dates of the opening of the river, in the years named: In 1884 the ice went out on April 23; in 1885 on April 9; in 1886 on April 16; in 1887 on April 13; in 1888 on April 29; in 1889 on April 21. On the south branch the ice breaks up from ten days to two weeks earlier. The highest water is usually in June, July and August, when the melting snows in the mountains have their influence upon the stream.

The most important feature about the Saskatchewan river is the vast and wonderful territory through which it runs. It can be claimed without fear of contradiction, that it drains a larger area of fertile country than any other river in the British Empire. There is room for millions of people in the country (yet almost uninhabited) tributary to the river. Nations could exist in the country drained by this mighty river. Enough wheat could be grown in its valley to supply the United Kingdom. That the valley of the North Saskatchewan may yet become the centre of population in Canada, is a prophecy not unlikely to be fulfilled. Gold is washed from its sands, and coal is dug from its banks at points hundreds of miles apart. The finest wheat in the world is grown in its valley. This is not a random statement. A sample of wheat grown at Prince Albert on the North Saskatchewan, during the summer of 1890, was pronounced by experts to whom it had been sent, to be the finest spring wheat they had ever seen.

The South Saskatchewan runs principally through an open plain country, devoted to ranching. The North Saskatchewan and the northern portion of the south branch, runs through a mixed prairie and timber country. The northern stream may be said to be the centre of the great fertile belt, which stretches from the Lake of the Woods in a northwesterly direction to the Rocky mountains. This is the region of deep, black soil, of great productivity; the region of luxuriant vegetation. The rich natural prairie grasses here produce abundant fodder, for winter or summer use, for unlimited numbers of grazing animals. No labor is required to cultivate hay feed for stock. Valuable forests exist at points along the main stream and its tributaries, which furnish fine lumber for building. There is here the richest virgin land in the world for cultivation, abundance of feed for stock, wood and coal for fuel, brick clays, limestone and timber for building, pure water readily obtainable, and a remarkably healthy climate. This in brief gives the natural advantages of the North Saskatchewan valley. What more could be required? Those in search of a home are invited to come in and possess this land which has now been opened up to the outside world.

The Saskatchewan river at Prince Albert has been said by a traveller to resemble the Danube of Europe. Adventurous travellers who have made a trip along the North Saskatchewan in times past, some in open boats, have been wild with delight in their descriptions of the country and scenery. Imagine a river flowing for 1000

miles and more through a park-like country, with its meadows and clumps of trees; vegetation luxuriant on every hand, and the banks decorated to profusion with the flowers of the prairie. Here are no masses of rock, nor towering cliffs, leaping water falls, nor foaming cascades. Here is simply a vast succession of quiet loveliness, rendered doubly sublime by its loneliness. This was the picture presented to the pioneer travellers along the great Saskatchewan. The residences of the few settlers, who are the predecessors of the millions yet to come, indicate the coming tide of population. We cannot wonder, then, that the few adventuresome travellers who saw this country before even the few residences of the pioneer settlers had made their appearance, should have left such glowing descriptions of the country. What thoughts must have pressed upon these adventurers, coming as some of them did from crowded centres of population, when they beheld this vast region, so homelike and inviting, yet awful in its loneliness. In the struggle for existence—growing keener and keener in the crowded countries of the old world—the weaker were being crushed under foot, while here was and is a productive land where millions may make their homes.

Openings for Industries at Prince Albert.

In a new country with resources there are always openings for investment in industrial lines. THE COMMERCIAL believes there are some good openings in this line in Prince Albert. In addition to its advantages for settlers who desire to follow farming and stock raising, there are a few openings for investment in manufacturing enterprises. In ordinary store trade branches there is usually a tendency to overdo business in new towns, while manufacturing lines which would pay better are neglected. The reason is that it takes more experience, and usually more capital to embark in manufacturing enterprises. The position of Prince Albert, being the centre of a large territory, a natural terminal point for railways, water communication for long distances, abundance of fuel, etc., make it a desirable point for investment in manufacturing branches, for which the country is adapted. The fact that Prince Albert has become such an important point without railway communication, marks it as a natural centre of commerce and industry.

In lumbering there is already quite an industry, which will be referred to elsewhere. This industry is capable of expansion. Lumber shipments from Prince Albert to other parts of the territories, promise to form quite an important item in the trade of the place. With such a large supply of raw material in the immediate vicinity, the manufacture of sash, doors, blinds and general work of this nature, should become quite an industry, not only for local use, but for shipment throughout the country.

A woolen mill is another important opening. Raising sheep has already made considerable progress in this district, and is bound to expand rapidly. The advantages of the region for raising sheep are dealt with elsewhere. By the manufacture of wool in Prince Albert, the

freight would be saved on the wool now exported, as well as on the goods brought in which could be made from it. For instance, the wool produced in the country is shipped away to eastern Canada, and freight is paid in return also on blankets and other articles which could be manufactured at home. A party speaking on this subject says: "When you take into consideration that wool in Prince Albert sells at 8 cents per lb. and the manufacture of it into cloth or blankets costs only about 20 cents per lb. if manufactured here and this wool paid for at present rates, would be 28 cents. Your merchants now pay to the wholesale merchants 80 cents per lb."

Flour milling is another industry which is bound to expand greatly. The finest wheat in the world can be produced here in great quantity. For the quality of wheat grown see the article on "Prince Albert Wheat." There is now a very good flour mill in the town, and several small grist mills in the district, but heretofore the production of grain has been limited to local requirements, government and Indian contracts, and for northern trade. With the railway there is now an outlet for the manufacture of flour on a larger scale. The greatest possibilities for milling at Prince Albert depend upon the construction of a railway to Hudson bay. With such a railway Prince Albert would be located at the base of a large wheat supply, with a direct and short route to British markets. Prince Albert would become the most convenient point for milling this wheat for shipment to Great Britain and Europe, and besides having the finest wheat to work upon, it would be nearer British markets than any other milling centre on the continent. With these advantages it may yet become an important milling centre.

Another industry for which there is a good opening at the present time is a packing house. Throughout the great northern country, cured meats, next to flour are the staple. These products are heavy in weight, and the cost of freight in bringing them in is excessive. All cured meats should be prepared right on the spot, and thus an increased market would be provided for stock raised in the immediate vicinity. At present cured meats are imported. It is estimated that about \$300,000 is paid out annually for cured meats, such as, bacon, hams, etc., which might readily be all raised and packed at home. Bacon has sold as high as 25 cents per pound. It is now worth 18 cents per pound, and smoked meats about 20 cents. When it is considered that pork can be grown on the spot at a cost of about two cents per pound, the advantage of curing at home is apparent. With the Hudson Bay route opened, Prince Albert will certainly become an important shipping point for stock and meats to Europe, and the opening for a packing house for local trade may be extended in time to a great export industry in cured and canned meats, etc. With this northern route via Hudson Bay opened, this district would be most favorably situated for raising stock for export to Europe. It is thought by some that the exports of dressed meats will replace the export of live stock very largely in time. For dressed meats this northern route would afford such advantages to the Prince Albert district as are possessed by no other stock region on the continent.

For a creamery or cheese factory, or both, there is an excellent opening at Prince Albert. In fact this is one of the best openings in the place. What is said elsewhere will show the value of the country for cattle. The climate is healthy, pure water is readily obtainable, and the natural grasses are incomparable for richness. Milk produces an unusually large percentage of fat, and will consequently yield heavily in butter. There is room for a number of cheese factories and creameries in the district, now that there is an outlet by rail to market. None have yet been established. It is estimated that there are 1,000 cows within ten miles of Prince Albert.

There are other industries, such as the manufacture of arated waters, etc., which will no doubt pay in time. A considerable quantity of hides are now shipped out, and a tannery might prove a profitable industry in the near future. A large supply of moose, and deer hides for tanning could be obtained. There is also undoubtedly an opening for a good brick yard. Clay, suitable for both red and white brick can be had, and also limestone. These could be manufactured for local trade and probably for shipment. The expected rapid growth of the town in the near future will call for a large supply of brick, lime, etc. A pump factory would no doubt do a good trade. Still another industry for which there is probably an opening is a carriage shop.

North of the Saskatchewan.

This description of a portion of Saskatchewan territory is furnished by Mr. William Plaxton, M. L. A., one of the best practical farmers in Saskatchewan. This gentleman has been for years a painstaking and intelligent experimenter. It was he who produced the sample of Ladoga wheat, which aroused so much interest in Winnipeg, and his paper should be perused with attention, as it is matter which is carefully weighed, and gives in plain terms the results of close observation and a long experience. After describing the prairie and best known portions of the territory, Mr. Plaxton says:

"It must be borne in mind by the reader that the foregoing references are to prairie regions, which lie far apart in a district whose area is almost equal to that of the United Kingdom, and that an immense country to the north and east is still unexplored and therefore unknown. What knowledge we possess is drawn from Indians, Half-breeds, Missionaries, Hudson's Bay company employes and the few meagre explorations made by geologists and surveyors within recent years. Enough, however, is known of the great Saskatchewan region to the north and east of Prince Albert to justify a not unfavorable estimate of its capabilities and resources. Two broad facts are well established, viz: that it is in many parts timbered, and that it is a great lake country, but not a region of great rivers with the exception of the Mississippi, or Churchill river, once the canoe route of the fur companies to the MacKenzie, which lies to the north of it.

None of the lakes are of the first, or even of the second magnitude, such lakes lie beyond its borders. But many of them are very large, and they all swarm with fish of the finest qual-

ity, viz: whitefish and trout. The timber again, where known to exist, is of value, though it consists mainly of spruce. But spruce, to use a whist phrase, is now a "promote!" wood, the pines of the east being nearly exhausted and the full grown spruce of the north-west attains a large size, and is considered by carpenters who have used both, a softer and better wood to work than the Douglas pine of British Columbia. It and the Bauksian pine together with tamarac and birch, are the woods which obtain in the lake country, and much of them is of fair quality, and will yet be an important source of supply for prairie demand if not for export. There is considerable merchantable timber, on the main Saskatchewan below the forks, and particularly at Tobin's Rapids. Further down a heavy growth exists at Rabbit Creek and in the neighborhood of "The Cut Off" near Cumberland Lake. On the Seepanook, one of the numerous "rivers that turn," that is to say flow in opposite directions according to the stage of water, and which are peculiar to the Lower Saskatchewan region, there is said to be a fine body of timber, and a forest skirts the indented shores of Moose Lake which drains by Summerberry Creek into the Saskatchewan near the Pas Mission. A small variety of cedar is found at Cedar Lake, but it is a shrub rather than a tree, and has no economic value. There are other known timber resources on the main Saskatchewan, but those mentioned are the most important. Much of this region is in a formative state and consists of "silt" deposited by the river, which in course of time will doubtless develop into arable land resembling the First Steppe. Little more can be said with regard to the timber supply of the district to the east. The north country away from the canoe route to posts and missions is almost a terra incognita. The Laurentian sweeps into this region and where it has been explored, various resources have been observed. It is difficult to say whether its lake system drains mainly into the Churchill or into the Nelson River. Every published map exhibits great confusion in this respect and probably the interlockage is of an intimate and wide-spread character, for water either by lake or streams covers a large proportion of the country. But there is also arable land. Barley, potatoes and ordinary vegetables are raised at Stanley, a Church of England mission 200 miles north of Prince Albert, and a few years ago a Roman Catholic missionary stated at Prince Albert that in his region wheat had been grown and had ripened free from frost and that there was "a very good country" in his neighborhood. Minerals too doubtless exist in the north and perhaps in great abundance for beyond the anticlinal the country is rocky though not mountainous. Cinnabar has been observed as well as copper and iron, so that a region which has hitherto been habitable solely through its fur, fish and game may prove upon examination to possess many other resources of economic value, the development of which may yet support a considerable population. It takes a long time for the eastern world to get rid of its misconceptions, and the most obstinate of them, viz. that the northwest prairie country is a frozen wilderness, is only now dying the death.

In all likelihood the progress of settlement will revise our opinions with regard to the climate of the north, and the time may yet come when advanced farmers confute the pessimists and paralyze Mark Lane with wheat grown in the neighborhood of Hudson Bay. It is probable that an exploratory survey of the region will be made at an early date. Its proximity to Hudson Bay gives it great public importance, and its topographical features and economic resources should now be investigated and the results given to the world."

Prince Albert Wheat.

Prince Albert has ably sustained the reputation of the fertile belt of western Canada in the claim that it produces the best wheat in the world. A great many countries grow wheat, but the area wherein the famous hard wheat can be grown is limited very largely to the prairie region of western Canada. Wheat attains its greatest perfection in the northern prairie regions of Canada, but just how far north this wheat belt extends has not yet been determined. At any rate it has been proved that it extends to and beyond Prince Albert, and in this district is a vast region capable of producing wheat of finest quality. Prince Albert may yet become the great hard wheat market of the world. This district is nearer the great wheat markets of Europe than other wheat exporting portions of the continent. A railway haul of about 500 miles would take this wheat to a port on Hudson bay, where it could be shipped by water direct to Liverpool or other import grain centres. At Hudson bay it would not be much farther from Liverpool than Quebec, and the difference in the cost of carriage by water for a hundred miles or so farther would be trifling. In time this northern route will assuredly be opened, and then the famous wheat of this region will be poured into British markets in its purity, for there would be no inferior wheat tributary to this route which could be used for mixing. The milling trade of Great Britain is deeply interested in procuring a supply of this choice northern hard wheat in order to compete with importations of foreign flour. It is therefore in the interest of the British milling trade that it should assist in securing the opening of the Hudson bay route.

A good deal will be said in other articles as to the adaptability of the Prince Albert district for growing wheat. What will be said in this article will be of a specific nature. A representative of THE COMMERCIAL, when in Prince Albert recently, came across a sample of wheat which was a surprise to him. He had seen nothing like it among hundreds of samples examined this season in other parts of the country. A bag of this wheat was procured by the publisher of THE COMMERCIAL, and samples of the grain were forwarded to grain exchanges, milling publications, and leading wheat and flour dealers and experts in Canada, the United States and Great Britain. Replies have not yet been received from some who were forwarded samples, but will be published when they come to hand. The wheat we refer to was grown by William Plaxton, whose farm is six miles from Prince Albert. The samples sent out were not hand picked, as is

usually the case with such, but just as it came out of the farm granery. The wheat was grown in 1890, which is generally regarded as the most unfavorable year experienced for almost a decade so far as producing a fine quality is concerned. The wheat is of the "Ladoga" variety, which was imported from Russia by the Dominion Government a few years ago, for testing in Canada. This wheat it is claimed ripens considerable earlier than red fyfe, which is an important factor in the northern region. By cultivation in the hard wheat region of Canada this wheat becomes harder and is generally improved in quality. This was shown by comparing the wheat grown each year in succession from the original seed. The sample sent out was a pure hard wheat, bright and clean, weighing 66½ pounds to the imperial bushel and yielded about 35 bushels per acre. We requested a statement from Mr. Plaxton as to his experience in growing the wheat, and following we give it in his own words:—

"In 1888 I got three lbs. and sowed it on the 7th May, and harvested it on the 30th of August; thrashed 96 lbs. of good clean grain. In 1889 I sowed 96 lbs. on the 16th of April, covering about an acre of land, sowed broadcast. Harvested it on the 6th of August and thrashed 14 bushels 68 lbs. of first-class wheat. The crop was light this year on account of the drought. In 1890 I sowed five acres on the 22nd of April, sowed broadcast about two bushels per per acre and harvested it on the 15th of August and thrashed 172 bushels of which you have a sample. This year (1890) I had Red Fife wheat, White Russian and Ladoga, sown side by side on the same kind of soil. The Ladoga ripened and was cut five days earlier than White Russian and ten days earlier than the Red Fife. Yours truly, Wm. PLAXTON."

Following are some of the replies received to the samples sent out:—

From the *Northwestern Miller*, of Minneapolis, the leading milling journal of the United States: "Truly a remarkable sample."

From *Daily Business*, the grain trade paper of the Chicago board of trade: "The *Daily Business* has received from the Winnipeg COMMERCIAL, a sample of "Ladoga" wheat, raised in the Prince Albert district, territory of Saskatchewan, 350 miles north of the international boundary line. It is a beautiful wheat, weighs about sixty-five pounds to the measured bushel, and is said to be equal, for flouring purposes, to any wheat grown. It was raised on the farm of William Plaxton, and is the third crop raised from the imported seed. It was sown about April 22nd, and harvested August 15th. It has many of the qualities of Red Fyfe, but ripens ten to fifteen days earlier. With each year of cultivation the grain improves, growing thinner in hull and harder."

E. Seckel & Co., grain commission merchants, Chicago, write: "Your favor received, and also sample of wheat, for which accept our thanks. We exhibited same on 'change and it attracted quite a good deal of attention. We must say that it is the finest sample of spring wheat we have laid our eyes on. One of our millers here would like to know the value of this wheat in your market, and the rate of freight to Chicago, if you can kindly give us the same."

A. C. Buell & Co., a leading Chicago grain firm write: "I have your letter, accompanied by a sample of splendid wheat. A country that can raise such wheat as that sample will be sought after before many years, as the product of Minnesota and Dakota is fast deteriorating."

Kirkpatrick & Cookson, grain commission merchants, of Montreal, say: "Your favor duly received and noted, as well as the sample of "Ladoga" wheat. It is certainly a very hand-

some sample and has been greatly admired. Is the bulk all as clear as this sample? At what could a car or two be sold, as an introduction of the variety?—We might be able to use a little bye-and-bye."

From the publisher of the *Miller's Review*, Philadelphia: "With reference to the sample of wheat grown in the Prince Albert district, my people at the office report it to be something entirely outside of their experience, and they know pretty well what fine wheat and large crops of it are. I desire to show this wheat on our Exchange, and I will report to you the opinions of some of its members. It seems to me the wheat matures in a remarkably short time from the date of sowing. I will be pleased to write you what our dealers have to say about it." Yours very truly, H. L. EVERELL.

Miller's Review, Philadelphia, Pa.: "Among the samples displayed by Hancock & Co., of the Philadelphia Commercial Exchange, recently, was a small one from the territory of Saskatchewan, nearly three hundred and fifty miles north of the boundary line between the United States and the British possessions. It excited considerable attention, partly from the fact that the samples on the tables of Hancock & Co. usually are of interest to buyers, and partly, too, from the fact that the grain in the little blue box was of an exceptionally fine type of red spring wheat. The letter appended gives the history of our getting it, and as we did not wish to keep the sight of such beautiful stock from the appreciative gaze of millers and commercial men, we submitted it to Maj Hancock, and through his offices it was introduced to the Chamber and to the notice of the members on 'Change. The Major pronounced the wheat as handsome as any he had ever seen, and he was sorry that the machinations of freight combines and tariffs so effectually kept such stock away from millers and grain men in this section and prohibited any substantial investment in this fine product of the far North."

These letters speak for themselves. Prince Albert has established its claim, and further comment is unnecessary.

Northwest Ontario.

A company has been incorporated to light, Fort William with electricity.

Tompkins, of Brockville, has made arrangements to start a brick yard at Fort William.

It is rumored that some eastern wholesale dealers contemplate establishing distributing warehouses at upper Lake Superior ports.

A Fort William correspondent says: "The St. Louis capitalists who were at Port Arthur last week in connection with mining affairs have returned south. They completed arrangements for the erection of a smelter at Fort William, and work on the building will be commenced early in the spring."

A. Carmichael, general dealer, Rat Portage and Norman, has closed his Norman store, having sold out to J. B. Davies and W. D. Atwell, both of Norman, the former taking the clothing, etc., while the latter takes the groceries. The stock will be removed to their respective stores. This will make one store less in Norman.

The new oatmeal mill at Pilot Mound, Man., was started this week.

We have received from the new Cosmopolitan Life Association, of Toronto, a neat little book, bearing on its title page the words: "Facts, figures and instruction on life insurance; also explanation of the plans and working of the Cosmopolitan Life Association. Those who wish to investigate the insurance question will find much study in the little book."

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PRINCE ALBERT TOWNSITE.

MAIR ESTATE.

The Sub-division of the real estate owned by the undersigned having now been completed he is prepared to offer lots upon favorable terms to intending investors in Prince Albert property. This Estate is in the same ward as the C.P.R. Railway Station, at a convenient distance to the west of it, and was mainly instrumental in determining the location of the said station.

For further particulars apply to R. H. HAYWARD, Winnipeg, or to the undersigned at Prince Albert.

C. MAIR.

Prince Albert, 13th January, 1891.

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Prince Albert As It Is.

Another article in this number of THE COMMERCIAL will give a historical sketch of Prince Albert and district. This one will treat of the town as we found it. Parties who have visited this northern town since the railway reached it a few months ago invariably express surprise upon finding such a thriving place. They expected to find a little frontier hamlet of rudely constructed buildings, and with little sign of civilization. This was the belief of the representative of THE COMMERCIAL who visited Prince Albert a short time ago. But this idea is soon dissipated. Instead of this a well-built town of about 1000 population, with fine brick schools and churches and splendid private residences is found. Why is it, they ask, that Prince Albert has grown to be such an important place, situated as it was nearly 300 miles from a railway? Two main reasons can be given in explanation. First, there is the great wealth and wonderful natural advantages of the country surrounding, and secondly, the geographical position. In the latter respect, the place occupies a natural, geographical position for an important city. It marks the boundary between the great fertile prairie which extends westward from the Red river, and the great and valuable northern forest, which extends away through to Hudson Bay. It is a natural railway terminal point. It is situated on a great system of navigable water. Besides its geographical position, the natural advantages of the surrounding district were such, that parties who visited the district decided to remain, being convinced that in time these natural advantages would assert themselves, and that Prince Albert would become an important city. These far-seeing pioneers have made the place what it is to-day. When we consider that Prince Albert has attained to a place of such importance without the advantages of railway communication, we are bound to believe that the future has great things in store for the metropolis of Saskatchewan.

PUBLIC INSTITUTIONS, ETC.

Prince Albert is an incorporated town. The council for 1891 is as follows: J. L. Johnston, mayor. Councillors: J. R. McPhail, S. J. Donaldson, D. C. McLellan, F. C. Baker, H. J. Montgomery, and R. G. Congden. The council for 1890 was as follows: Mayor, J. Knowles; council, J. R. McPhail, J. A. MacDonald, W. B. Goodfellow, Wm Knox, T. E. Baker, Richard Mair; clerk and treasurer, J. F. A. Stull.

Among the local institutions is a board of trade, of which Jas. McArthur is president J. L. Johnston, vice-president; Rev. Dr. Jandine, secretary.

Prince Albert is situated very close to the centre of the vast territory of Saskatchewan, of which it is the commercial and political metropolis. Here is located the court house and jail for the territory. Judge McGuire is the resident chief magistrate. The other district offices are also located here, including the following: Sheriff's office, crown timber office, land office, office fishery inspector, forest ranger, inspector weights and measures, etc. A considerable force of Dominion Government mounted police is also stationed here, and a large barracks has been erected for this force.

D. H. McDowell, of Prince Albert, represents the territory in the Dominion Parliament. The district members in the territorial assembly are J. F. Betts and Wm. Plaxton.

An electric light company has recently been established. A hospital is among the probabilities for this year.

Parties desiring further information about the district, could apply to any of the public men mentioned under this heading.

PRINCE ALBERT'S TRADE.

The trade of the town is both of a local and distributive nature. The local trade is with the settlers of the surrounding country, the population of town and district being placed at about 5,000. As there were no means of shipping out produce heretofore, the settlers went in more for stock than grain. Cattle and sheep have been sold to the Government for police and Indian supplies, and this has been an important item in the trade of the town and settlement. Oats, hay, etc., have also been sold in the same way, or shipped to points along the river, with which there is steamboat connection. A large section of the great timber country to the north of the Saskatchewan, is supplied from Prince Albert, with products grown in the latter district, as well as with general merchandise. This northern trade, principally with Indians, is a considerable item. Flour, ground at the Prince Albert mill, is the main staple of a large section of this northern country. The fur trade is a considerable item. Now that the railway has arrived, it is expected a considerable trade will be done in shipping out lumber, lath, shingles, etc., from the local mills, to points throughout the territories. A large trade will no doubt also be done in shipping cordwood southward to the open prairie sections, also railway ties. The vast forest to the north will prove a valuable feature of Prince Albert's trade. In fish it is likely a considerable trade will be worked up. There are numerous lakes to the north which swarm with excellent food fishes. Grain can also now be grown for export, and this also means that flour, oatmeal, etc., could be ground for shipment south and eastward. General produce, stock, etc., will also now be produced in large quantities for shipment. Brick and lime could be manufactured for shipment to territorial points, and along the river. About 11,000 pounds of wool and several cars of hides were shipped out last year, after the railway arrived. We have already referred to the geographical position of the place. This is such that there is every probability the town will continue to be an important distributing point, and become a wholesale centre as population increases in the surrounding territory. That business has been profitable in the past is shown by the singular freedom from bankruptcies, which the town has enjoyed. During the construction of the railway, there was a good demand for produce to supply the workmen. In this way considerable surplus was disposed of. About 700 head of cattle were also sold to the Government for Indian and police supplies. Cordwood retails for about \$2 per load at present, so that it is seen fuel is cheap.

CONSIDERED INDUSTRIALLY.

As may be expected, manufacturing has not made much progress yet. Lumbering is the

principal local industry. There are two saw mills, one carried on by the firm of Moore & MacDowell, and the other by Jas. Sanderson. There are also one or two small portable mills in the district. Sanderson's mill is located at the west end of the town, on the river bank. It has been established about three years, though the proprietor has been a resident for twelve years, having walked in from Winnipeg, like many others, behind a cartload of merchandise. The capacity of the mill is 10,000 feet of lumber per day, besides laths and shingles planing machine, etc.

Moore & MacDowell's mill is located at the east end, a short distance beyond the corporation limits. It has a capacity of 50,000 feet of lumber, 35,000 shingles and 20,000 lath, per day of ten hours, also planing machines, etc. The motive plant consists of two boilers, of 60 horse power each, and 65 horse power engine. There are two circular saws, edger slab saws, etc. A switch from the railway will be put into the mill so that lumber can be shipped out. The mill was established in 1874, as a grist and saw mill. This was sold and moved to the west end, but was burned. The present mill was established in 1883. There is in the mill yard at present about 2,000,000 feet of lumber, 1,000,000 shingles, and 300,000 lath.

A word on the timber of the district will be interesting. The logs are cut on streams tributary to the Saskatchewan on the north side, principally on the Little Red, Sturgeon and Shell rivers. There is a vast timber belt immediately to the north of Prince Albert. Spruce is the principle variety of lumber cut. The logs run from one to three feet in diameter, but logs have been cut which went over three feet. Some tamarac is also cut at the mills. It is harder than the spruce and is used for flooring, sills, etc. It runs from one to two feet in diameter. Birch is obtained varying from twelve to eighteen inches in diameter, and poplar up to four feet in diameter. Birch is the hardwood lumber, and is used for the finer class of work, inside finishing, cabinet work, etc., and it will make very good furniture. Poplar may be used for work where basswood is used in the east. The northern poplar lumber resembles basswood very much. This northern spruce is a splendid lumber, being very much superior in quality to southern and eastern spruce. It is whiter in color, softer and finer texture, and much more free from knots. In fact it makes an excellent lumber, and quite as good as much of the white pine in the east.

In connection with the lumber line we may mention the sash and door factory carried on by Andrew and W. B. Goodfellow, the former being in charge of the factory, while the latter looks after the contracting department. This factory turns out sash, doors, mouldings, turned work, store fittings, planing and general factory work in wood. A grain crusher is also run in connection.

Another industry is the Hudson's Bay company's flour mill, located at the east end. This mill has a capacity of 100 barrels of flour per day, and is run on part roller system, with four run stones and two pair of double rolls. The building is a three story frame, with stone basement, separate engine and boiler room. The company established the first mill about

nine years ago, which was burned, and a new mill established in 1883.

There are the following grist mills in the district, beside the Hudson's Bay mill at Prince Albert: Vanluven's mill at mouth Red Deer creek, Hudson's mill on Red Deer creek, another at Duck Lake, Bead's mill on Miner's creek, Goodfellow's mill near La Corne. These are all small stone mills, operated for custom work.

Among the industries may be considered the harness shop of D. C. McLellan & Co. Three men are employed in the manufacture of harness and saddlery work, and a fine stock of horse goods is carried. Mr. McLellan, who is an old Winnipegger, is a gentleman with whom it is a pleasure to do business, and in every sense worthy of confidence.

There are other establishments of a partially manufacturing nature, which will be mentioned under the head of commercial establishments. Something is also done in the manufacture of brick and lime, clay suitable for both red and white brick being obtained.

GENERAL COMMERCIAL ESTABLISHMENTS.

About the best way to size up the town commercially will be to give a list of the various business institutions, with a few notes about each. The mercantile directory gives the names of about sixty men and firms in business in the place. There are eleven establishments which may be classed as general stores. Of these there is first the Hudson's Bay Company, carrying on two stores, one at the east end and the other in the central portion of the town. The headquarters of the H. B. Co. for the Saskatchewan district is at Prince Albert. The district extends east to La Corne, west to Fort Pitt, north to Shell river post, 90 miles. This district includes half a dozen posts, which are supplied from the east end or main store at Prince Albert. The stock carried is a large and varied one, including almost every class of merchandise. The main store at Prince Albert is 40x77 feet on the ground floor in size. There are also several other buildings in connection, including a large warehouse 31 by 100 feet, another 30 by 95 feet, a stable 40x33 feet, office, dwellings, flour mill, etc. The company owns a large amount of land within the corporation at the east end, and also adjoining the corporation outside of the limits—about 3000 acres in all. Carlton was the first headquarters of the company in the Prince Albert region. A branch store or post was established where Prince Albert now is nearly a quarter of a century ago, and in 1883 Prince Albert was made headquarters of the district. Hon. Lawrence Clark was chief factor until the time of his death in October last. G. S. Davison is now general manager in charge, and he is popular locally. W. Galbraith is in charge of the store. The branch store in the central portion of the town is in charge of A. C. Davison. This was established three years ago. Mails are forwarded from Prince Albert to outlying points.

Betts & Gwynne were early on the scene. They started in 1879 in a small building 12x14, and in 1881 built a new store, which is said to be the first store building erected on the mission property, and which is now the central and principal portion of the town. They do a

general store trade, carrying all lines except hardware. Stewart & Wooton also commenced business in the early days, and a little later the business was changed to Stewart Bros., under which name it is now carried on by John Stewart. A fine stock of general goods is carried in this store. J. M. Campbell established himself in the general store trade in 1880. He has been a resident of the district since 1874, and is largely interested in farming and stock raising. He is now winding up the store business to follow the latter. W. R. Fish has been ten years in the general store trade. He carries a large stock, and contemplates building to enlarge his premises in the spring. J. O. Davis has also been about ten years in business here, in the general store trade, and before that was a resident of the district for six years. He has seen a good deal of the prairie region and prefers Prince Albert. F. C. Baker now carries on the general store established eight years ago by Walters & Baker. This firm had a branch store at Duck Lake, which was taken possession of by the half breeds in the rebellion of 1885. The seizure of this stock was about the first outwardly unlawful act of the rebellion which followed. T. O. Davis carries on a large general store business. His premises is 82 feet deep, two storeys and cellar, besides storehouse all packed with goods, his stock being a very large and varied one. He established a branch store at Duck Lake last spring. He has been nine years in the business, and also has a stock farm. J. E. Sinclair carries on a business which was established fifteen years ago. This was the general trading store of W. Stobart & Co., which Mr. Sinclair bought out the past season. He was formerly manager of the store. This business, from the early date at which it was established, is one of the institutions of the region. Sproat & MacLeod is a new name in the general store trade of Prince Albert. The members of the firm are A. A. B. Sproat and G. C. MacLeod. They succeeded a few months ago to the business of R. C. Wigmore, which has been established five years.

In hardware there are several establishments. J. R. McPhail has been twelve years in this trade. His place of business is at the east end, where he built a fine new store in 1885. He has a double store, with basement and two buildings used as warehouses. Besides the stock of hardware, stoves, tinware, etc., he carries a stock of groceries. J. L. Johnston & Co. carry a large stock in general light and heavy hardware, oils, sash, doors, lamps, plate goods, etc. The store is large and a large warehouse is also filled with goods. Mr. Johnston is well-known in Manitoba where he formerly travelled for a Winnipeg hardware house. T. J. Agnew has been established eleven years in the hardware trade. He was formerly with J. H. Ashdown in Winnipeg, and walked all the way to Prince Albert with the carts which brought in his first stock, being seventy days on the road. His first stock was general goods, but now he is in hardware alone. J. B. Kernaghan has been but a short time in business, his line being manufacturing tinware, etc. He started in September last, though a resident for three years. In the blacksmithing line there are three shops, one being at the east end.

There are two drug stores. T. E. Jackson started in this line over ten years ago in the fall of 1880, previous to which time he was a couple of years in Selkirk, Man. He was burned out with heavy loss in 1885. This was the first drug business established in the territories, there being no other drug store at that time between Portage la Prairie in Manitoba and the Rocky mountains. J. M. R. Neely has been one year in the drug line, though three years a resident. He has a new shop, built last season, and succeeded to the business of P. L. Lafonde.

In the boot and shoe trade are two stores, each carrying clothing also. Wm. Shannon has been established here in this line for seven years, and carries a good stock. S. McLeod has been about the same time in this branch, and carries a large stock of boots and shoes, clothing, etc., and handles Singer sewing machines. He is a Prince Edward Island man.

In furniture there is but one business, carried on by Jos. Courtney, in which line he embarked last spring, though eleven years a resident. There is also but one grocery, carried on independent of the general store trade. This is conducted by R. T. Goodfellow, who has a very nice stock of goods, making a specialty of confectionery, fruits, etc. R. B. Way is proprietor of the jewelry business, and carries a nice stock. He is a practical man and has been established ten years. G. D. Northgraves also does business in the same line. E. J. Cann and Jardine & Co. represent the two book and stationery stores. The former was with Parsons, Bell & Co., of Winnipeg. He came out with the 90th corps during the rebellion, and took such a notion to the country that "after the war" he returned to Prince Albert. D. Peterson handles musical instruments and also represents life and fire insurance companies. He is agent for the Hurd-Baker estate.

The meat trade is well represented, there being four shops. John A. MacDonald, one of the earliest pioneers, carries on business in this line. He is also proprietor of the MacDonald estate, which forms a valuable portion of the town property. MacDonald & Co. started in the meat trade last fall. W. V. Davis deals in meat and stock, continuing the business formerly carried on by Russell & Davis. G. R. Russell, formerly of Russell & Davis, has recently started up for himself again in the meat trade. He also operates the ferry across the river at Prince Albert. The price of meat is low, beef retailing at 10 cents per pound for best cuts, mutton 12½ cents, and pork 12 to 15 cents. The latter has been rather short in the supply this season. After the butcher comes the baker, and of these there are two. Hugh McDougall, as his name indicates is a Scotchman, and like all of his countrymen is proud he was not born merely an Englishman or an Irishman. He has been a resident eight years. His competitor in the bakery line also carries the Caledonian name of McColl.

T. E. Baker, lumber dealer and contractor, is one of the old residents, his time here dating back thirteen years. He is interested in real estate, being a large owner in the Hurd-Baker estate. He walked in from Winnipeg. Wm. Knox, who is about as thoroughly Scotch as his illustrious namesake surnamed John, is another

old timer, who dates back his arrival seven years. He follows building and contracting. R. G. Congden also gives his attention to the same line of business, with others. J. W. Herd, contractor, is another old timer, who arrived in 1876.

S. J. Donaldson is an old timer who arrived in '76, and follows farming and has a livery business. Graham Nelson, in the livery line, has been eleven years a resident, and is another who footed it all the way from Winnipeg. Chas. Woodman, who has been nine years a resident, carries on two livery stables, one being at the east end, or Hudson's Bay quarter.

There are two hotels, the Leland house and the Queen's. The latter is conducted by Thos. Oram. This house was built in 1886, and was doubled in size last year. The proprietor is an old timer in the west, and a Wokeley expedition man. D. Pollock is the proprietor of the Leland, which is a well kept house, established four years ago. There are several other resident business men, including H. J. Montgomery and Robt. Buckley, auctioneers and general agents; Alex. Stewart, implement agent; Robertson, tailor; McTaggart, agent, etc.

FINANCIAL.

The financial condition of Prince Albert is good. The town has no debt, except a trifling \$3000 for purchase of site for civic buildings. This represents an asset of more value than its original cost. There is a school debt of \$7,000, which comes only partly on the town, as the school districts take in a large rural section contiguous to the town. It is contemplated to raise a loan of about \$30,000 this year for civic improvements, including a town hall. The rate of fire insurance varies from $\frac{1}{2}$ of one per cent to five per cent. There are two private banks. McArthur & Knowles, bankers, began business in 1882. This business was dissolved last fall, and each continued alone, J. Knowles taking the books of the old business. Mr. Knowles is of an active business disposition, and the fact that he has twice been elected mayor, while yet a comparatively young man, indicates that he is held in esteem by his fellow citizens. J. McArthur is largely interested in stock farming and real estate, besides his banking business, being owner of a large property inside the corporation. He takes a general interest in public matters, and is president of the board of trade. A branch chartered bank is expected at an early date. The loan companies have not yet commenced to do business in the district to any extent, but it is not likely that such an inviting field will be long unoccupied.

PROFESSIONAL.

The professions are well represented. There are three doctors as follows; Dr. Porter, Dr. Bain and Dr. Stovel, dental surgeon. Dr. Porter is well posted as to the resources of the surrounding country, especially as to its mineral wealth, which he believes to be very great. He has been on several expeditions in search of minerals. The legal profession is represented by Brewster & McKay, H. W. Nowlands, W. B. MacLise and W. R. Gunn. Mr. Brewster, of Brewster & McKay, has recently been appointed registrar for the district. Mr. McKay of this firm is a promising young man, and a graduate of St. John college and Manitob

University, Winnipeg. Mr. MacLise has been a resident since '81, and Mr. Nowlands since '85. W. R. Gunn is also a Manitoba graduate, and the first one at that, having graduated in 1881.

Among the professions we may mention Reid & Campbell, surveyors, engineers, etc. J. L. Reid of this firm is an old timer who came early in the seventies. He was the first surveyor to locate in the territories, and having seen a great deal of the country, is one of the best informed residents as to the country generally. T. N. Campbell arrived in 1878, a few years later than his partner.

THE PRESS.

We will reserve a heading for this important line. The press in Canada never lags far behind the advance guard of civilization, hence we find that Prince Albert has been supplied with a local paper for years. The *Times*, published by J. D. Maveety, was established in 1882, and the trials and tribulations of the publisher in getting in his plant, etc., would make an interesting tale. Some of the plant was a year on the road. The publisher started in 1882 from Winnipeg by water with his plant. The trip up Lako Winnipeg was uneventful, but when Cumberland was reached the water was so low, the steamers could not come further. His stuff was dumped off there and a portion was brought up to Prince Albert, the same fall in open boat.

The *Saskatchewan* was established something over a year ago. It is owned by a stock company, and conducted by Rev. Dr. Jardine, who is a man of superior education, an eloquent speaker and profound thinker.

EDUCATIONAL FACILITIES.

These are excellent. Those who fancy that by going to this district they will be deprived of educational advantages for their children, will soon see that they are laboring under a great mistake. There are few towns in Canada of the size of Prince Albert which enjoy as good educational facilities. Not only can the common school education be given, but there are also good facilities for higher education. There are three common public schools within the corporation, and one public high school, employing half a dozen teachers in all. Two of the school buildings—the central and the east end public schools, are fine two story brick structures. An enlargement of the central school is contemplated this year. There are also two Catholic public schools, employing one teacher each. Besides the public schools there is Emanuel college situated near the western limits of the corporation. This college is conducted by the English church, and employs three teachers. Then there is the convent of the Catholic church, for young ladies, employing a large staff of teachers. An academy under the auspices of the Presbyterian denomination was also established some years ago. This was destroyed by fire last year, but will be re-built next summer. This shows that every care has been taken to provide for the education of the rising generation, not only in the rudimentary branches, but also in higher education, such as is usually only obtainable in larger towns and cities.

SOCIALLY.

The residents of Prince Albert are a superior

class. The population is made of persons who were intelligent and far-seeing enough to discern beforehand the geographical and other advantages of the place. Being isolated so long they have been made more friendly and less formal in their manners. The private residences of the town are superior to almost any place of the size in Manitoba, thanks to the plentiful local supply of building material, as well as to the taste of the residents. The beautiful situation of the town, in the valley of the river, adds to its appearance. In the foreground is the noble Saskatchewan, with the unbroken forest stretching away to the north, while in the rear is the bank enclosing the valley, fringed with a row of fine dwellings, overlooking the town in the valley below. These pleasant surroundings and pleasant people to live among, make Prince Albert a desirable place of residence.

The religious life of the community is shown by the following denominations having churches: Presbyterian, English, Catholic and Methodist.

The local societies are Masons, Royal Templars, St. Andrew's. Also several athletic clubs. Among the names mentioned in the various articles upon Prince Albert, quite a preponderance of Scottish will be noticed.

What Old Settlers Say.

There is no knowledge like that which comes from long experience. A country may look pleasing to the eye, when visited at a certain season of the year, but practical experience might show this fair exterior to be very deceptive. The country around Prince Albert certainly presents a most inviting appearance. It may be truly said that no fairer land lies out doors. But as appearances are sometimes most deceptive, the readers of THE COMMERCIAL will not be asked to rely upon these alone. Happily the district has been settled by a few pioneers long enough to allow of a thorough test of its capabilities. Without further comment we will give the statements of some of these settlers.

Captain Craig, an intelligent Scotchman, who has been a resident of Prince Albert for several years, says that farming will prove successful if settlers will take the right way about it, and come prepared to work. He has farmed seven years in succession, and is therefore competent to give an opinion. He further says "Those farmers who to the necessary skill have added industry, the result has been in a high degree satisfactory and many have attained prosperity and independence from extremely slender beginnings.

Spring wheat is grown, winter varieties not suiting the climate. Since 1885 red Fyfe has been chiefly grown as well as white Russian and other varieties, and latterly Ladoga has been introduced by samples sent out by the Dominion Government. All these varieties have done well.

Except in 1887, which was an unusually late season, there has been little or no damage by frost to the wheat crop here in recent years; and the belief is confidently held, that with the more general settlement of the country, progressive agricultural methods, and close attention and research as to varieties of seed,

injury and loss from this cause, if not entirely obviated, will at least be greatly lessened. With regard to the cultivation of oats and barley it has only to be said that these grains are raised here just as easily and with as good results as anywhere else. Potatoes, turnips, carrots, mangold and beets are sure crop. They all yield well; are in quality second to none and particularly free from disease or damage from insects. Garden vegetables do well, and are more or less grown by farmers.

Beef animals are raised with little trouble or expense; they are usually rolling fat on the natural summer pastures and natural hay, and the straw piles in winter bring them through in good condition. Hundreds of excellent animals are annually bought up in the district for outside markets as well as for local consumption. It is not claimed for this district that it is safe or economical to winter out cattle or better class horses in ordinary seasons, although native ponies do wonderfully well pawing for their living. Sheep are not very generally kept, although it has been found they do remarkably well and there are already a few flocks attaining considerable dimensions. Pigs are reared by almost everybody, but not in such numbers as they might be. This will no doubt be one of the great industries of the future."

Wm. Miller came from Huron County, Ont., in 1870 and located in Rockwood, near Winnipeg, Manitoba, where he remained for two years. Moved to the Saskatchewan in 1873 and took up land quite close to where Prince Albert now stands. Likes the Saskatchewan country better than Ontario or Manitoba. Has farmed seventeen seasons, and states that his wheat will average about 40 bushels per acre eight years out of the seventeen. The remaining nine years he estimates that his wheat crop would average one year with another 25 bushels per acre. The poorest wheat crop he has had was in 1889, owing to the drought, when the yield was 18 to 20 bushels per acre. This was the first year he had suffered from drought to any extent. The crops in 1890 were later with him than he ever had before, and he had about eight acres of wheat damaged by frost. The balance of his crop escaped serious injury. Mr. Miller has kept a diary since he came to the country, so that his statements are not made from memory. He states that his oat crop has varied from 40 to 80 bushels per acre in different years, except 1889, when it was about 20 bushels per acre. Barley he regards as a very sure crop, and the smallest yield he has had was 20 bushels per acre in 1889. Horses, cattle, sheep and hogs have all done well with him. As the oldest Canadian settler in the district, and one who has farmed continuously since he arrived, Mr. Miller's testimony is of special interest.

Chas. Mair, for sixteen years a resident, has farmed for ten years on quite a large scale. His property is within the present corporation limits of the town of Prince Albert. He has never had what could be called a failure in wheat. In 1889 the crop was light from drought, but could not be called a failure. Late wheat had been affected with frost in some years, but this was usually owing to careless farming. There has always been abundance of hay, even during the driest years, and vast

quantities of the natural prairie hay goes to waste annually.

James McArthur, banker. Prince Albert, is interested in a large sheep rancho. He says it costs less to keep sheep over the winter than during the summer. The region is a great hay country, and hay can be put up for the winter at a cost of about \$1. per ton. Sheep can be kept through the winter at a cost of about 25 cents per head, when handled on a large scale. They are free from disease. Hay has never been scarce. The growth of the natural prairie grass is luxuriant. Water is readily obtained everywhere. Where there is not good surface or running water, it can be obtained in wells at a depth of 10 to 14 feet. Mr. McArthur also believes the country is remarkably well adapted to raising horses, and grain and root crops are phenomenally successful.

J. M. Campbell moved to the North Saskatchewan country in 1874. He has a ranch at Stony creek, 60 miles south east of Prince Albert. He has farmed about 100 acres, and has never had a crop failure. His wheat, one year with another, has averaged 25 bushels per acre or over, while oats have yielded about 50 to 60 bushels per acre on an average for a number of years back. Mr. Campbell, like many others, has given more attention to stock, as the isolated nature of the settlement previous to the advent of the railway, rendered the market for grain rather small. He thinks the country a remarkably favorable one for raising horses. His horses winter out, and "rustle" their own living. His horses are of the native breed, crossed with Canadian stallion. They average about 1200 pounds weight. He has taken first prize with horses which were out all winter and were never fed a straw. Cattle require feeding in the winter, though young stock will do without stabling, if fed. Sheep he says do with an open shed for shelter, covered overhead. They require feeding for about two months. Cattle need feeding about three months during the winter, on an average. Hogs have paid him well. In his district Mr. Campbell says the settlers are all doing well, despite their distance from a railway. Most of them started poor. They are loaded with stock now, which they sell for Indian and mounted police requirements, and a market for their other products is found in the same way to some extent.

J. Knowles, banker, Prince Albert, is also interested in a large stock and farming enterprise, which has been carried on four years. On the rancho are 100 horses and fifty head of cattle. About 100 acres of land were cropped in 1890. Wheat yielded 26½ bushels per acre, and is of fine quality, though a portion which was late was injured by frost. The horses are mostly wintered out, without any stabling. About 77 head will be wintered out this winter. They do better in this way than when kept up and stabled, and come out fat and healthy in the spring. Mr. Knowles thinks cattle require some kind of stabling. For young stock, straw thrown up over a shed will be sufficient shelter. Cattle have been known to live out all winter on what they could pick up, but this is not the proper way of keeping them. Stock of all kinds are very healthy, and Mr. Knowles has never lost a hoof by disease.

J. A. MacDonald, a native of Manitoba, settled on the North Saskatchewan in 1868, and his property is now within the corporation limits of Prince Albert. He was the first settler to take up land and remain on it. He tells the same story of successful operations in farming, and never had what could be called a failure of his crop. His wheat averaged 24 to 30 bushels per acre. Since 1884 he has done little in the line of growing grain, having gone principally into stock. Hay is secured in abundance for winter feeding, and can be put up at a cost of about \$1 per ton. This is the natural prairie hay which grows without any cultivation, and is always a heavy crop. Cattle are very healthy, they will do on straw, but with good care will make good beef in the spring on hay alone. Mr. MacDonald estimates that it costs from \$10 to \$15 to raise a three years old steer, which is then worth \$30 to \$40. There are no losses in stock to provide against. Hogs and sheep pay well.

R. J. Pritchard, an old resident, who came in 1873, has devoted his time mainly to stock. It is his opinion that cattle can be raised to better advantage in the Saskatchewan country than on the plains to the south, where cattle ranching is followed on a large scale, and where no provision is made for the winter. In the Prince Albert country hay is put up for the winter, but the cost of this is light, as there has always been an abundance of it. There are no losses to provide against among stock in the winter, such as cattle men in the ranching districts to the south meet with occasionally, and this more than compensates for the cost of winter feeding, as against the districts where no winter feeding is done. Mr. Pritchard has known cattle to live out all winter and pick their own living, and come out well in the spring, but this is not given as a safe plan to be followed. In one case some freighters left an ox which had become tired out, and this animal was found the following spring in much better condition than when it had been abandoned as useless. Mr. Pritchard had 250 head of cattle to winter this year. He has moved these over to the wood country on the north side of the river, where he has stables and hay put up. The young cattle will not be stabled, but will be fed. Horses not being worked will do very well running out all winter without any feeding except what they pick for themselves, and will come out fat in the spring. Cattle have not the ability to "rustle" their living during the winter like horses.

Isaiah McCall, for ten years a resident, has farmed six miles from Prince Albert and raised stock, giving his attention mainly to the latter. He has found the seasons favorable and has always had a good crop of coarse grain, having given little attention to wheat. The season of 1890 he had a good volunteer crop of oats and barley. He had intended summer following the land and did not plow it in the fall, but a crop came up in the spring from seed that had fallen from the previous crop. This looked so well that it was allowed to grow, and produced a crop of 25 to 30 bushels per acre. Mr. McCall has some imported Durham cattle and they have done well with him.

S. J. Donaldson, who came into the country in 1876, and served in the Mounted Police force,

has farmed for six years. He has grown feed grains principally for his livery business in Prince Albert. He grows some flax one year as an experiment, and it produced an immense crop of seed. He threshed 2000 bushels of oat off 30 acres in 1888, and in 1890 had the same quantity from an acre or two less of land. The crop was estimated by counting the number of sacks. In 1889, the dry year, he only had 400 bushels off the same acreage.

The evidence of actual settlers is about the most valuable matter that can be published concerning a country, hence we have given considerable space to this class of matter. The paper could be filled up with similar statements from other settlers, but it would be a repetition of what has already been reported. Suffice it to say that the residents are satisfied with their location. They one and all believe they have secured a home in the very garden of Canada, and have unbounded faith in the future.

British Columbia Trade Letter.

SPECIAL CORRESPONDENCE.

VANCOUVER, Jan. 20.—The principal event of the past week, was the vote on the dry dock by-law, which was carried practically without opposition. Next to that, was the first sale of sugar from the new refinery, which was purchased by Opreheimer Bros., and proved very satisfactory.

In shipping, the Abyssinia leaves for China and Japan, with a full cargo, leaving considerable freight behind. The Mongkout, from Portland, brought a large consignment of flour for the China line, while two vessels, the Formosa, with 500 tons English merchandise, and the Spartan, with 1,000 tons raw sugar, are both due. The trade with Nanaimo is rapidly increasing. Work with dredge for the reclamation of Pitts Meadows is being pushed ahead. Real estate never was so active in nine months as at the present time. A good deal of speculation is going on in outside properties. A feature of the month has been the beautiful weather. It is very mild and spring-like, grass is green and flowers are blooming in the gardens. An early spring is looked forward to.

There has been practically no change in business since last week, but all around is a great improvement over the same period last year. Poultry is out of the market; so is fruit practically. Some Ontario apples offered in the windows do very little to that province. The *News Advertiser* says THE COMMERCIAL is wrong in attributing the low price of eggs to over-stocking, and that it is due to the poor quality of the eggs imported. It is true a good many eggs imported have been quite as stale as some of the news which appears in your contemporary, but the fact that good quality eggs are not dear bears out that view of the case. Fish of all kinds is still very scarce. Butter is still downward in tendency. Hay, oats, and potatoes remain firm.

I promised in a former letter to give a review of business in the cities of British Columbia for 1890. Vancouver has already been referred to. Victoria, I propose to deal briefly with this time. The capital has enjoyed in common with all parts of British Columbia, an unprecedented prosperity, something which was specially referred to in the speech from the Throne and the debate thereon in last week's legislative Assembly.

The catching of fur seals for their skins is one of the principal industries of Victoria, employing as it does over 700 men and \$300,000 capital in the business. Thirty sealers comprise the fleet of last year, the total catch of as 43,779 skins, valued at \$498,726. The value of the previous year's catch was \$247,170. Building operations as a result of the mild weather are very active at the present time. During 1890 improvements in the shape of business blocks and residences were probably more marked than during any previous year of the city's history. The amount expended is said to be nearly two million dollars. Among the most striking are three great church edifices erected by the Methodist, Catholic and First Presbyterian congregations respectively, all of which are models of architectural beauty.

The increase in passenger traffic and general business is very satisfactory. The total customs receipts at the port for 1890 was \$391,334, against \$771,139 for 1889, and this notwithstanding that more goods of domestic manufacture had been consumed than in any previous year. The exports for the port for last year amounted to \$3,143,178.

Real estate transactions and business of all kind showed a marked advance. The prospects for another year of remarkable advance were never so good as at the present time. The city has now under way a large sewerage scheme for which the property owners have voted \$300,000. A large hotel to cost \$200,000 is in course of erection and ground is being cleared for several large buildings on the principal streets. Large docks are being built at the outer harbor for, it is understood, the accommodation of the China steamers and general traffic. The Street Railway Company is extending its lines in all directions and two more steamers are to be added to the present fleet.

The *Colonist* has the following paragraphs of interest in this connection:—

The assessment roll for the year past amounts to \$9,338,194. This is exclusive of improvements not taxable in 1890, but which will be so in 1891, and which, together with the advances in property, amount to at least \$2,000,000 more. Exemptions amount to at least \$900,000, making a total assessor's valuation of over twelve millions of dollars. This valuation has increased over \$2,000,000 during the past year, and over \$3,000,000 since 1881. During this latter period, the population has increased from 6,890 to 23,000.

The debt of the city of Victoria, when the debentures for sewerage and market have been floated will amount to \$935,000, a small figure for a city having a population of 25,000 people, and rapidly growing in wealth and numbers. For this indebtedness the city possesses one asset which largely exceeds the figure, viz., the waterworks, which is worth a million dollars, and if the city choose to part with it, could be floated for a very much larger sum. Taxation in Victoria is light, one cent in the dollar, and a discount of 25 per cent. on all taxes paid on or before the 31st of December.

Manitoba.

The estate of A. Kee, grocer, Winnipeg, has been sold to G. H. Rodgers & Co.

D. Macdonald, dairy, Winnipeg, was burned out last week. Sixty head of cattle were destroyed. Insured for \$2,200.

Mrs. A. D'Auteuil, general dealer of Lotelier, has assigned to S. A. D. Bertrand.

James Thompson M. P. P., will hereafter have editorial charge of the *Enson Times*.

Snowden & Nelson, of Morden, have shipped a carload of beef to Sault Ste. Marie, Ont.

Mr. Hemmingway has purchased R. P. Roblin's proprietary interest in the Starkey hotel, Carman.

The residence of Alderman J. Calloway, of Winnipeg, was destroyed by fire last week. Insured for \$3,500.

The Lake Winnipeg Transportation Lumber and Trading Co. of Selkirk, have applied for an order to wind up their affairs.

Charles Mayor, of Prince Albert, the well known author of the west, paid THE COMMERCIAL a visit last week, on his way east.

It is understood that a local company is being organized to purchase the business of the Empire Brewing company, Winnipeg now in liquidation.

A. E. Thompson, who was for many years a partner in the late grocery firm of Cummings & Co., Winnipeg, is now in Duluth, and will locate there permanently.

Joseph Wrigley, commissioner of the Hudson's Bay company, with headquarters at Winnipeg, has resigned his position, ill health being given as the cause.

The stock in trade of W. D. Douglas, boots and shoes, of Emerson, will be sold at a rate on the dollar by public auction at Winnipeg, on the 5th day of February.

A. Cummings & Co. are opening in the grocery line on Portage Avenue with a new stock. The business will be under the management of Wm. Cummings of the late firm of Cumming & Co.

A communication has been sent to the Winnipeg city council notifying them that Ross, Holt, et al. have withdrawn from the negotiations respecting the Assiniboine water-power scheme.

The *Portage Review* gives currency to the rumor that A. Watson, manager of the Farmer's Mutual Insurance Co., of that place has moved to the States, without notifying his creditors.

R. Smith has purchased the business of the Whelan house, and has taken possession of the premises. The hotel is to be overhauled throughout and will be finished with bid for public patronage under a new name.

Joseph H. Weldon and James P. Weldon, trading as Weldon Bros., and Jas. H. Weldon, grocers, Winnipeg, have made an assignment to the official assignee. A meeting of the creditors will be held on 6th of February.

J. S. Paterson, impliments, Winnipeg, manager for Frost & Wood, appeared before the police magistrate last week on a charge of perjury preferred by J. H. Weldon. The charge arose out of Paterson's action in having Weldon arrested on a capias.

A test was made of the new electric street railway in Fort Rouge, Winnipeg's southern suburb, last week, and everything worked admirably. It was voted a great improvement over the horse cars now in use in the city. This is said to be the first Edison electric railway system put in operation in Canada, and the car used for the test was the first car of the kind built in Canada. Winnipeg still leads.

WINNIPEG MONEY MARKET.

The week has been a quiet one in monetary circles in the city, the quietness in tra lo circles being the lull before the breeze which usually comes with the opening of a month. The fourth will no doubt lend strength to the breeze, although nothing unusual is looked for on that day. It has, however, cast its shadow before, and tightened up money circulation generally, as many business houses are scratching together to meet obligations then. Taken from other points of view, the money movement becomes every day more satisfactory, and the trade element of the country is steadily unloading obligations. Banks meet all regular demands at the same rates of 7 to 8 per cent. discount, and seem to have no scarcity of funds. In real estate mortgages there is no new city business, but there are quite a few applications for farm loans, and in a few instances farmers are borrowing on mortgage, rather than sell their grain at present prices. The rate of interest on such loans is still 8 per cent.

WINNIPEG WHOLESALE TRADE.

There is very little change to note in wholesale trade, and on account of the crush of special matter this week, our market reports have been considerably curtailed. In fuel there were heavy offerings all the week, and on account of the very mild weather prices had an easier tendency. Some sales were made low. The cold snap which set in on Saturday may improve the outlook for holders of fuel, if it lasts long, though the chances are it will not. Frozen fish were offered freely on the market. In fruit apples hold firm at \$7 to \$8 per barrel. No good stock can be had under these prices, though damaged stock is obtainable lower. Groceries are steady. Sugars and syrups are firm, in sympathy with advances east. Molasses is strong. The tea market is firm, and advances are noted in New York and Montreal on low grades especially. Dried and evaporated apples are offering lower east.

WHOLESALE PRODUCE MARKETS.

WINNIPEG.

WHEAT

The wheat market for the week has been decidedly more spirited than for some time past. There were some very strong upward movements in prices, in leading United States markets, and though there were some weak spots, the general situation was stronger. The main cause of the declines was from realizing sales. There was heavy realizing on the advances, which would indicate that many operators thought it safer to take small profits than hold for further advances. The upward movement started on Saturday, Jan. 24, as shown by our market reports in last issue. On that day prices advanced over 2c at Chicago, on active buying of shorts, cables $\frac{1}{2}$ to $\frac{3}{4}$ stronger and large exports. On Monday wheat made a further gain of 1 to 2 cents at Chicago, with an excited and active market. Cables were 1d higher and all markets showed an upward tendency. On Tuesday a turn came and there was a drop of about 2c. Liverpool cabled $\frac{1}{2}$ to $\frac{3}{4}$ lower, which seemed to alter the situation very materially in the minds of speculators, and

those who were eager buyers the day before, were now selling. An increase in wheat on passage was another weak feature. On Wednesday there was again another lightning change at Chicago. The loss of Tuesday was more than recovered on cash wheat, which closed over 2c higher. Futures gained $\frac{3}{4}$ to 1c. The upward movement continued on Thursday. Cash wheat being particularly strong, prices advancing over 1c all around. Cables were stronger. On Friday a desire to realize seemed to have again seized the crowd, and prices were forced down under free selling at Chicago. Northwestern receipts continued large, Minne and Duluth getting between them 312 cars on Monday against 217 cars the same day a year ago; 218 cars on Tuesday, against 165 cars the same day a year ago; 257 cars on Wednesday, against 139 a year ago, and 248 cars on Thursday, against 173 a year ago.

In Manitoba there has been a little stiffening in prices at some country markets, but not sufficient to increase farmers' deliveries to any considerable extent. In the different Manitoba country markets prices to farmers have ranged from 78 to 65c per bushel, for best samples, which would be in the neighborhood of No. 2 hard. At Deloraine, a principal country market, there was a spurt in prices amounting to 10 to 12c, due to purely local competition among buyers. This did not hold out long, but it brought out considerable wheat, thus showing that in that district at least farmers are holding for higher prices, and that a sharp advance would soon bring out a rush of wheat. Deliveries have been light in most country markets. Winnipeg inspections showed 447 cars inspected for the week ended Jan. 24, but this would not represent the total of wheat passing through, by a considerable amount. Stocks in store at Lake Superior elevators increased 31,257 bushels to a total of 445,595 bushels. This shows that the principal movement is still through to the seaboard, as very little is going into store. This is due to the fact that considerable wheat is not fit for storage, as well as the desire of dealers to realize at once. It was rumored that the banks had decided to refuse to advance on low grade wheat, and that this would stop the buying of this class of grain. This statement was of course unfounded at the time, but color was given to it by a letter from a Winnipeg bank manager, which was published last week, and which advised farmers to dispose of their low grade wheat at once, as the banks would not advance money for the shipment of such grain after a certain unnamed date. THE COMMERCIAL has all along advised the early sale of damaged wheat, for any that is not bought in time to get it out of the country before warm weather will be almost valueless. Dealers would not take the risk of shipping damp or soft grain, no matter whether or not the banks would advance on it, after the weather turns warm. Farmers who hold sound grain are in a different position, and if prices go up later on, they would be able to realize on it. It will take a considerable time to get the wheat out of the country which is being marketed now, and with any heavy increase in deliveries it would be impossible to move the grain as fast as required. On account of the long haul to the seaboard, the present movement is taxing the railways to their fullest extent, even with the very favorable weather which has been enjoyed for handling the grain.

FLOUR.

There is no change to note in flour prices. Quotations in jobbing lots to the local trade, per 100 pounds are as follows: Patents, \$2.50; strong bakers', \$2.30; 2nd bakers', \$2.00; XXX, \$1.35; superfine, \$1.15; middlings, \$2.50; graham flour, \$2.30; cracked wheat, \$2.30; buckwheat flour, \$3.75.

MILLSTUFFS.

In the Winnipeg market the price is firm and unchanged, at \$12 for bran and \$14 for shorts per ton.

MEALS, OIL CAKE, ETC.

Cornmeal is 5c lower. Prices are: Oil cake in bags, \$21 a ton; oil cake meal in ton lots, \$26.50; in car lots f. o. b. \$25; Oatmeal, standard, \$2.60; granulated, \$2.70 per 100 pounds; rolled oats, \$2.70 per sack of 80 pounds; Corn meal is held at \$1.85 per 100 lbs. Pot barley, \$2.65 per 100 lbs. Pearl barley, \$3.00.

GROUND FEED.

Good qualities of feed are held at \$15 to \$16 per ton.

OATS.

There was an active demand for offerings of oats on the Winnipeg farmer's market, and prices were again higher, ranging at 30 to 31c per 34 pounds. Offerings were not up to the demand. In Manitoba country markets offerings have not been as large, and prices have ranged at from 25 to 30c per bushel in different markets. This shows quotations to be above a shipping basis at some country points. Some dealers fancy that the bulk of the oat crop has been marketed, and that there will not be any great quantity remaining for shipment, over local requirements.

BUTTER.

Commission dealers are offering to the retail trade at prices ranging from 12 to 20c per pound, according to quality, for dairy. At these prices it is taken in small quantities.

CHEESE.

Jobbing at about 12c per pound, and slow sale.

EGGS.

Fresh scarce at about 25c per dozen. Imported cold storage offered at 20 to 22c. Dealers are looking for larger offerings of country eggs with mild weather.

CURED MEATS, SAUSAGE, ETC.

There is an easy tendency in prices, with goods being offered very low. We quote as follows: Dry salt bacon, 9 to 9 $\frac{1}{2}$ c; smoked long clear, 10 $\frac{1}{2}$ to 10 $\frac{3}{4}$ c; spiced rolls, 11 $\frac{1}{2}$ to 12c; breakfast bacon, 12 $\frac{1}{2}$ to 13c; smoked hams, 13 $\frac{1}{2}$ to 14c; mess pork, \$17 per barrel. Sausage are quoted: fresh pork sausage, 10c lb.; bologna do., 8c lb.; German do., 9c lb.; ham, chicken and tongue do., 9c per $\frac{1}{2}$ -lb. packet.

LARD.

Pure lard is held at \$2.20 per 20 pound pail, with compound lard at \$2 per pail.

HIDES.

Very little movement of any kind. Round lots of frozen hides quoted at 3 $\frac{1}{2}$ to 4c per pound here. Very few hides offering for inspection. Inspected cows quoted: No. 1, 4c; No. 2, 3c; No. 3, 2c. There is a stronger tendency in eastern hide and leather markets. Sheepskins are quoted at 50 to 75 cents each as to quality; merino skins being worth 50 to 60 cents.

VEGETABLES.

Nothing new in vegetables. Potatoes are held at about 30c per bushel. Other vegetables are quoted: Turnips, 20c per bushel; parsnips, 1 $\frac{1}{2}$ c per pound; carrots, 60 to 70c per bushel; beets, 40c per bushel; cabbage, 40 to 60c per dozen; onions, 3 to 4c per pound; Spanish do., \$1.60 per crate of 30 lbs. nett; celery, 25 to 50c doz. heads.

DRESSED POULTRY.

Quotations may be given as follows: Turkeys, 12 $\frac{1}{2}$ to 13 $\frac{1}{2}$ c; geese, 9 to 10c; chickens, 8 to 10c per pound.

DRESSED MEATS.

Offerings have been larger in both beef and hogs, and the latter have shown an easier tendency. The quantity of dressed hogs brought in from Ontario has been sufficient to turn prices downward, and with the mild weather of last week holders were more anxious to sell. Jobbers were offering at 7½ and 7¾, and even reported at 7c, for hogs held in store, per lb., while arrivals of country hogs may be quoted at 6½ to 7c per pound. Some beef sold under 2c per pound, but this was thin stuff. Country dressed beef may be quoted at 2 to 4c per pound as to quality, by the side or carcass, and city dressed beef at 5 to 6½c per pound, choice fresh killed, not frozen, bringing the top price. Mutton quoted at 9 to 10c, heavy veal, 5 to 6c.

HAY.

Hay is offering largely in excess of demand, and is again quotable lower, baled on track being offered at \$6 per ton upward.

Chicago Board of Trade Prices.

After the big advance in prices on Saturday, prices for wheat again opened strong on Monday, Jan. 26. May opening at 97c, and ranging between 96½ and 93c. The close was about 1c over Saturday. Closing prices were:—

	Jan.	Feb.	May	July.
Wheat.....	92	—	97½	93
Corn.....	49½	49½	52½	52½
Oats.....	41	—	45½	—
Pork.....	9.50	9.85	10.35	—
Lard.....	5.70	5.72½	6.10	—
Short Ribs.....	4.80	4.82½	5.20	—

Wheat took turn down on Tuesday, closing at 1½ to 2c lower, on weaker cables and heavy realizing selling. Closing prices were:—

	Jan.	Feb.	May.	July
Wheat.....	90½	90½	95½	91
Corn.....	49½	49½	51½	52
Oats.....	43½	—	45½	—
Pork.....	9.50	9.55	10.02½	—
Lard.....	5.05	5.07½	6.05	—
Short Ribs.....	4.70	4.72½	5.12½	—

On Wednesday prices more than recovered the loss of Tuesday, on cash wheat, and made a gain of ¼ to 1c on futures. At the close prices were:—

	Jan.	Feb.	May.	July.
Wheat.....	92½	92½	96½	92
Corn.....	49½	49½	52½	52½
Oats.....	43½	—	45½	—
Pork.....	9.60	9.65	10.10	—
Lard.....	5.70	5.70	6.07½	—
Short Ribs.....	4.65	4.65	5.10	—

On Thursday wheat was strong on higher cables, large cash demand and heavy sales for export. Closing prices were:

	Jan.	Feb.	May.	July.
Wheat.....	93½	—	93½	93½
Corn.....	50½	—	52½-52½	52½
Oats.....	—	—	46	42
Pork.....	9.55	—	10.05-6.07½	—
Lard.....	—	—	—	—
Short Ribs.....	4.70	4.70	5.15-5.17½	—

wheat closed dull and ¾c lower on Friday on free realizing. Closing prices were:

	Jan.	Feb.	May.	July.
Wheat.....	72½	—	97½	92½
Corn.....	—	50	52½-52½	52½
Oats.....	—	—	45½	41½
Pork.....	—	9.70	10.05	—
Lard.....	—	5.72½	6.07½	—
Short Ribs.....	—	4.67½	5.12½	—

Minneapolis Market.

Following were closing wheat quotations on Thursday, January 29th:—

	Jan.	Feb.	May	On track
No. 1 hard.....	93	—	—	93½
No. 1 northern.....	92	91	95½	92½
No. 2 northern.....	89½	—	—	89-90

Flour.—The flour market has improved in activity this week and more flour has sold

since Monday morning, perhaps, than in any full week before in the last six. Millers in Minneapolis are not able to boast of having obtained additional price that equals the additional cost of the wheat they ground. They quote higher but sold mostly at old figures. When a customer comes to them with the pleading that he expected to wire on Saturday but could not for the "wire was down" and he had to wait until Tuesday, he generally gets the Saturday figure if it is the lower, for millers cannot dispute the truthful ness of a flour buyer's statement. The prospect has improved considerably in general activity. Quoted at \$4.55 to \$4.90 for first patents; \$4.30 to \$4.50 for second patent; \$3.60 to \$4.10 for fancy and export bakers; \$1.80 to \$2.10 for low grades in bags, including red dog.

Bran and shorts—Quoted at \$15.25 to \$15.50 for bran, \$15.25 to \$15.75 for shorts and \$15.75 to \$16.25 for middlings.

Oats—Quoted at 40 to 43c by sample. Barley—Quoted at 55 to 65c for good to fine samples of No. 3. Choice grain is in good request and even barley that is not choice No. 3 sells quite well, bringing all the way from 55c for fair no 3 to 65c for very choice, with the larger part of the offerings going at about 57 to 58c.

Feed.—Millers held at \$19.25 to \$19.75 with corn meal at \$19.00 to \$19.25.

Eggs—Quoted at 18 to 20c. per dozen. Apples—Held in car lots at \$1.00 to \$5.50 per bar.c1.

Meats—Dressed hogs, 3½ to 4c. lb.; Mutton, 5½ to 6c. lb.

Poultry—Chickens, 8 to 9c. lb.; Turkeys, 8 to 11c.; ducks and geese, 8 to 10c.

Fresh Fish—Whitefish, 4 to 4½c. lb.; pike, 5 to 6c.; pickerel, 3 to 5c.; perch, 4c.

Hides—Green, 3½ to 4c.; green salted, 4½ to 5c.; sheepskins, 65 to 75c. each.—Summarized from *Market Record*, Jan. 29.

Minneapolis Closing Price Wheat.

At Minneapolis on Saturday, January 31, wheat closed at 96½c per bushel for No. 1 northern, May option. This is 2½c higher than a week ago.

Duluth Wheat Market.

Prices at Duluth ranged between 97c and \$1. for No. 1 hard, May option. On Saturday January 31 there was a strong upward movement, prices gaining 2½c for the day, and closing at the highest point of the week. On Saturday May opened at 99½c and closed at \$1.02. January opened at 94½c and closed at 96½c. The close on Saturday was 3½c over a week ago for May. January advanced relatively more than May, for the week, and closed about 4c higher than a week ago.

Eastern Wheat and Flour Markets.

Latest mail advices from Montreal gave quotations there as follows:—Wheat—No. 2 hard, 97 to 98c; No. 3 hard, 83 to 86c; No. 2 northern, 88 to 90c; feed wheat 60c. Peas, 72 to 73c per 66 lbs. Manitoba oats, 44 to 45c; Ontario oats, 47 to 48c per 34 lbs. Feed barley 50c; malting barley, 65 to 70c. Flour—patent, \$5.20 to \$5.50; strong bakers, \$4.75 to \$5.25. Oatmeal—standard, \$2.25 to \$2.30; granulated, \$2.40 to \$2.50, per 100.

Prices at Toronto last week, at latest mail advices, were quoted as follows for car lots:—Flour—Manitoba patent \$5.20 to \$5.30; Manitoba strong bakers, \$4.90 to \$5; Ontario patents, \$4.40 to \$4.60; straight roller, \$4.05 to \$4.10; extra, \$3.75 to \$4; superfine, \$3.25 to \$3.40; fine, \$3 to \$3.20; low grade, \$2.00 to \$2.75. Bran, \$17.50 to \$18.00 Middlings, \$18 to \$20. Wheat.—No. 2 white, 96 to 97c; No. 2 spring 90 to 91c; No. 2 red winter, 97 to 98c; No. 2 hard, 97c; No. 3 hard, 86 to 87c; No. 3 northern 90c; No. 1 froated, 78c to 79c; No. 2 froated, 69 to 70c. Barley—No. 1, 63c; No. 2, 58c; No. 3 extra, 54c; No. 3, 50 to 51c. Peas—No. 2, 66 to 68c; Oats, 44 to 46c.

Montreal Stock Market

Reported by Osler, Hammond & Nanton, January 31, 1891.

Banks.	Sellers.	Buyer.
Bank of Montreal.....	225	225
Ontario.....	120	111
Melson's.....	160	155
Toronto.....	225	217
Merchants.....	112½	141
Union.....	—	—
Commerce.....	127	126½
Miscellaneous.		
Montreal Tel.....	101½	101½
Rich. & Ont. Nav.....	59	66
City Pass. Ry.....	192	188
Montreal Gas.....	210	209½
Canada N. W. Land Co.....	77½	77
C. P. R. (Montreal).....	732	73½
C. P. R. (London).....	—	75½
Money—Time.....	7	—
Money—On Call.....	—	6½
Sterling 60 Days, N. Y. Posted Rate..	483	—
" Demand " " " "	455	—
" 60 Days Montreal Rate Between Banks.....	—	9½
" Demand Montreal Rate Between Banks.....	—	9½
" New York Exchange Montreal Rate Between Banks.....	—	1-16 prem.

Statistical Wheat Information.

Imports into the United Kingdom during the week ended Jan. 24, aggregated 170,000 barrels of flour and 1,256,000 bushels of wheat.

Bradstreet's reports a decrease of 1,000,000 bushels during the week in the available supply at 1,000 points east of the Rocky mountains.

Exports of wheat and flour for the week ended Jan. 24, from all Atlantic ports were, 1,071,850 bushels, against 983,232 bushels for the corresponding week last year.

Receipts of wheat at Minneapolis for the week ended Jan. 24, were 944,590 bushels, against 531,140 bushels last year for the corresponding time, and 318,000 bushels for two years ago.

The visible supply as published on Monday last showed a decrease of 778,759 bushels during the week. The total stocks at all points enumerated in the statement aggregate 24,032,215 bushels against 31,943,205 bushels last year.

The amount on ocean passage increased 72,000 bushels, making the available supply 46,032,215 bushels, against 51,813,225 bushels for the corresponding date last year, 56,403,468 bushels two years ago, 52,721,123 three years ago, and 87,965,063 bushels four years ago.

G. F. R. Harris has been appointed manager of the Canada Permanent Loan Company's business at Winnipeg, in place of J. H. Brock.

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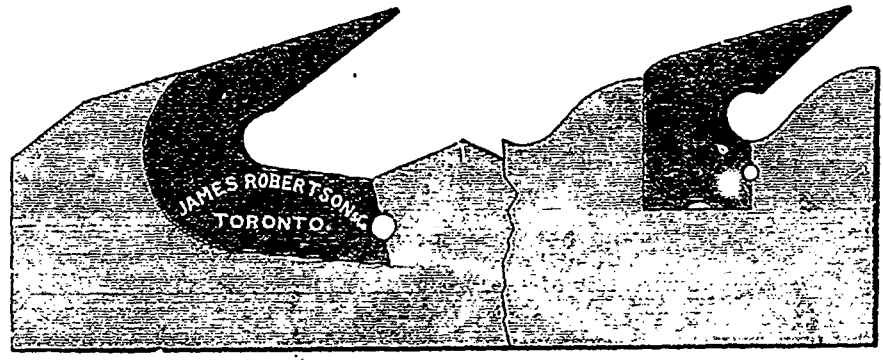
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17 30 Daily except Thur.	Atlantic Express for Rat Portage, Port Arthur, Sudbury, Sault Ste. Marie, North Bay, Toronto, London, Detroit, Niagara Falls, Ottawa, Montreal, Boston, Halifax, New York and all Eastern Points	10 25 Daily except Wed
10 45 Daily.	St. Paul Express for Morris, Greta, Grafton, Grand Forks, Fargo, Minneapolis, St. Paul, Duluth, Chicago, St. Louis, Detroit, Toronto, Montreal, etc.	13 50 Daily
10 45	Connects with Mixed for Morden, Manitou, Killarney, Deloraine and Intermediate Stations.	13 50
a 11 30	Morris, Norden, Manitou, Killarney and Deloraine.	17 15
a 11 50	Headingley, Carman, Trachene, Holland and Glenboro.	16 15
b 7 50	Stony Mountain and Stonewall.	12 35 b
b 18 00	Kildonan, Parkdale, Lower Fort Garry and West Selkirk.	10 35
c 7 00	Niverville, Otterburne, Dominion City and Emerson.	21 30

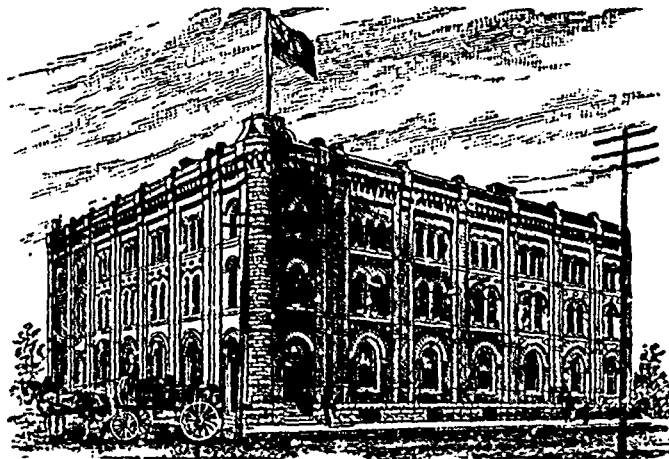
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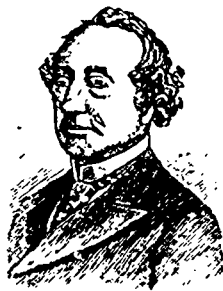
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is hereby given that on from and after the first day of January A.D., 1891, the business heretofore carried on by the undersigned under the name, style and firm of "Henderson & Bull" will be continued and carried on by the undersigned by and under the name and style of "W. F. Henderson & Co."

Dated, Winnipeg, December 31st, 1890.

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—MANUFACTURERS—

BOOTS AND SHOES

LONDON, - ONTARIO.

—
SPRING, 1891.

Mr. Glass will as usual call on the
trade in Manitoba, North West and
British Columbia. Samples are now
ready. Wait for him.

JOHN McPHERSON & CO.

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FINE SHOES

HAMILTON, ONT.

A. C. BUELL & CO.

SUCCESSORS TO

RUMSEY & BUELL,

Commission - Merchants,

Nos. 81 & 82 Board of Trade Building.

CHICAGO.

A. C. Buell & Co.

Barley a Specialty.

McLaughlin & Moore,

ROYAL DOMINION MILLS,

TORONTO.

Highest prices paid for Choice
Samples of HARD WHEAT on cars
at any Station in Manitoba or
Northwest Territories.

NOTHING LIKE LEATHER.

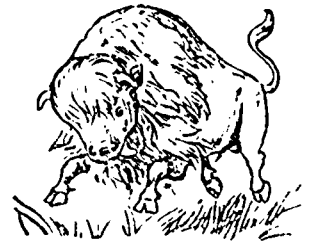
W. N. JOHNSON & CO.,

Importers and Dealers in

LEATHER AND FINDINGS.

Manufacturers of Harness, Collars, Boot
and Shoe Uppers, etc.

25 and 27 Alexander St. West, Winnipeg



**RAW FURS
WANTED.**

Highest Cash Prices. Send for Price List.

R. C. MACFIE and CO.

London, Ontario'

127 WHOLESALE HATS AND FURS '91

BURNS AND LEWIS,

WHOLESALE CLOTHIERS.

London, Ont.

ARE THE LARGEST MANUFACTURERS OF

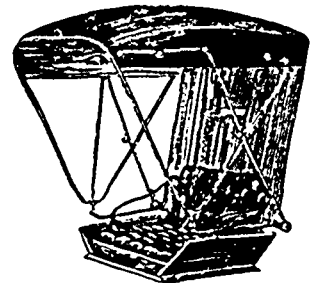
Children's, Boys' & Youths' Clothing

IN THE DOMINION.

Our travellers visit Manitoba, North-
west Territories and British
Columbia twice a year.

A. C. MCRAE,

—MANUFACTURER OF—



Carriage Tops,

Seat Trimmings,

AND WHOLESALE DEALER IN
TRIMMING GOODS.

Corner King and James Streets,
WINNIPEG.

Robert Mitchell & Co.,

MONTREAL, - P.Q.,

—MANUFACTURERS OF—

Gas and Electric Light Fixtures, Gas Meters

Engineers', Plumbers', Gas & Steamfitters

BRASS GOODS.

Montreal Brass Works.

SINCLAIR & CO.
Grain, Flour and Feed.
WOOD AND COAL IN CAR LOTS.
BRANDON, MAN.

ROSS, HALL & BROWN,
MANUFACTURERS OF
Sawn Lumber.
DIMENSION AND BOARDS DRESSED
AND IN THE ROUGH.
MILLS AND OFFICE AT
RAT PORTAGE - - ONTARIO

BROWN BROS.,
Wholesale and Manufacturing
STATIONERS,
64 to 68 KING STREET EAST,
TORONTO.
SPECIALTIES.

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

Encourage Home Manufactures by
smoking
SELECTS, La Rosa and Havana Whips,
—MADE BY—

Bryan & Co
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STRANG & CO.
Wishart Block, Market St. East,

WHOLESALE GROCERS
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WHOLESALE
CLOTHIERS,
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Represented by J. McLEOD, HOLIDAY &
Bro., Winnipeg, Man.

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Wholesale Boots and Shoes
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Manitoba and N.W.T. Agency: J. M. MACDONALD,
McIntyre Block, WINSIPA.
British Columbia Branch: WM SKENE, Van Horne
Block, VANCOUVER.

LYMAN BROS. & CO.,
WHOLESALE
DRUGS AND MEDICINES
Every requisite for the Drug Trade
promptly supplied.
TORONTO, ONT.

*** BELTING * OAK TANNED**
"EXTRA" BRAND.
MONTREAL AND TORONTO.
THE J. C. McLAREN BELTING CO. *

CHAS. BOECKH & SONS
—MANUFACTURERS OF—
Brushes Brooms
AND WOODENWARE.

Our Goods can be had from all the Leading
Wholesale Trade.
JNO. E. DINGMAN, Agent, - WINNIPEG.

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

Closest prices given to dealers
Satisfaction guaranteed in every
department.

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

1 Is the cost of a post card
which can carry an inquiry
for prices and full line of sam-
ples of our Western Yarns.
You can double your Yarn
Sales by handling these goods
Get Samples & Judge for Yourself
CENT.
WESTERN WOOLEN MILL CO.,
STEPHENSON, JOHNSTONE & Co., Props.
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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
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35 PORTAGE AVENUE EAST,
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W. E. SANFORD M'FG CO., Ltd.
MANUFACTURERS OF
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45 to 49 King St. Princess Street.
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—WHOLESALE DEALER IN—
GROCERIES AND PROVISIONS
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PRICES FURNISHED ON APPLICATION.

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Wholesale Dealers in
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AGENTS FOR
GOODYEAR RUBBER COMPANY
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525 Main St., - Winnipeg.

WILLIAMS & FRASER,
5 STORE STREET,
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Commission :- Merchants
And Manufacturers' Agents.

Best Market Prices and Prompt Settlements for all kinds of Produce. Agents for Frazer & McKenzie, England, Machinery Manufacturers. Mining, Ship and Hydraulic Machinery a Specialty. Also Steel Lifoboats and Life Saving appliances.

✉ CORRESPONDENCE SOLICITED ✉

J. & A. Clearihue,
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—DEALERS IN—
FRUITS AND ALL KINDS OF PRODUCE.
Special attention to consignments of Furs and Skins, Butter and Eggs.

Yates Street, VICTORIA, B.C.
P.O. BOX 536.

AGENTS Skitgate Oil Works, B.C.; D. Richards' Laundry Soaps, Woodstock Ontario, Toller, Bothwell Co., Montreal, Parisian Washing Blue.
We have a large cool warehouse with good facilities for handling Butter and Produce in quantities.
Consignments Received in all Lines. Correspondence Solicited.

Victoria Rice Mill

VICTORIA, B.C.

CHINA and JAPAN RICE,
RICE FLOUR AND BREWERS' RICE.

WHOLESALE TRADE ONLY.

HALL, ROSS & CO., - Agents.

EVANS BROS.' PIANOS,

Fine Finish, Fine Toned, F. sy Touch.

THE UNEQUALLED

Doherty Organ.

✉ Send for Catalogue and Price Lists ✉
AGENTS WANTED.

O. E. MARCY, GENERAL AGENT.
WINNIPEG.

Henry Saunders,

—IMPORTER AND DEALER IN—

GROCERIES and LIQUORS,

37, 39 AND 41 JOHNSON STREET,
VICTORIA, B.C.

TO BUTCHERS?

S. Walker & Co.
WINNIPEG.

Axle Grease Works

Pay the highest price for Fat and Tallow
All the Year Round.

✉ PROMPT CASH PAYMENT. ✉

TO THE TRADE.

Richardson & Heathorn,

SOLE AGENTS FOR BRITISH COLUMBIA

—FOR—

A. A. ALLAN & CO, Toronto

Hats, Caps, Furs, Etc.

A COMPLETE LINE OF THESE GOODS.

Victoria, B. C.

Brackman & Ker,

—WHOLESALE DEALERS IN—

FLOUR, FEED, GRAIN AND PRODUCE

VICTORIA, B.C.

✉ CORRESPONDENCE SOLICITED. ✉

THE ORIENTAL TRADERS CO. LD.

Importers and Wholesale Dealer in Goods of all kinds from Japan, China, Phillipine Isles, etc.

Tea, Sugar, Coffee, Hemp, Rice, Manila, Cigars, Brushes, Matting, Umbrellas, Handkerchiefs, Silks, Etc.

EXPORTERS OF CANADIAN } Vancouver, B.C.
PRODUCTS.

McMILLAN & HAMILTON,

COMMISSION MERCHANTS

—AND WHOLESALE DEALERS IN—

BUTTER, EGGS, FRUITS AND PRODUCE
OF ALL KINDS.

153 WATER ST.—VANCOUVER—P.O. BOX 296.

THE VANCOUVER WAREHOUSE CO'Y.

Storage, free and bonded. Forwarding. Commission. Warehouse Receipts Granted. Customs and Ship Brokerage. Insurance on Goods in Store or in Transit.

Agents for Canada Sugar Refining Company, Montreal. Special advantages for handling Butter, Cheese and Eggs. Correspondence and Consignments Solicited. Special arrangements for advances made to regular shippers. An experienced butler and cheese man for the Produce Department.

REFERENCES—C.P.R. and Bank of Montreal.

G. R. MAJOR, Manager, VANCOUVER, B.C.

J. CANNING,

Direct Importer and Wholesale Dealer in

FOREIGN AND DOMESTIC FRUITS

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BAY VIEW, CORDOVA ST., VANCOUVER, B.C.
P.O. Box 711.

4711 WHITE ROSE
(brand) GLYCERINE SOAP.
COLOGNE & PERFUMES.

A LARGE ASSORTMENT JUST RECEIVED.

LYMAN, KNOX and CO.,

WHOLESALE DRUGGISTS,

MONTREAL and TORONTO.

GENERAL AGENTS

LELAND HOUSE, VANCOUVER,

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

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

Victoria Steam Bakery

M. R. SMITH & CO.

—WHOLESALE AND RETAIL—

Cracker :- Bakers,

VICTORIA, B.C.

Capacity 50 barrels of Flour per day. Correspondence Invited.

'The Lansdowne.'

The Finest Hotel between Winnipeg and the Mountains. Solid Brick Throughout.

Equipped with Every Modern Convenience

Luxuriantly Furnished Parlors and Bedrooms.

Excellent Sample Rooms for Travellers.

F. ARNOLD, Proprietor. - REGINA, Assa.

FLOUR.

Patent Hungarian,

Strong Bakers. Straight Baker

Superfine.

BRAN.

SHORTS.

CHOPPED FEED.

Grain Shippers

Correspondence from Cash Buyers Solicited.

LEITCH BROS.,

FLOUR MILLS,

Oak Lake, - Man.

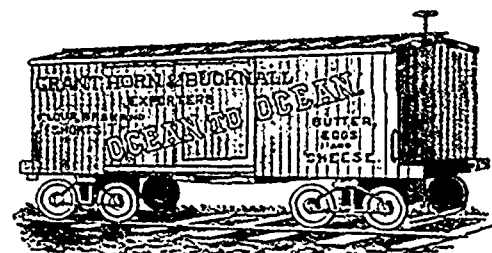
Grant, Horn & Bucknall,

PRODUCE

—AND—

Commission Merchants,

128 Princess Street, WINNIPEG



CREAMERY BUTTER!

DAIRY BUTTER!!

CHEESE!!!

A. HARRIS, SON & CO.

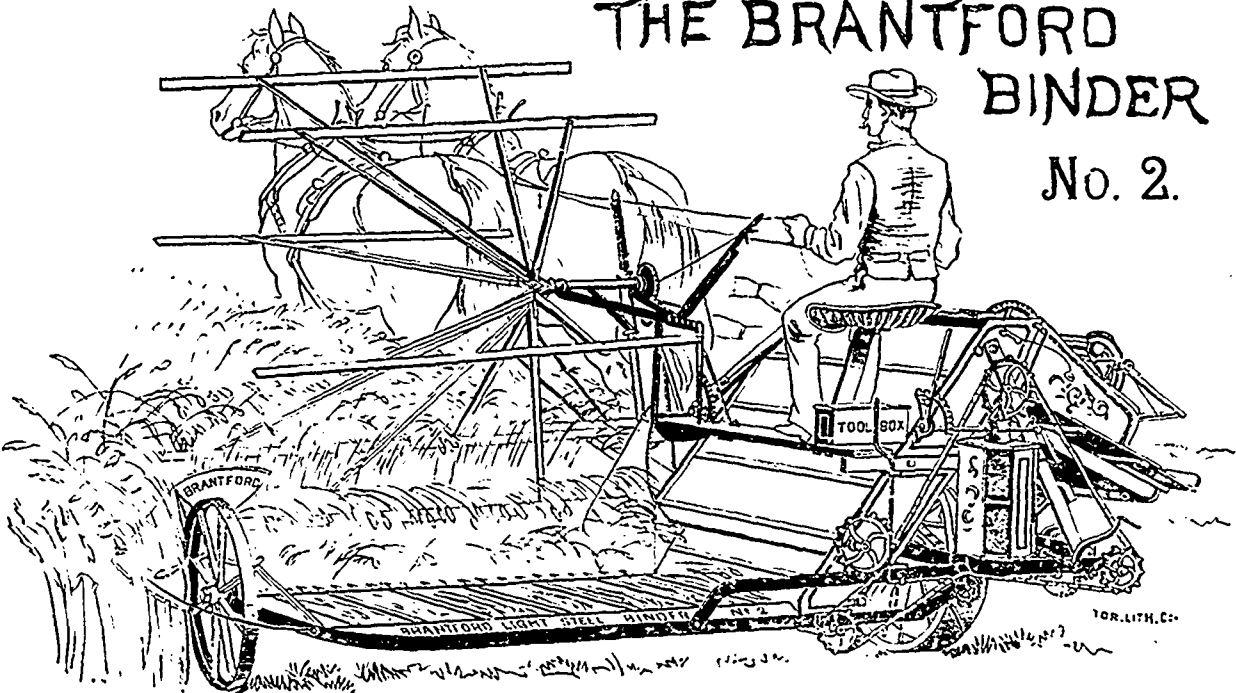
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—MANUFACTURERS AND DEALERS IN ALL KINDS OF—

Agricultural Implements

WINNIPEG.

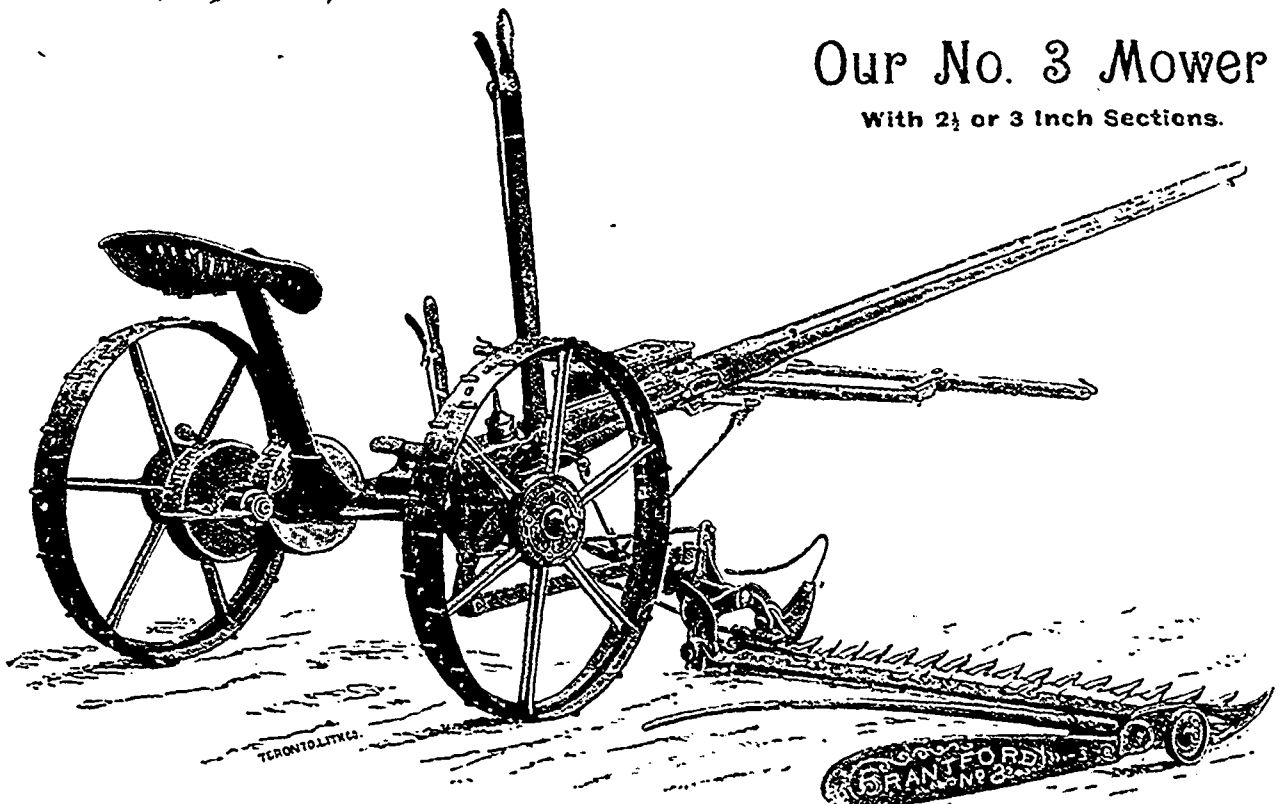
THE BRANTFORD BINDER No. 2.



With Stark Knoter.

* * * Write for one of our New Illustrated Monthlies. * * *

Our No. 3 Mower With 2½ or 3 Inch Sections.



OUR NEWEST MACHINES FOR 1891.

Factory at BRANTFORD, Ont.

AGENCIES AT ALL PRINCIPAL POINTS.

PAINTS.

COLORS.

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WILLIAM JOHNSON COMPANY.

OUR SPECIALTIES ARE,

Johnson's Decorators Pure White Lead
 " Pure Liquid Paints.
 " Pure Colors in Oil.
 " Superfine Coach Colors in Japan.
 " Magnetic Iron Paint.
 " Sun Varnish for Universal Use.

WORKS: - MONTREAL.

Toronto Hide & Wool Co

Wholesale Dealers in

HIDES!

SHEEPSKINS AND WOOL

JOHN HALLAM

88 Princess St., WINNIPEG

83 and 85 Front Street East, - TORONTO.
PROPRIETOR

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

LAKE OF THE WOODS MILLING CO.

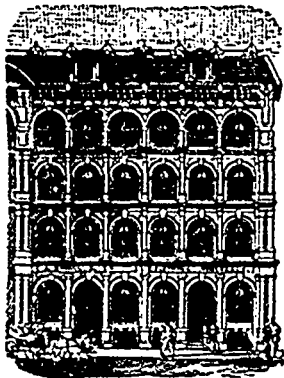
The most perfect Flouring Mill in Canada. CAPACITY 1,600 BARRELS A DAY.

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,

KEEWATIN, - ONTARIO.



E. A. SMALL & CO.
 MANUFACTURERS OF CLOTHING
 WHOLESALE.
 Albert Buildings,
 Victoria Square, MONTREAL.

Represented by WM. H. LEISHMAN,
 Sample Rooms, Nos. 30 and 32 McIntyre Block
 Winnipeg, Man.

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.

When a Strength-Giving Food is Needed,

ALWAYS USE 

IT SUPPLIES

Every constituent of Prime Beef that Strengthens and Stimulates; that forms Sinew and Muscle and that gives solidity and soundness to the Constitution.

Johnston's Fluid Beef is the only Meat preparation that can substantiate this claim.

Andrew Allan, President. John McKechnie, Superintendent.
 F. H. Brydges, Vice-President. E. F. Williams, Sec.-Treas.

J. F. EBY.

HUGH BLAIN.

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

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

GENERAL BLACKSMITHING,
 All Kinds of Machinery.

POINT DOUGLAS AV., WINNIPEG

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.

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Stamped and Japanned Ware, &c.

Office and Sample Room - 474 St. Paul Street
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Merrick, Anderson & Co., Northwest Agents
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Hodgson, Sumner and Co.

-IMPORTERS OF-

British, French, German and American Dry Goods, Small Wares and Fancy Goods.

347 and 349 St. Paul Street, MONTREAL.

Represented: J. McLEOD, HOLIDAY & BRO.
 Commission Merchants, 54 Portage Avenue,
 WINNIPEG, MAN.

Our Travellers have commenced the campaign for 1891.

Their Sundry Samples are larger than ever, and prices better than ever.

Cigar Samples represent the largest stock and largest variety west of the Great Lakes.

Tobacconists' Sundries were never more complete.

In Drugs and Medicines, our representatives are able to quote with any house in Canada.

WAIT UNTIL THEY CALL.

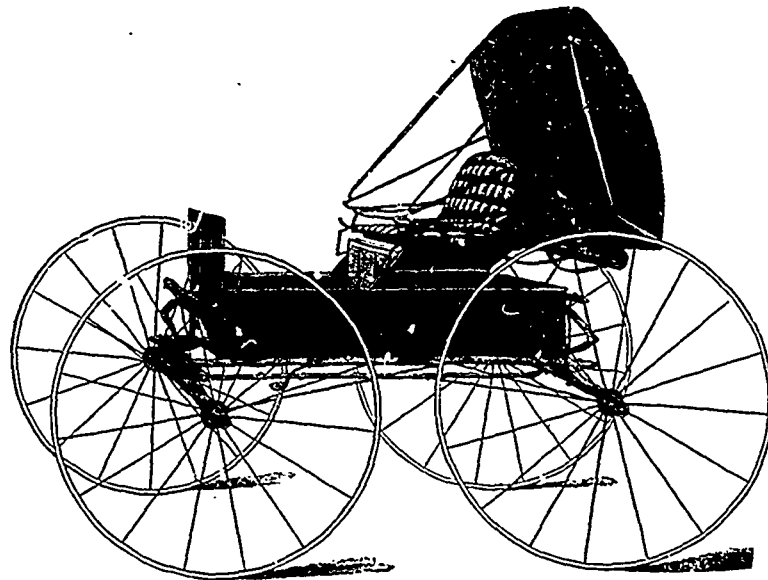
Dawson, Bole & Co.

WINNIPEG, - MANITOBA.

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— WHOLESALE AND RETAIL DEALERS IN —

Wagons,
Buggies,
Carriages,
Phætons,
Buckboards,
Carts,



Cutters,
Sleighs
AND OTHER
Vehicles,
Harness,
Etc.

Plows, Harrows, Mowers, Hay Rakes, Binders and Threshers

STOCK RAISERS IMPLEMENTS AND CONTRACTORS SUPPLIES.

Illustrated Catalogues of our Goods Sent Free on Application.

Market Square, - WINNIPEG, Man.

Manitoba and Northwestern Ry.

PASS Tuesday Thursday and Saturday	Miles from Winnipeg.	STATIONS.	PASS Monday Wednesday and Friday
LEAVE 11 00 ar 12 50 de 13 00	0	Winnipeg	ARRIVE 17 30 16 30 de
14 45 15 50 16 45	66	Portage la Prairie	16 30 ar 13 55 12 23 11 45
ar 17 45	160	Rapid City	10 10 de
18 24 19 45 20 25 21 55	171 194 211	Shoal Lake Murtle Blinacarth	9 57 8 55 de 7 55
ar 21 05	223	A Russell H.	7 15 de
21 32 23 02 23 30 24 00 ARRIVE	236 202	Langenburg D Saltcoats D	6 48 5 50 de

† Meals.
A Thursdays and Saturdays. B Wednesdays C Thursdays and Saturdays. D Mondays and Fridays.
If any passengers for stations between Winnipeg and Portage la Prairie, train will stop to let off, and when flagged to take on passengers.
W. R. BAKER, Gen. Super't. A. McDONALD, Asst. Gen. Pass'r Agent.



RUN

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 DULUTH.
THROUGH PULLMAN VESTIBULED DRAWING ROOM and COLONIST SLEEPERS via the NORTHERN PACIFIC RAILROAD between CHICAGO and PORTLAND, ORE.
CONVENIENT TRAINS to and from Eastern, Western, Northern and Central Wisconsin points, affording unequalled service to and from WAUKESHA, FOND DU LAC, OSHKOSH, NEKASH, MENASHA, CHIPPEWA FALLS, EAU CLAIRE, HURLEY, Wis. and IRONWOOD and BRSEMME, 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, General Manager, Milwaukee, Wis.
J. H. HANNAFORD, Gen'l Traffic M'gr, St. Paul, Minn.
H. C. BARKER, Traffic Manager, Chicago, Ill.
LOUIS ECKSTEIN, Gen'l Passenger and Ticket Agent Chicago Ill.

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, 1890, and January, 1891, 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
And Manitoba Railway.**

TIME CARD.

To take effect at 6 a. m. Sunday, Dec. 7, 1890.
Central or 90th Meridian Time.)

North Bound			South Bound		
Freight No. 119 3rd Class	Passenger No. 117 1st Class	Miles from Winnipeg.	STATIONS.	Passenger No. 118 1st Class	Freight No. 120 3rd Class
11.20a	4.10p	0	Winnipeg	11.20a	3.60a
11.05a	4.02p	0	Portage Junction	11.37a	3.18a
10.45a	3.50p	0.2	St. Norbert	11.51a	3.47a
10.25a	3.38p	15.3	Carlton	12.05p	4.16a
9.55a	3.20p	23.5	St. Agathe	12.22p	4.55a
9.40a	3.12p	27.4	Union Point	12.30p	5.15a
9.20a	3.00p	32.5	Silver Plains	12.41p	5.45a
8.55a	2.43p	40.4	Morris	12.57p	6.25a
8.30a	2.20p	46.8	St. Jean	1.12p	6.57a
7.55a	2.10p	60.0	Lecteller	1.30p	7.55a
7.40a	1.45p	65.0	West Lynno	1.50p	8.50a
6.30a	1.55p	68.1	Pembina	2.05p	9.05a
9.42a	1.01	71.1	Grand Forks	2.50p	9.55a
5.30a	2.56	74.1	Winnipeg Junction	3.00p	10.05a
1.30a	3.43	77.1	Brainerd	3.00p	10.15a
8.00p	4.53	80.1	Duluth	3.00p	10.25a
8.50p	4.81	83.1	St. Paul	3.00p	10.35a
8.35p	4.70	86.1	Minneapolis	3.00p	10.45a
9.30p	4.58	89.1	Chicago	3.00p	10.55a

PORTAGE LA PRAIRIE BRANCH.

Mixed No. 147 2nd Cl.	Miles from Winnipeg	STATIONS.	Mixed No. 148 2nd Cl.
11.55a	0	Winnipeg	4.30p
11.37a	3	Portage Junction	4.42p
11.10a	11	St. Charles	5.10p
11.03a	13	Headingley	5.18p
10.40a	21	White Plains	5.41p
10.15a	29	Gravel Pit	6.06p
9.55a	35	Bustace	6.27p
9.33a	42	Oakville	6.49p
9.05a	60	Assiniboine Bridge	7.15p
8.50a	55	Portage la Prairie	7.30p

MORRIS-BRANDON BRANCH.

Freight No. 140 3rd Class	Passenger No. 138 1st Class	Miles from Morris.	STATIONS.	Passenger No. 137 1st Class	Freight No. 136 3rd Class
6.37p	12.50p	0	Morris	2.50p	9.00a
5.16p	12.27p	10	Low's	3.12p	9.45a
5.07p	12.01p	21	Myrtle	3.37p	10.32a
4.40p	11.51a	25	Roland	3.48p	10.52a
4.05p	11.3	33	Rosebank	4.05p	11.22a
3.28p	11.20a	39	Miami	4.19p	12.05p
2.40p	11.00a	49	Deerwood	4.40p	12.55p
2.27p	10.48a	54	Atta	4.51p	1.20p
1.53p	10.30a	62	Somersset	5.09p	1.57p
1.26p	10.16a	68	Swan Lake	5.23p	2.25p
21.00p	10.03a	74	Indian Springs	5.35p	2.50p
12.40p	9.53a	79	Maricapolis	5.45p	3.14p
12.12p	9.39a	83	Greenway	6.00p	3.43p
11.45a	9.25a	92	Balder	6.15p	4.12p
11.05a	9.04a	102	Belmont	6.35p	4.53p
10.30a	8.48a	109.7	Hilton	6.52p	5.28p
9.25a	8.25a	120.	Wawanesa	7.15p	6.13p
8.33a	8.02a	129.5	Rounthwait	7.38p	7.00p
8.02a	7.41a	137.3	Martinville	7.57p	7.37p
7.25a	7.25a	146.1	Brandon	8.15p	8.16p

† Meals.
Nos. 117 and 118 run daily.
Nos. 119 and 120 will run daily except Sunday.
Nos. 147 and 148 run daily except Sunday.
Nos. 140 and 137 will run Mondays, Wednesdays and Fridays.
Nos. 138 and 139 will run Tuesdays, Thursdays & Sats.
Pullman Palace Sleeping Cars and Dining Cars on Nos. 117 and 118.
Passengers will be carried on all regular freight trains
J. M. GRAHAM, General Manager, Winnipeg. H. SWINFORD, General Agent, Winnipeg.

Northern Pacific Railway

—DAILY—

GRAND WINTER EXCURSIONS.

From Manitoba to Montreal, Quebec, and Ontario.

—GOOD FOR—

90-NINETY DAYS-90

Nov. 18 to Dec. 30, via

Northern Pacific Railway.

The Only Dining Car Line from Manitoba to point... Ontario, via St. Paul and Chicago. The only road giving choice of

TWELVE DIFFERENT ROUTES.

\$40--For Round Trip--\$40

Good going 15 days each way, with stop-over privilege. An extension of 15 days will be granted upon payment of \$5; 30 days for \$10, and 60 days for \$20.

All baggage for Canada bonded through to destination. No customs examinations. Parties wishing sleeping car accommodation can have same secured by applying to,

H. J. BELCH,
City Ticket Agent, 486 Main Street, Winnipeg.

H. SWINFORD, General Agent,
General Office Building, Water Street, Winnipeg.

CHAS. S. FEE, G. P. and T. Agent, St. Paul

MONEY

can be earned at our NEW line of work, rapidly and honorably, by those of either sex, young or old, and in their own localities, wherever they live. Any one can do the work. Easy to learn. We furnish everything. No risk. You can devote your spare moments, or all your time to the work. This is an entirely new field, and brings wonderful success to every worker. Beginners are earning from \$25 to \$50 per week and upwards, and more after a little experience. We can furnish you the employment and teach you FREE. No space to explain here. Full information FREE. TRUETT & CO., AUGUSTA, MAINE.

Alberta Ry. & Coal Co. and Great Falls & Canada Ry. Co.

CONDENSED JOINT TIME TABLE

In Effect November 30th, 1890.

Going South.		STATION.		Going North	
Freight No. 5	Mixed No. 7	Daily, except Sunday.	Mixed No. 6	Freight No. 4	Mixed No. 3
7.30a	6.15p	De. Lethbridge	Ar. 6.35a	4.15p	4.15p
1.00p	11.45a	De. ... Cochrane	De. 1.30	11.00a	11.00a
(International bound.)					
1.45	1.00a	De. ... Sweet Grass	Ar. 12.25a	9.00	9.00
4.30	4.00	De. ... Shelby Junction	Ar. 10.00	6.00	6.00
5.20	5.00	De. ... Conrad	Ar. 9.00	5.00	5.00
7.20	7.00	De. ... Pigeon	Ar. 7.20	3.20	3.20
9.20	9.00	De. ... Collins	Ar. 5.15	1.20	1.20
11.20	11.00	De. ... Steel	Ar. 3.00	11.20p	11.20p
12.00	11.40	De. ... Vaughan	Ar. 2.20	10.30	10.30
1.00a	12.30p	Ar. ... Great Falls	De. 1.30	9.40	9.40

CONNECTIONS.
Canadian Pacific Railway at Dunmore Junction - East bound train (Atlantic Express) leaves Dunmore at 10.17 a.m.; West bound train (Pacific Express) leaves Dunmore at 5.43 p.m.
Great Northern Railway at Great Falls. South bound train to Helena, Butte, &c., leaves Great Falls at 10.25 a.m.; East bound train to St. Paul, &c., leaves Great Falls at 2.55 p.m.
MacLeod and Pincher Creek Stage leaves Lethbridge Tuesdays, Thursdays and Saturdays, at 9 a.m. Returning from MacLeod Mondays, Wednesdays and Fridays.
E. T. GALT, W. D. BARCLAY, H. MARTIN,
Gen. Manager. Gen. Super't. Gen. Traffic Agent