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WINNIPEG, NOVEMBER 23, 1892.

Economies of Water Transportation.

THE COMMERCIAL has long been an ardent advocate of the improvement of our water route to the east, via the lakes, for the cheapening of transportation to and from the west. Following is an article showing the economy of water transportation, which will prove interesting in this connection. Lewis W. Haupt, consulting and maritime engineer, in a late issue of the *Manufacturers' Record*, says:—

If the same attention were given to improvement of artificial waterways as has been devoted to railways, the economy of movement would be greatly increased, millions of dollars would be saved for investment in manufacturers or other more permanent improvements, instead of being spent in repairs to a short-lived and perishable form of plant, and, best of all, the railroad managers themselves would utilize the canals, which have become the property of their companies, for the enlargement of their revenues, while, at the same time, they reduced their rates and thus stimulated and increased their business. Now, the energy and attention of their numerous solicitors is expended in securing every pound of freight for the railroad, while the same industry in behalf of the canal would put in motion as large tonnage which cannot be touched at the present rail rates. And yet we find the railroads in many cases patronising competing canals for the transportation of their own construction materials, rather than haul it on lines under their own control and connecting the same terminals. Why, if not because it is cheaper?

Even to-day, a comparison between the old time canal and the most improved and efficient railroad in the country may be made which will show the superiority of the waterway. Thus a canal terminating in Philadelphia, having a

draft of 5½ feet, and capable of carrying boats of 175 tons' capacity, charged from 40 cents to 70 cents per ton tolls from the mines to tide water, 163 miles. This canal has a bottom width of 40 feet and depth of 6½, with locks 110x18 feet. The boats weigh about 65 tons, making a gross load of 240 tons to each train of three mules, or 80 tons per mule, moved at the rate of 1½ miles per hour. The tractive force was only 1.78 pounds per ton, while on a railroad it is about 9 pounds. The boat and team cost \$2,500, or 38.44 per ton. The ratio of paying to dead load is 175 to 65, or nearly three to one.

On a first-class modern grain car of 60,000 pounds' capacity, weighing 30,000 pounds, the ratio is two to one. The average weight of the box car being 13.4 long tons and its cost \$625, the cost per ton of the car is \$46.34. But the 125,000-pound locomotive costs \$10,000, and the average train load in the United States, by Poor's Manual for 1891, was 163 tons, requiring but, say six, or a 30-ton cars; hence the motive power per car cost \$1,666, or \$124 per ton, which, added to the \$46.34, gives for the cost of rolling stock per ton \$170.34, as compared with \$38.44 for the canal. It is true, however, that on favorable grades one engine can handle from 40 to 50 cars, thus greatly reducing the cost of motive power, but the averages are a better base of comparison. The life of the boat is longer also than that of the car being 18 to 20 years.

Now as to the load. One boat's load of 175 tons would fill nearly six cars of 30 tons' capacity, or an average train, for which the expenses of movement are much greater; but, without going into a detailed analysis of individual items of expense, we may take the reported average rate for freight movement per ton mile as being the measure of the cost of overcoming all the resistance opposed by railroads to traffic. The lowest rate reported for 1890 in Poor's Manual was that of the Chesapeake & Ohio, which was 0.54 cent, or 5.4 mills, per ton mile. The next lowest was the Louisville & Nashville, on which the rate was 5.7 mills, while the New York, Lake Erie & Western ranks next at 6.4, and the Pennsylvania next at 6.5, and the rate rises to 16.1 mills for the Southern Pacific. The average rate of all is over 9 mills per ton mile. Compared with this we have on the canal for captain and crew \$4.75, feed for three mules \$1.50—total for movement of boat per diem \$5.75; depreciation and interest at 20 per cent., \$500; total expense for season \$638 per boat, making twenty round trips and delivering 3,500 tons of coal, which is at the rate of 18½ cents, per ton. Adding 8 cents for unloading brings it up to 26½ cents for 108 miles, or 2.4 mills per ton-mile, but as the boats return empty, their round trip is, in fact, 216 miles, and the cost, if there were return loading, would then be but 1.4 mills. In neither case has the roadway been considered. The surprising economy of water transportation is, however, more fully illustrated by the results of the tramp freight vessels on the ocean, which may carry 3,000 tons or more 20 miles a day at a cost of \$300, or 10 cents per ton for 250 miles, which is but four-tenths of a mill per ton-mile.

Even greater economy has been secured in many of the recent freight steamers built on the great lakes, some of which have a capacity of 3,000 tons on a draft of 16 feet, and one is reported to be on the stocks capable of carrying 6,000 tons. The rate of 1 cent per bushel on wheat from Chicago to Buffalo is not now unusual. At 33 bushels to the ton this is but one-third of a mill per ton-mile, or one twenty-seventh the average railroad rate.

The success of the whaleback C. W. Wetmore was such as to cause other parties to engage in the construction of additional vessels of this type, both here and abroad, with promise of still greater efficiency.

These astounding results are attributed to the great efficiency of marine steam engines, and to great capacity for storing the paying load, so that, notwithstanding the long haul

over non-productive waters, the ocean carrier is out of reach in the competition with the land lines; in fact, there can be no competition, for the two are reciprocal and mutually beneficial. The marine engine requires only one-half ounce of coal per ton-mile, or a ton of coal would produce 64,000 ton miles of ocean carriage at freight speed, while the same amount of fuel will only produce 10,000 ton miles on a railroad, or about one-seventh as much.

From whatever standpoint, therefore, the question be viewed, it would seem that, even with the improved efficiency of the railroads, which, it is stated, was increased last year over 60 per cent., they are not able to cope with the unpretentious and antiquated system of canal transportation, and the attempts which are systematically made to obliterate our canal routes, limited though they are, if consummated, would be a calamity to the nation as well as to the railroads, for manufacturers and commerce would be restricted by increased taxes.

The prosperity of the country would be greatly enhanced if a more general interest were manifested in enlarging our great system of waterways and in bringing them into more intimate co-operation by improving their connecting arteries. It has been shown by statistics that the \$30,000,000 expended on the improvements on the great lakes have effected an economy in the freight moved in one year of more than three times the total cost. Surely there are few, if any, expenditures of the government that can produce a better result than this of the river and harbor bill.

The sample copy of the Christmas number of the *Dominion Illustrated* is a genuine surprise; we had no idea that such a superb work could be turned out in Canada. Everything in the number, coloured supplements, reading matter and illustrations is not only of a very high order but most attractive and will, we think, tempt everyone—even editors—to indulge in a few copies as souvenirs. The comic supplement is excellent, and shows great originality and skill on the part of the designer; the adventures of the hero at sea and in Paris are very funny. Another very good thing is the double page plate of the "Legislative Halls of Canada"—where our worthy M.P.'s and M.P.P.'s luxuriate and wrangle. As a rule the buildings are noble and imposing, and will give our friends abroad some idea of the progress of the Dominion in self-government. The large supplement "Christmas-Morning" is a beauty, and is well worth a handsome frame. The reading matter appears to be just the thing for the holidays, bright, interesting and beautifully illustrated; a new departure is in reproducing on title page the portraits of the authors. The whole number forms a literary and artistic treat and must be seen to be appreciated. From the high merit of the work we do not doubt but that the whole edition will be disposed of as soon as put on the market.

The war between the whiskey trust, known as the Distillers and Cattle Feeding Company of Illinois, with headquarters at Peoria, and a few independent distillers is nearly at an end, and the trust is practically victorious. The only St. Louis concern which has held out against the trust has been the Central Distilling Co. Of the outside firms that have remained independent the Denson Distilling Co. of Cincinnati, the Star Distilling Co. of Pekin, Ill., and the Crescent Distilling Co. of Pekin, Ill., have been the most active opponents of the trust. These with the co-operation of the Central company of St. Louis have successfully fought the trust until the present time. According to information obtained from one of the gentlemen who engineered the deal these four companies have been absorbed by the trust, and within two days the trust will be able to absolutely control the price of whiskey and high wines at its own pleasure. It is understood the trust pays \$1,500,000, partly in cash and the balance in stock for the four distilleries. Of this amount \$500,000 is for the St. Louis company.



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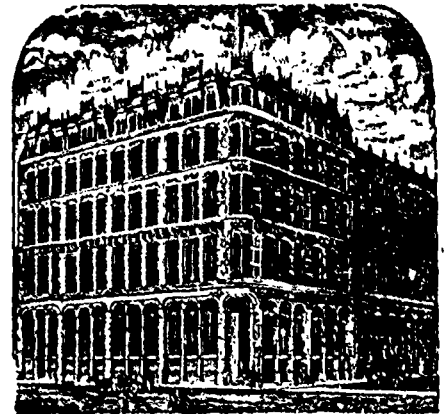
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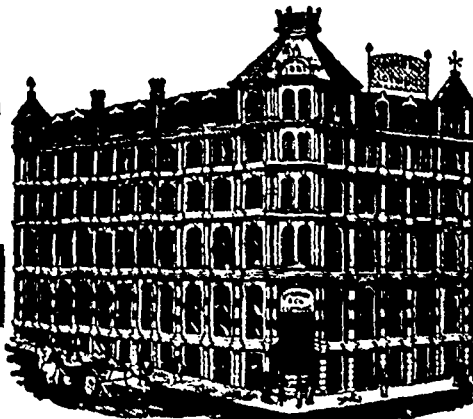
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Winnipeg Board of Trade.

There was a meeting of the council of the board of trade on Tuesday. A large amount of routine business connected with the removal to the new rooms and reports of standing committees was transacted.

A letter from the Duluth Jobbers' union was read, asking this board to join with them in requesting the Northern Pacific Railway to grant two passenger trains a day between Duluth and the Red river valley. The council could not see their way clear to ask the Northern Pacific for two trains a day unless they could show sufficient business to show the necessity for it.

The St. Paul chamber of commerce wrote asking for the names of public men, authorities on the subject of reciprocity and deep water navigation. So far as the board's information goes the request will be acceded to.

The question of the Government insuring registered letters from loss, referred to this board by a gentleman in Montreal, was discussed at some length. The facts were submitted, that during the last three years, out of 10,221 registered letters in Canada, 547 were missing and were claimed to contain \$21,702; that of the missing letters 333 were recovered; and that of the \$21,702 in the missing letters, \$11,000 was in blank bills sent by Montreal banks to their Northwest agents, but burned in a railway accident, being the banks' own bills; there is understood to have been no real loss. At five cents the revenue from registered letters would have been \$511,100 during these three years. It was also stated that Lloyds insure money bags from any point in Canada to any other point in Canada or the United States if sent by registered post and by all rail routes, at seventy-five cents per \$1,000, irrespective of the distance; and to the United Kingdom from Canada at \$1.25 per \$1,000, if sent by Halifax or New York. Correspondence has been opened with the Montreal and Toronto boards on this subject, with the idea of properly representing the matter to the Dominion Government.

A letter from the Minister of Agriculture, Ottawa, was read regarding quarantines, in which he stated that the quarantine at Grossex Isle was now fitted with improved disinfecting and other appliances and in the early spring would be made a quarantine station of the first class. Similar action is being taken regarding a quarantine station at Fuca, British Columbia.

The Vancouver board of trade also forwarded a communication stating that they were actively engaged in pressing on the Government the necessity of proper quarantine service. The Vancouver board of trade has been in correspondence with the Winnipeg board for some time regarding the insolvents' estates act, and has been supplied with copies of the Manitoba act and other information.

A vote of thanks was directed to be returned to the C.P.R. telegraph company for the service into the board room on the night of the presidential election.

The Port Arthur board of trade wrote the Winnipeg board of their having appointed five members of the latter as grain examiners to whom may be referred appeals from the grading of the inspector at Port Arthur. The gentlemen appointed are: F. W. Thompson, D. G. McBean, N. Bawlf, R. P. Roblin and S. Spink.

The Iowa Soap & Starch Co., wrote the board for information as to opportunities and facilities presented by Winnipeg as a point for a branch of their works.

A request was directed to be made to the grain exchange that the president of the board and exchange with the secretary, should be a permanent room committee, having entire charge of the rooms jointly occupied.

The matter of grain elevators for Winnipeg was referred to the full board, which will meet next Wednesday; as was also the question of flour branding.

The council decided to invite Mr. Parkin to lecture on imperial federation. Mr. Parkin

is one of the best advocates of imperial federation, has written extensively on the subject, and is recognized in England as one of the ablest exponents of the policy. Mr. Parkin is now travelling in the west, but is expected here shortly. A committee was appointed to secure a proper hall and arrange for a public meeting.

Wheat Exports and Supplies.

The following report should have appeared in our issue of a week ago, but was crowded out.

It is generally admitted, accepting the last report of the Department of Agriculture as authority, that the wheat crop of the United States and surplus from the previous crop provided a supply for all purposes of about 570,000,000 bu. The crop of the previous year, and the surplus from the crop of 1890 together was estimated at 642,000,000 bu. The exports from this year's supply—four months—may be estimated at about 71,500,000 bu, which would be equal to about 12.5 per cent. The exports for the corresponding four months in 1891 were 85,371,000 bu, or equal to 13.3 per cent. of the supply. It will be observed that the United States are exporting flour and wheat at a rate of only .08 per cent. less than last year, out of a supply of 11.2 per cent. less. The exports during the year ending June 30, 1891, averaged 18,800,000 bu monthly. The average exports during the past four months were 17,876,000 bu per month. Allowing the usual quantity for consumption and seed, with a surplus of 50,000,000 bu on hand July 1, 1893, the quantity remaining for export during the remaining eight months will be only about 83,500,000 bu, or less than 10,440,000 bu per month. During the past four months we have exported 46.1 per cent. of the quantity available for export, and have only 53.9 per cent left for export during the remaining eight months.—Chicago Trade Bulletin.

Approximate Wheat Situation.

The following comparative estimates of the wheat situation Nov. 1 in the United States are from the Chicago Trade Bulletin and the Cincinnati Price Current:—

	Price Current. bushels.	Trade Bulletin. bu.-hect.
Production.....	500,000,000	500,000,000
Old Crop.....	25,000,000	70,000,000
Total.....	525,000,000	570,000,000
Exported.....	67,000,000	65,000,000
Consumed.....	101,000,000	101,000,000
Distribution.....	171,000,000	172,000,000
Remaining.....	354,000,000	393,000,000

In the foregoing amounts, the Price Current figures available, while the Trade Bulletin deducts 50,000,000 for surplus to go to the next crop, which leaves 348,000,000 bu. as available supplies Nov. 1, or a difference only of 6,000,000 bu. Both are painstaking and reliable authorities. The difference is substantially one of the method in allowance for surplus to be carried forward to the next crop. July 1 found 42,000,000 bu. in store, including flour. To make 70,000,000 bu. then, would call for 28,000,000 bu. in the hand of farmers, in mills and in stores at small storage points not reached in the search for stored grain July 1, which amount is probably about right. Such figures leave the amount on hand 65,000,000 bu. to 70,000,000 less than a year ago with exports and consumption together running along nearly equal for the last two months with the same two months last year.

Every time a cigar dealer takes a handful of cigars from a box and spreads them out on top of the show case for a person to select from, he violates one of the most stringent laws of the United States. The internal revenue law has a rigid provision to the effect that a retailer must not take cigars from the box after it has been packed and stamped. He should always hand out the box to his customers and let them select from it.

Evolution in Trade Matters.

Nearly every branch of business has undergone a process of gradual change during the past ten or fifteen years, the keen competition and the perplexities of the transportation problems having in a great measure revolutionized trade methods to a greater degree during very recent years than had been the case during the half century proceeding. Not the least of these trade evolutions has been the methods of packing merchandise.

The most noticeable, as well as notable, of these changes have been the altered methods of transporting freight at sea. Although the shipping of grain in bulk dates back considerably beyond the period we have mentioned above, it is only during the past fifteen years that the movement has reached its full development. All classes of grain now pass from the hands of producers to those of consumers in foreign countries without the aid of packages of any sort, and without hand labor to a considerable extent, the grain being transferred from cars and barges, in which it has been hauled from the interior in bulk, by means of elevators, either direct into the holds of vessels or into the bins of storehouses to await shipment. Oil is now carried in bulk in tank steamers, and molasses is also transported in the same way, with a resultant saving of a considerable amount that would otherwise be spent for packages and the additional freight room required.

A more recent development has been the transportation of minor crops, such as potatoes, onions, cabbage and the like in bulk, such articles now arriving at the leading markets by carloads in bulk instead of in barrels and crates, as was formerly the case. This has greatly economized space in transportation and has, of course, reduced transportation charges.

By far the most interesting evolution, however, has been the gradual abandonment of the barrel as a package. Flour, which was formerly always packed in barrels, is now put up altogether in sacks when intended for export and the barrel is also to a great extent being replaced by the sack for the domestic trade. The sack has also been adopted for sugar all over the world except in United States. Cuban sugar now reaches us in bags, as does all European beet sugar.

It is now proposed by the Sugar Trust to in future put up all granulated sugar in cotton bags, so that it is likely that the sugar trade of the United States will at no distant date imitate the rest of the world and abandon the barrel for the sack or bag.

Should cotton come to be extensively used as a material for making the bags used for transporting sugar, rice, flour and other products requiring a high class package, the additional consumption of low grade cotton in such uses would be of great benefit to the farmers of the south, who now find no little difficulty in disposing of the proportions of their product which is of too low a grade for the ordinary wants of consumers.—(N. O. Picayune.

Coffee Cultivation in Guatemala.

Extracts from a report by the British minister at Guatemala on the subject of coffee cultivation in that republic have been received by the Bureau of American Republics. "The minister says that the extraordinary growth of the coffee industry in Central America, and especially in the republic of Guatemala, would seem worthy of special notice, and inasmuch as there are still thousands of acres of land left suitable to the cultivation of the plant, it opens up an extensive and marketable field for foreign enterprise. The export of coffee from Guatemala in 1891 amounted to 52,197,851 pounds, valued roughly at about \$12,000,000, and this year's crop will, it is believed, be considerably in excess of that of 1891."

The Commercial

WINNIPEG, NOVEMBER 29, 1892.

SELLING GRAIN.

THE COMMERCIAL has placed the responsibility for the low price of wheat largely upon the farmers. Such a large portion of the crop marketed so early in the year has never before been known. This cannot altogether be owing to pressure to sell, in order to secure cash to liquidate indebtedness, for the farmers should not be under greater pressure on this account than in former years. Still there is no doubt but that farmers have been forced to sell in many instances in order to obtain the wherewith to meet demands from their creditors. This is true in Manitoba, as well as in the great wheat states, south of the boundary. Undoubtedly many farmers would have held for higher prices if they had not been pressed for cash. Their creditors look for their money as soon after harvest as the grain can be marketed, and it is but natural that they should be impatient to receive their own, when they know the farmer has the grain all ready to sell. The farmers as a rule buy on credit during a large portion of the year, always on the understanding that payment is to be made after harvest. One principal item which amounts to a very large sum in the aggregate, is for implements and farm machinery. There are very few farmers in Manitoba who have not heavy bills to meet for implements every year, and this is about the first item which has to be paid. The implement men as a rule are sharper collectors than the merchants or other creditors of the farmer. The latter can frequently stand off his store bills for an indefinite time, but he usually has sufficient pressure brought to bear upon him to make him pay for his implements as early as convenient. Besides, the rate of interest on overdue notes, for implements, is a strong incentive to induce the farmer to sell his grain to pay off such claims, even although the price may be lower than he considers profitable to sell at. THE COMMERCIAL has on past occasions expressed the opinion that the expenditure for implements and farm machinery in Manitoba is much larger than it should be. We have known farmers who had only a small area of land under cultivation, to procure a full outfit of expensive machinery. That seems unbusinesslike, as the expenditure was out of all proportion to the probable return from the crop. Farmers of course cannot farm without their implements, and they should know their own business as to their requirements; but it really does seem that the vast annual expenditure for implements might be cut down, to the great advantage of the farmer.

The easy credit system is certainly responsible for a considerable portion of the aggregate indebtedness of the farmers. This applies in a general sense to other lines as well as in machinery. There are no doubt many farmers who would not have sold their wheat at the present low prices, were it not that they were pressed for the money to meet their obligations to creditors. At the same time it is also undoubtedly true, that many farmers would not

have been obliged to sell their wheat to pay obligations due, were it not for the freedom of credit in this country, for the reason that they would have done without some things if they had followed a closer cash system. They are encouraged and urged to buy on credit; but the time to pay comes around just the same, and they must sell their grain in order to meet liabilities, even though the prices obtainable is not a fairly profitable one.

IRRIGATION FOR THE WEST.

THE COMMERCIAL has on several occasions during recent years called attention to the matter of irrigation for the drier portions of our western plains. This journal has more than once urged that the government should interest itself in the matter, with a view to discovering what can be done in the direction of irrigation in such districts. It is true that there are vast areas of rich lands in western Canada still unoccupied, which are not in need of irrigation to render them fruitful. We have millions of acres of unoccupied lands which require no artificial system of watering, the average precipitation being quite sufficient for agricultural purposes. There is land enough of this class at the present rate of settlement, to supply the demand for many years to come. The argument may therefore be used, that it is unnecessary to undertake to establish a system of irrigation in the dry regions, while there is abundance of land which does not require irrigation to render it fruitful. We do not believe that such an argument is a good one. There are large areas of land in the far west, particularly in southern Alberta, south western Assiniboia, and interior parts of British Columbia, which require irrigation to render them safely adapted to general cultivation. The soil is excellent, the land easy of cultivation, and the climate very favorable for settlement, but the average rainfall is insufficient. If it were known that these lands could be irrigated at a reasonable cost, the value of the country as a whole would be immeasurably increased. This alone is one good argument why we should not wait until other regions are occupied, before endeavoring to adapt these dry sections to cultivation.

But there is another and stronger argument against delay. The more land there is open for settlement, the more rapidly will the country fill up. Some of these dry sections are so situated geographically, that they are at once available for settlement, and would soon fill up with farmers, if they were adapted to cultivation. They already have railway facilities sufficient to accommodate a large population. They are in the natural line of settlement, and would certainly soon have a considerable population of agriculturalists, in addition to those now engaged in raising stock, mining, etc., if the conditions existed to render agriculture a success. There can be no doubt but that the country as a whole would be populated more rapidly, if the dry sections were made suitable for cultivation. This can only be done by a comprehensive system of irrigation.

The board of trade of the town of Lethbridge, Alberta, which is directly interested in the question of irrigation, has recently taken

the matter up, and will represent its views to the government. The busy mining town of Lethbridge is surrounded by a country which but for the want of sufficient average precipitation, would be one of the finest agricultural sections of this continent. The same applies to a considerable portion of southern Alberta. The Dominion government, it is to be hoped, will consider the matter carefully, and at least take preliminary steps to investigate the matter. It is not expected that the government should at once launch out into some expensive works, with a view of providing means of irrigating the country. An official investigation and report upon the possibilities of irrigation, however, is what is needed at once, followed, if necessary, by more practical encouragement in the actual work of irrigating the land.

THE BRITISH EMPIRE.

The majority of those who heard Mr. Parkin's address in the Winnipeg board of trade rooms last week were surprised. In fact this is the general remark which was heard, in speaking about the address afterwards. Perhaps almost a majority of those present attended out of curiosity. At least, they did not expect to hear any very convincing arguments in favor of the federation of the empire. This great question is one upon which even the majority of our well-informed business and professional men (such as composed Mr. Parkin's listeners) are but ill informed. While it has not been studied deeply, the subject is viewed as a rule as one beyond the range of practical questions—a sentimental, visionary matter which it is not worth while giving careful thought to. Hence we have the word "fad" and other similar expressions frequently applied to the question of British federation. But "surprised" is even a mild term to apply to those who heard Mr. Parkin's address. His arguments were simply unanswerable. A more practical address from the time the gentleman rose to speak, until he again resumed his seat, we have never heard anywhere. It was nothing but argument throughout, and that of the most convincing sort. Those who expected to hear a sentimental talk, as perhaps the majority did, were disappointed to that extent. It was an address delivered in a most earnest manner, and bristling with arguments in every sentence. Those present, regardless of any previous thought given to the question, were simply convinced of the entirely unanswerable nature of the arguments advanced.

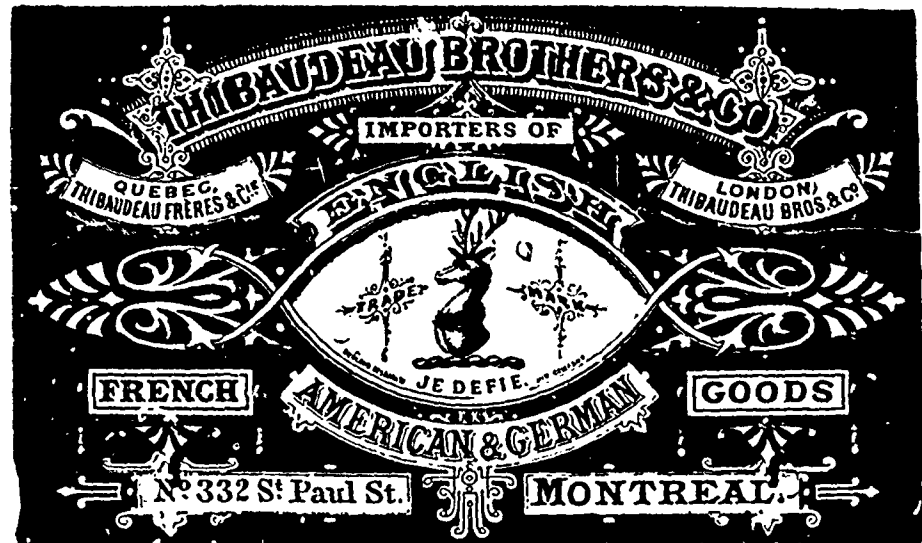
No one in the room would have attempted to controvert Mr. Parkin's arguments in any particular, at the close of his address. We do not say that every one present would favor the federation of the empire. There may have been some present who would prefer to see the disruption of the empire, and who therefore, though believing in the necessity of the federation of the empire, as shown by Mr. Parkin, would be prepared to oppose such federation. Only those who are opposed to the continuance of the empire, could hope for the suppression of such work as that being done by Mr. Parkin. There are few of this class in Winnipeg, and few we believe in Canada. There are many, however, who, while fully agreeing

as to the necessity of federation for the preservation of the empire, at the same time do not believe that it will ever be brought about. While they regard British federation as desirable, they do not believe it at all probable that it will ever be brought about. It simply appears to them to be too big a thing to ever hope for its realization.

The immensity of the subject is no doubt also the reason why so many regard it as visionary and sentimental. It is a subject of such vastness that men's minds do not comprehend it. A great many do not attempt to consider the matter as a practical issue. While they would even hope that a federation of the empire could be accomplished, the subject is such an immense one that they simply regard it as impractical, and therefore refer to it as the "fad." We have therefore perhaps a few who are opposed to a federation of the British people, because they are opposed to the continuance of the empire; but we have also a great many who would like to see a great, united empire, but who do not believe it is within the range of practical issues.

But why should a great federation of the British people throughout the world be impossible? True, we have no precedent for anything of the kind in the history of the world. The tendency of the empires of the past has all been in the opposite direction; but if we examine the history of the past carefully, we need not lose hope for the future of the British empire. The civilization of the present day is a different thing from the civilization of past ages. The empires of old held their colonies and possessions by force of arms. Their rule was one of despotism, and the exaction of tribute—the very thing to force disintegration. In considering the British people of to-day, we should not look to Greece or Rome for a precedent, or even to more modern history. If the British people throughout the world decide to establish a great federation, the thing is accomplished. All that is necessary is to decide to do it, and the way will be found to carry it out. Do we mean to say that the people who have been the civilizers of the world; who have taught the nations the art of constitutional government; and who have cradled and developed civil and religious freedom, cannot federate a number of self-governing states? Strange if we can't.

While Mr. Parkin dwelt upon the advantages to be derived from federation, the great force of his argument was directed to show the necessity for federation. The latter he established as clearly as it is possible to demonstrate anything by argument. Anyone who will think carefully of the present conditions of the British empire, will be prepared to admit that things cannot go on indefinitely as they are at present. There are great elements of weakness now existing. Either there must be a drawing together or a spreading apart, which latter will mean dismemberment. Canada, for instance, certainly cannot continue indefinitely, if even indeed for many years, to occupy her present position. It is as certain as the sun rises in the east and sets in the west, that the great colonies will one by one drop away from the empire, unless this tendency is checked by



federation. The only question is, whether or not we desire federation, and therefore permanency, for the empire. Mr. Parkin presented many powerful arguments of a practical nature, showing how federation would prove advantageous to the British people the world over. A summary of his address will be found elsewhere in this issue, but this does not show nearly the full force of his remarks. We think with Mr. Parkin, that it is not necessary to formulate a plan for federation beforehand. If we decide in favor of federation, the wisdom of the British people may certainly be trusted to devise a practical plan.

Mr. Parkin did not dwell at length upon the purely trade question between the United Kingdom and the colonies. He did not seem hopeful of a probability of a preferential trade arrangement being carried out in the near future. He thought the subject of preferential trade might be overlooked to some extent, in view of other great issues at stake which call for federation first. On this point we believe that a preferential trade arrangement would prove a wonderful incentive to closer national unity. It would be the greatest advance that could be made in the direction of closer national union, short of complete federation. In Canada at least, a preferential trade arrangement would be more satisfactorily received at present, than a direct proposal for federation.

Silver.

Silver prices exhibit a fractional decline this week, the movement being attributable to a slight slackening of the inquiry for export to the east. The increasing probability that the International Monetary Conference, which opens its session in Brussels next week, will be without results of a positive kind attract some attention. The admission that the British delegates will be debarred from taking any action beyond the discussion of the matter submitted to the conference strengthens this feeling. The influence on the silver market was, however, not pronounced, nor did current intimations of the coming session of Congress will develop a strong effort to repeal the Sherman silver law of 1890 have any appreciable effect. Speculation and trading in silver bullion certificates is virtually dead. The amount of silver on hand at New York against certificates outstanding is now 1,588,569 ounces.—Bradstreet's, November 19th.

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Men's Furnishing Goods, MONTREAL.

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GLOVER & BRAIS.

N.B.—Mr. Taaffe will leave for the east in a few days.

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Winter wheat is reported by the Chicago Farmers' Review to be in fair condition in Illinois, Ohio and Kentucky. In Indiana, Michigan, Missouri, Kansas, Nebraska, Iowa, Minnesota and Wisconsin it is reported good. Rye is doing much better than previous reports indicated. Drouth has prevented the growth of grass in Illinois, Indiana, Ohio, Kentucky, Kansas, Nebraska, Iowa, Minnesota and Missouri, and pasture in those states is reported as generally poor.

THE COMMERCIAL has received the monthly bulletin for October, of the Merchants Protective, Law and Collecting association. The Manager reports that the association is meeting with success. Here is a good maxim for business men, taken from the bulletin, "Accounts are not like wine; they do not improve with age." Every business man who gives credit at all, should understand and appreciate this saying. The business man who does so, is in a fair way to succeed, other things being at all equal.

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Stones, Mantle Pieces, Grates, Etc. Special designs fur-
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card in each case.

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Manitoba.

Geo. Gerrie, groceries and fruit, Carberry, has assigned in trust.

Christie, MacLaron & Co., shingles, Brandon, have dissolved partnership.

A. Ruth has retired from the management of the Massey-Harris agency at Carman and has been succeeded by Craddock and McBride.

F. M. Dunn, jopoller, says the Virden *Advance*, left last week, for pastures new, leaving several creditors to mourn his departure.

John Gunn has purchased the Stony Mountain quarries near Winnipeg, and will erect a draw kiln for burning lime in large quantities.

One of the Wright's, having sold his interest in the firm of Wright & Wright, of Boissevain, has taken a partnership with C. Holden, furniture dealer of Melita.

Sir Donald A. Smith's residence at Silver Heights, near Winnipeg, around which has clustered many memories of by-gone days, was burned to the ground last week.

Duncan McLean, who has been in charge of the Hudson Bay company's store at Pegu, a point on the Red river, north of Selkirk, has, it is said, bought out the business.

J. K. McCutcheon, general inspector of agencies of the Manufacturers' Life Insurance Co., of Toronto, has been on a visit to the west. He expressed himself as well pleased with the condition of the company's business here, which is in charge of Mr. Miller.

O. E. Maroy, who has represented Evans Bros., Pianos, and the Doherty organ in the west for the last year or two, has opened a show room in the Robert block, corner Second street and Sixth avenue, Winnipeg, where he has a number of these instruments on view.

Mr. Bell, stock dealer, Winnipeg, has just brought in the largest bunch of sheep from Ontario, that has ever arrived here from that quarter. There are about 3,000 sheep in the flock, and they will be wintered at the old provincial exhibition grounds, St. Boniface, near Winnipeg, which have been leased for the purpose.

Last Thursday evening, says the Brandon *Sun*, a number of the business men of the place met in the city hall, and after hearing Mr. Lunn, a practical man, lately of England they decided to establish a flour mill in Brandon. It was decided to ask for a charter, and the stock was placed at \$100,000. Only \$50,000 is being asked for now, and by this time it has almost all been subscribed. Those who have witnessed the enterprise of Brandon's business men will not need to be told that the business will be taken hold of in a way that will ensure its decided success.

A meeting of the directors of the dairy association was held in Winnipeg on Tuesday and Wednesday with President Barrie in the chair. After routine business it was decided on motion of Struthers and Champion to decline with thanks an invitation to hold the annual meeting at Brandon and hold it at Winnipeg. It was resolved to invite Messrs. Greig, Hays and Haecker from the south, Senator Perley and A. G. Thornton from the west to attend the meeting. Papers on dairy topics will be read by John Hettle, M.P.P., of Boissevain; James Glennie, Portage la Prairie; Wm. Champion, Reaburn; E. A. Struthers, Russell; and Messrs. Barrie and Thompson of Winnipeg.

Assinaboia.

George W. Brown, law student, Regina, has passed examination, and is now a full-fledged lawyer.

N. G. McCallum, formerly local agent at Moosomin, has been appointed general agent for the Massey-Harris Co. from Moosomin to Moose Jaw.

Wm. Burbank, publisher, Moosomin, has sold out to Neff & Gwilliam. Carson, John, blacksmith, has admitted Thos. Howes; and style Carson & Howes.

A brewing and malting company is projected at Regina. W. G. Knight, of Swift Current, has been in town, testing the water with a view to finally settling upon a site.

W. L. Nicol, of Medicine Hat, has purchased from W. H. Philbrick & Co., of Idaho, 1,878 sheep. Previous to this last purchase, Mr. Nicol's band numbered 5,783, so that he now has 7,662 sheep on his range.

The directors of the Qu'Appelle Agricultural Society have decided to hold a grain show in connection with the annual meeting of the society in January. It is also proposed to hold a public dinner on the same occasion.

G. A. Mitchell, of the Bell Telephone Co., was at Moosomin to superintend the introduction of the telephone system there. Over thirty subscribers have been obtained already, and if ten more can be got, the number will warrant a night service as well as a day service. F. S. Young has been appointed agent. In the spring the Telephone Co. intend to put in the system between Moosomin and Cannington.

On Nov. 18, at Regina, a fire alarm was sounded from the Smith & Ferguson Company's block. A two gallon glass demijohn of coal oil was placed on the floor near one of the registers, the hot air from which, caused the glass to explode, and the oil to run down the register through the hot air pipe, into the furnace. In a moment the basement and the first floor were filled with flame, but, fortunately, the fire was put out with slight damage.

Alberta.

Macdonald, formerly in the drug trade at Calgary, is opening again in the same line at that place.

T. McCullough came in from Pincher Creek on Saturday, says the *McLeod Gazette*. He intends shortly starting for the east with two carloads of horses. Stables have been erected on his farm near Perth, Ont., and the bronchos will be taken and educated there for the eastern market.

The financial statement of the town of Calgary from January 1st to Nov. 17th shows receipts of \$65,637, principal items being taxes \$21,000 and loan \$30,000. The assets of the town amount to \$80,600. The debenture debt is \$64,234, and the liabilities, including amount due bank, \$74,234.

Thos. Henderson, of Rabbit Hill, is wintering over 40 hives of bees this season, says the *Edmonton Bulletin*. The past summer has not been as encouraging as some others. The increase of swarms has been satisfactory, the number doubling. The flow of honey in the early part of the season was excellent, but it failed utterly in August, and consequently instead of being a surplus most of the swarms will have to be fed during the winter. This is the first experience of the kind that Mr. Henderson has had since commencing to keep bees here in 1888, there being always abundance of honey until the middle of September.

The *Montreal Witness* speaks of Alberta beef as follows: "Brown Bros., butchers, of this city have received two carloads of dressed beef from Calgary, which is decidedly the best show of beef that has been seen in Montreal for over six months. The shipment comprises the carcasses of 58 choice steers and spayed heifers, which were raised on the Cochrane ranch, from which they were driven to Calgary, where they were slaughtered and put on board the cars and forwarded to Montreal. It is the present intention of Mr. Cochrane to continue the shipment of dressed beef to Montreal up to Christmas, and as the ranch cattle are much superior to the cattle usually sold in Montreal markets, and also as they are entirely free from bruises usually received by live cattle when transported some distance on railway cars, the beef is in the very best condition when it reaches Mon-

treau. The carcasses of the steers averaged nearly 850 lbs, and those of the heifers nearly 800 lbs each.

Saskatchewan.

Orr & Baker have commenced business in the bakery line at Prince Albert.

A. S. Stewart, Prince Albert, who has severed his connection with the Massey-Harris Company, has received a large consignment of cutters, sleighs, farm implements and machinery.

Mr. Mahaffy, of the firm of Mahaffy & Clinksill, Battleford, says the *Herald*, is on the road in from the railway with a band of 280 selected Shropshire Down sheep. They were picked from the best flocks in the neighborhood of Smith's Falls, Ont., by D. A. McEwan, of Carlyle, Assa, who was east to make the selection. They are all young and of the choicest strains of blood, and will prove a valuable addition to the stock of the district. The encouragement of raising good stock is one of the objects of this firm in making the venture, and to promote this they brought ten more rams than they require for themselves; and already more than half of this number has been disposed of. For the present winter the sheep will be kept on C. M. Daunais' farm.

Northwest Ontario.

Geo. Mooring, furniture, Port Arthur, stock sold by assignee to Michael Dwyer.

C. W. Chadwick and Jeff Hildreth, says the *Rat Portage Record*, have sold the Sultana Junior mining location to Upton and Barnes, of St. Paul, for \$15,000.

Freight Rates and Traffic Matters.

The rates on flour and millstuff destined to Buffalo and Pittsburg, or to points east of those cities, is 10c per 100 lbs from Minneapolis to Milwaukee or Chicago, but where shipments are for Chicago or local points, a rate of 12c applies. The rate from Minneapolis to Duluth and Washburn, Wis., is 7c, and to Gladstone 10c.

The Duluth correspondent of the *Northwestern Miller*, writing on Nov. 15, says:—

The prospect for an advance in lake freights mentioned in my letter of last week were realized Wednesday, when another advance of 3c was secured by vesselmen, thus restoring the 4c rate that had been cut to 3c less than a week before. Shippers are still indifferent and, though the Chicago-Buffalo rate has advanced 1/2 and 3c and is now firm at 3c, there is no demand for vessels here, even at the 4c rate. The Duluth and Chicago carrying charges to Buffalo are now only 1c apart, while less than a month ago the spread was 1 1/2 and 2c. There is some demand for vessels to carry wheat from Fort William just now. The City of Glasgow left yesterday for that point, chartered to load at 5c.

The *Chicago Trade Bulletin* of Nov. 15 says:—The supply of cars has increased slightly but is not large. Rates to the east are unsettled. The regular tariff to New York is 25c on flour and grain and 30c on provisions. These rates are being cut 5 and 7c on grain and 5c on provisions. There is talk of an advance of 5c on provisions early in December. Through rates to Liverpool were weaker and lower owing to the reduction in ocean rates. The rate on flour ranged at 30 1/2 and 31 1/2c; grain, 15c on wheat and 14c for corn and provisions at 41 1/2 and 49c. Through rates by lake and rail to New York declined slightly to 9 1/2 and 9 3/4c on wheat and 8 1/2 and 8 3/4c on corn. Philadelphia and Baltimore rates were 3c on wheat and 8 1/2c on corn. Lake business was dull and rates declined 3c, and closed at 2 1/2c on wheat and 2 1/2c on corn.

Messrs. Chisholm, produce, Montreal, have assigned. Liabilities \$100,000. The Merchants' Bank has claims against the estate for \$57,000.

Toronto Markets.

Flour—Dull and weak. Two cars straight roller sold at \$1.67½ Quebec.

Millfeed—Firm with increased buying from New York and Boston. Sales have been made at Western mills at \$10 to \$10.50 for bran and \$12 to \$12.50 for shorts. Locally bran is worth \$11.50 on track.

Wheat—Dull but firmer. The western advance checked business. Eight cars white were bought at 65½c middle freights and some odd cars at 66c. On call a car of No. 2 northern lying at North Bay sold at 73c. There was an enquiry for No. 1 frosted at 64c North Bay, but none offered. Other quotations were about the same as yesterday.

Barley—Quiet and steady. No. 2 sold at 46c f.o.c. and a sample lot about cut No. 1 at 48c f.o.c. A 10,000 bushel lot sold in New York at 90c.

Oats—Quiet and unchanged. White sold west at 29½c, and there was a forced sale on the Midlands at 28c. Cars on track here were sold at 31 to 32c.

Grain and Flour—Car prices are: Flour (Toronto freights), Manitoba patents, \$4.35 to \$4.45; Manitoba strong bakers, \$3.90 to \$4.10; Ontario patents, \$3.40 to \$3.50; straight roller, \$3.10 to \$3.20; extra, \$2.85 to \$2.90; low grades per bag, \$1 to \$1.50. Bran—\$11.00 to \$12.00. Shorts—\$12.50 to \$13. Wheat—straight west and north points)—White, 61 to 66c, spring, 61 to 63c; red winter, 63 to 65c; goose, 58 to 60c; spring Midland, 63 to 65c; No. 1 hard, North Bay, 56 to 87c; No. 2 hard, 81 to 82c; No. 3 hard, 75 to 76c; No. 1 frosted, 63 to 65c; Peas—No. 2, 56 to 58c. Barley—No. 1, 50 to 51c. No. 2, 45 to 46c; No. 3 extra, 39 to 40c; No. 3, 38 to 39c; two-rowed, 54 pounds, averaging about No. 3, extra color (outside), 40 to 45c. Corn—57 to 58c. Buckwheat—Outside 43 to 45c. Rye—56 to 57c. Oats—31 to 32½c.

Butter and Cheese—Receipts have been large during the week, and the tone of the market is much easier, although former prices cannot be said to have declined any. Dairy rolls and tubs have been principally offered; they sell at 16 to 18c for good to choice, and 13 to 14c for medium grades. There is a little store-packed tub still on the market, which is held at 12 to 14c. Creamery butter finds a fair enquiry from the local trade at 25 to 26c. Cheese—The market continues steady. A good local demand is reported at 11c for small job lots. Quotations are: Butter, good to choice selected dairy, tubs, 16 to 18c; medium do, 13 to 14c; good to choice store packed, in tubs and pails, 14 to 15c; common do, 12 to 14c; large rolls, good to choice, 16 to 18c; creamery, in tubs and casks, 24 to 25c. Cheese, choice colored, jobbing at 11c.

Dressed Hogs—Steady, with a good demand. Street and rail hogs were taken by packers when they could get them at \$6.50. A car of select weights, 100-200 lbs, was bought to arrive next week at \$6.55 delivered.

Cured meats—Quotations are: Mess pork, United States, \$14.50 to \$15.50; short cut, \$16 to \$17; bacon, long clear, per lb, 8 to 8½c; lard, Canadian, tubs and pails, 9½c to 10½c; compound do, 7½ to 9½c; tics, 9 to 10c. Smoked meats—Hams, per lb, 11½ to 12½c; bellies 12½ to 13½c; rolls, per lb, 9 to 9½c; backs, per lb, 11 to 11½c.

Produce—The market was fairly glutted again to-day with poultry and prices ruled weak and lower. Turkeys sold at 8 to 10c per lb; geese 5 to 5½c do; ducks 40 to 75c per pair; chickens do 25 to 35c. Baled straw is easy and lower; it sells at \$3.50 in car lots on spot. Baled hay is quiet but steady at \$9 here. Eggs continue firm at yesterday's closing prices, fresh selling at 18c and limed at 16c. Prices for potatoes are well maintained at 65c for car lots of good stock here, and 75c per bag for small lots out of store. New hops are moving slowly at 16½ to 18½c for good to choice Canadian stock. Buyers and sellers are still apart in their views and this restricts trade. Dressed

meats of all kinds have been offered freely by the farmer lately, and owing to the mild weather and large supply of poultry on the market prices ruled much easier. Quotations are: Beans, per bush, out of store, \$1.20 to \$1.35. Dressed meats, per lb—Beef, fore, 3 to 4½c; hinds, 5 to 6½c; veal, 6½ to 8c; mutton, 6 to 6c; lamb, 6c. Dried apples—Jobbing at 4½c. Eggs—Fresh, 18c; limed, 16c. Hay—Timothy, on track, now, \$9. Straw—\$5.50. Hides—cured—5 to 5½; green, No. 1 cows, 4½c. Skins—Sheepskins, 35c; calf, 5 to 7c. Hops—Canadian, 1892 crop, 16 to 18c. Honey—Extracted, 8 to 10c; comb 15c. Potatoes—Per bag, out of store, 75c; on track, 65 per bag. Poultry—Chickens, per pair, 25 to 35c; geese, per lb, 5 to 5½c; ducks, per pair, 50 to 65c; turkeys, 8 to 10c per lb.

Cattle—A few choice picked lots of butchers' cattle sold at 3½c per lb, but the bulk of the offerings, comprising good average loads, changed hands at 2½ to 3½c per lb. Common thin cows, rough oxen and bulls sold down to 2c. Trade was very quiet, influenced as much as anything else by the poor condition of the cattle offered. Thin stockers and feeders sold slowly at 2½ to 3½c per lb, while the few fat animals offered in this line brought out fairly good prices. One load of 21 fat distillers' cattle, averaging 1,150 lbs, were sold by John McEwan, of Delaware, for \$3.62 per cwt., but this was without doubt the best sale on the market and by no means representative of the average price paid.

Sheep and Lambs—Very dull and lower for lambs. Sheep were scarce and unchanged. Lambs sold at from \$2 to \$3.30 per head. One bunch of 145 good fat animals brought this outside figure.

Hogs—The market was firm. Best straight fat hogs sold at \$5 per cwt. off car, and \$4.70 to \$4.75 per cwt. fed and watered. Stores were steady at 4½ to 4¾ per lb weighed off car. The demand was good and easily absorbed the 700 odd animals which came in. Mr. Harris sent one car load east.

Fruits—The mild weather is favorable for the free movement of apples and trade has been of large dimensions lately. Prices range all the way from \$1.25 to \$2.50 per bbl, the latter price for choice winter stock. Other lines of fruit are finding a good inquiry at steady and unchanged prices. Following is a general range of prices:—Apples, per bbl, \$1.50 to \$2.50.—*Empire*, Nov. 19.

Toronto Grocery Market.

Sugars—Granulated, 4½ to 4¾; Paris lump, boxes, 5½c; extra ground, bbls, 5¾ to 6½c; powdered, bbls, 4¾ to 5½; refined, dark to bright, 3¾ to 4½c; Demerara, 4½; Trinidad, 3¾ to 3½c; Barbados, 3¾ to 3½c.

Syrups—D., 1½ to 2½c; M., 2½ to 2¾c; B., 2½ to 2¾c; V.B., 2½ to 2¾c; E.V.B., 2½ to 2¾c; ex super, 2½ to 2¾c; X.X., 2½ to 3c; X.X.X. and special, 3 to 3½c.

Molasses—West Indian, bbls, 30 to 50c; New Orleans, open kettle, 45 to 55c; centrifugals, 30 to 40c; inferior low grades, 25 to 28c.

Teas and Coffees.—A fair amount of teas are moving. Japans are active and there is a good demand for the lower grades of Indians and Ceylons. While the market on all of these is firm, there has been no further advance, but they are gradually stiffening. Low grade Japans, as well as Indians and Ceylons under \$3, would cost more to import than jobbers are now getting, so that the purchases at present are a safe investment. The trade generally look for higher prices. Blacks unchanged; no low priced are being offered from London. Greens in extra first good drawing, good style are scarce. The coffee situation is still trending upward, and it looks as if the consuming countries would have to pay Brazil 17 to 18c, cost and freight to New York for No. 7, which would mean laid down here 18½ to 19½c for a

very poor coffee. On this basis coffees, which are sold to the trade here, would cost 20½ to 21½ laid down. Prices are: Rios, 19 to 21c; Jamaica, 19 to 20c; Java, 25 to 31c; Mocha, 23 to 32½; Porto Rico, 23 to 25c.

Dried Fruits.—The second and last direct shipment of Mediterranean is now nearly all in stock. Houses are busy making up prices and getting the receipts into shape to make immediate sales and shipments. Foreign advices contain nothing new of importance. One firm write that the supply of fine Malaga fruit will not be sufficient to go round. Valencias continue firm at 5½ to 5¾c for good brands off-stalk, and 5½ to 6½c for best, with stocks on the spot limited. Currants are in fair supply at 5½ to 6½c in bbls for provincial and Filatra according to quality. Sultans are worth 7½ to 11c. Nuts quiet. Tarragon almonds are strong at 16 to 17c, and it is reported that Ivica and Formigetta are being mixed with and sold as Tarragon by certain jobbers. Currants—Bbls, 5½c; half bbls 5½ to 6½c; cases, 6 to 7c; Vostizza, cases, 7 to 8½c; Patra, bbls, 6½c; cases, 6½ to 7c. Raisins—Valencias, 5½ to 6½c; layers, 7 to 7½; Sultans, 7½ to 11c; loose Muscatels, \$2.25 to \$2.40; London layers, \$3 to \$3.25; black baskets, \$4.25 to \$4.50; do 4 boxes, \$1.30 to \$1.40; blue baskets, \$4.75 to \$5; 1 boxes, \$1.50 to \$1.60. Figs—Elmes, 10 lbs and up, 10 to 15c; white Malaga figs, 6½ to 7c in; 25 lb boxes natural do in bags, 5c; mats do, 5c; 14 oz, 9½c. Dates—Hallowee, 5 to 5½c. Prunes—Cases, 5 to 6½c; hnds, 4 to 4½c. Nuts—Almonds, Tarragona, 13½ to 15c; Ivica, 14 to 15c; do, shelled Valencia, 29 to 35c; filberts, Sicily, 10½ to 11c; walnuts, Grenoble, 14c; Bordeaux, 11 to 12c.

Canned Goods—There is no new feature in the canned goods situation. There is the same disposition to hold back on the part of buyers. Several packers have been on the market this week and have sold assorted cans. Jobbers are selling corn, peas and tomatoes at 85c to \$1 for equal quantities, according to brand. Fruits are meeting very little demand. Salmon firm, but the demand is only moderate; prices range from \$1.45 to \$1.80. Fish—Salmon, 1's flat, \$1.60 to 1.80; salmon, 1's tall, \$1.45 to 1.55; lobster Clover Leaf, \$2.95; lobster, other 1's, \$1.75 to 2.25; mackerel, \$1 to 1.25; sonan haddie, \$1.40 to 1.50; sardines, French, 1's, 40c; sardines, French, 1's, 17c; sardines, American, 1's 6 to 8c; sardines, American, 1's, 9c. Fruits and Vegetables—Tomatoes, 3's, 85c to \$1; corn, 2's, 85c to \$1.05; peas, 2's, 90c to \$1.10; beans, 90c to \$1; pumpkins, 75c to \$1; strawberries and raspberries, 2's, \$2.10 to 2.25; apples, 2's, \$1.75 to \$2; 3's, 85c to \$1; peaches, 2's, \$1.90 to \$2.10; peaches, 3's, \$2.85 to \$3.25; plums, 2's, \$1.40 to 1.75; 3's, \$2.05; pears, 2's, \$1.60 to \$1.75; 3's, \$1.75 to \$2.10.

Spices, Rice, etc.—Spices quiet and unchanged. Rice steady. Rice, bags, 3¾ to 4c; do, off grades, 3½ to 3¾c; do, parma, 4¾ to 5½c; do, Japan, 4½ to 5½c; seg, 4½ to 5c; tapioca, 4½ to 5c; pepper, black, 11½ to 12c; do, white 18 to 25c; ginger, Jamaica, 18 to 20c; cloves, 10 to 15c; allspice, 10 to 12c; nutmeg, 90c to \$1.10 cream tartar, 25 to 35c.

Peels—The market is fairly active at unchanged prices at 16 to 17c for lemon, 17 to 18c for orange and 26 to 28c for citron.—*Empire*, Nov. 18.

D. R. McGinnis, Secretary of the Grand Forks chamber of Commerce, was in consultation recently with Secretary Beak, of the St. Paul chamber of commerce, concerning the next session of the reciprocity convention. When the recent meeting adjourned it was decided to hold the next convention in St. Paul within six months. McGinnis and secretary Beak talked the matter over with some members of the commercial clubs, and the convention will probably be held during the month of February in one of the opera houses. It is proposed to invite members of the Minnesota legislature to attend the sessions of the convention.

A novel and yet practicable method of securing the construction of a railway through a wild country with undeveloped natural resources is proposed by the projectors of the Coal River railroad in West Virginia. The entire route is through fine coal and timber land, now practically valueless for lack of transportation, and the company proposes that each owner of land which the road will cross shall subscribe one-fourth of his holding, taking pay in the capital stock of the railway company at the rate of \$10 an acre. As soon as 20,000 acres are subscribed the company will construct the first 40 miles of the road, whereupon, it is declared, the adjacent lands will be worth \$50 an acre, so that the subscribers will be greatly profited, even if their stock is not valuable. The railway company will bond the 20,000 acres which it will receive to raise money for building the 40 miles, the estimated cost of which is \$12,000 per mile.

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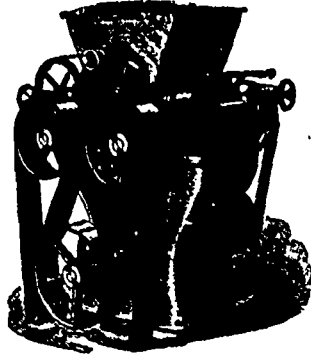
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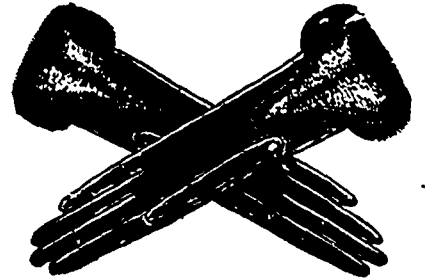
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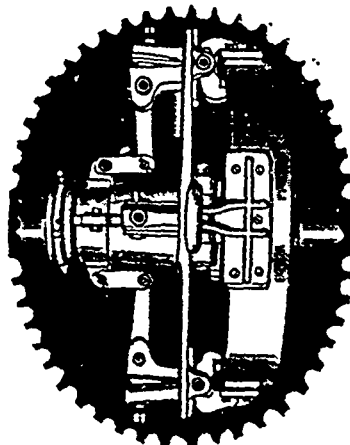
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WINNIPEG MARKETS.

[All quotations, unless otherwise specified, are whole sale for such quantities as are usually taken by retail dealers, and are subject to the usual reductions for large quantities and to cash discounts.]

SATURDAY AFTERNOON, November 27.

Wholesale and retail trade in some lines has been benefitted by the cold weather which prevailed most of the week. The temperature was decidedly cold for November, and rendered necessary the purchase of winter goods, increasing the activity in furs, clothing, dry goods, overshoes and other warm foot wear. If the trade in these lines is not up to expectations, it will not be the fault of the weather, which of late has been decidedly favorable to activity in winter goods. The heavy fall of snow toward the close of the week will make good sleighing all over the country, though it may temporarily delay farmers at country points until the roads are broken.

The grain trade has gone on as before. Prices are still discouragingly low for all grains. There was some disposition to advance prices in Manitoba country markets this week, but this was not warranted by any change in the same direction in export markets. The price of wheat has been generally downward in foreign markets since the season opened, and consequently Manitoba grain shippers will not make money up to the close of navigation, notwithstanding the low prices which the grain has been purchased at here. Now that the close of navigation is at hand, there will be more disposition to store grain, than to export at once.

Though a large quantity of grain has passed out of farmers' hands, the influence of this has not been felt widely in the direction of a free flow of cash. The bulk of the money paid to farmers for grain, seems to have passed into restricted channels. Mercantile payments are not what they should be at this season. There is less disposition to take discounts than there should be. Some merchants who have usually taken discounts are not doing so, while the slow-pay ones are quite as slow as ever. Some are inclined to wonder at this, in view of the large quantity of grain marketed, though it may be remembered that of the 4,000,000 bushels of Manitoba wheat in store, and which is generally considered as marketed, a portion (probably considerable) is held by farmers, and has not been sold, though in some cases they may have raised money on warehouse receipts.

Railway building has been stopped for this year and laborers employed in this work have been relieved, but have found employment in the woods for the winter, where a large number of men are now engaged getting out cordwood, railway ties, saw logs, etc.

GENERAL WHEAT SITUATION.—The wheat markets have continued uneventful and prices have shown no recovery. In fact a fractionally lower range of values has been touched in some leading markets. On Monday there was very little change in the situation, with slightly easier markets. Cables easier. The shipments from India were reported at 150,000 bushels, against 40,000 bushels the preceding week. The visible supply increased 2,333,000 bushels for the week. The same week a year ago it increased 2,186,000 bushels. The total supply is now 69,536,000 bushels, and a year ago was

41,014,000 bushels. Stocks at Duluth increased 621,000 bushels and at Minneapolis 636,000 bushels, making total stocks of 7,897,000 bushels at Duluth and 7,476,000 bushels at Minneapolis. At Chicago there were about 10,000,000 bushels and New York had 15,581,000 bushels in store. On Tuesday prices again showed no material change in United States markets. Cables were mostly lower. The *Mark Lane Express* said that "large Russian exports undermined values in London and Antwerp. The new Russian wheat is small in berry, of bad color, but of good milling value and is in demand. Stocks of foreign wheat in Great Britain increased 890,000 bushels since the beginning of the cereal year. The quantity of wheat and flour on ocean passage decreased equal to 560,000 bushels. Late estimates of the Russian crop make the yield of wheat 247,680,000 bushels or 84,500,000 bushels larger than last year. It was estimated that the English visible supply decreased 50,000 bushels—that is, the imports and farmers' deliveries fell short of the estimated consumption to that extent. Receipts at Duluth were 445 cars, and at Minneapolis 516 cars for the day, a total of 961 cars for the two places, against 1,760 yesterday and 736 cars the corresponding day a year ago. Receipts at Chicago were 249 cars.

On Wednesday prices were lower in United States markets. *Breadstreet's* report, made an increase in the stocks east of the Rockies of 4,093,000 bu, and west of 316,000 bu, a total increase of 4,414,000 bu for the week. Cables were weak to lower. Duluth receipts, 372 cars and Minneapolis 566 cars for the day. Thursday was Thanksgiving holiday in the United States and all markets were closed in that country. On Friday cables were firmer and there were some advances in United States markets.

Breadstreet's report, dated New York, Nov. 24th says: Another large increase in the available stocks of wheat is accompanied by a decrease in the total of exports from both coasts from the United States seaports, the latter total being 3,465,000 bushels against 4,052,803 bushels in the like week a year ago; 3,943,632 bushels last week and 3,895,009 bushels week before last.

LOCAL WHEAT.—The tendency to decreased deliveries has continued in Manitoba country markets. Farmers appear to have got over their great rush to market wheat at a number of points, and there has now been quite a slackening up. It may be that they have sold sufficient to relieve their pressing requirements for cash, and the balance of the crop will no doubt drag out more slowly, or at least this is the probability, unless there should be some advance in prices to hasten marketing. The weather was cold on a number of days, which may have held back farmers. While deliveries have been slackening, prices have had an advancing tendency. There has been nothing in the foreign situation to cause an advance here, but nevertheless prices in some country markets have advanced a cent or two per bushel during the week. Buying to complete lots for shipment before the close of navigation, may have excited this tendency. Prices to farmers in Manitoba country markets have ranged mostly from 43 to 52c for best samples of hard wheat, equal to No. 2 hard or better. So far local grain men have not had much chance to make up losses of last year. They have been working on a small margin, and as prices have been weak and tending lower all the season in outside markets, there has been little or nothing in the trade for shippers, notwithstanding the low prices which have ruled here. In fact, up to the close of navigation, which may be considered now about at hand, grain shippers have not made any money. After the close of navigation shipments will probably not go forward so freely for export, and there will probably be more storing of wheat at our lake ports. Stocks in store at Fort William on Nov. 19 were 1,307,305 bushels, being a decrease of 204,942 bushels for the

week. Stocks of Manitoba wheat at our lake ports and at interior points were estimated to aggregate about 4,000,000 bushels.

FLOUR.—There is no change to note. Prices are quoted as follows to the local trade in small lots per 100 pounds: Patents \$2.05; strong bakers' \$1.85; XXXX 80c to \$1; superfine 65 to 75c. Less than 100 pound sacks 5c extra per hundred. Brands of some mills sell at 5 to 10c under these prices, even in small lots.

MILLSTUFFS.—Prices appear to be somewhat irregular, but \$8 per ton seems to be about the general price for bran and \$10 for shorts, in broken lots to the local trade, though sales have been learned of at cut rates.

OATS.—Prices are about the same as a week ago, or perhaps a trifle lower locally. The Winnipeg value is about 20c for ordinary quality, per bushel of 34 pounds. A good sample of well cleaned would bring 21c, and milling oats 22c. In Manitoba country markets the range is from 14 to 18c, prices to farmers.

BARLEY.—Locally feed barley is quoted at 20c per 48 pounds, and malting at 25c, which latter price is paid by Winnipeg brewers. Car lots 18 to 20c.

Ground feed.—Best quality of grain chop brings \$13 to \$14 per ton, as to quality, and lower qualities \$11 to \$12 per ton.

MEALS, ETC.—\$2 is about the top range for best brands of rolled or granulated. Rolled and granulated oatmeal held at about \$1.85 to \$2 per sack, according to brand, and standard meal 5c lower, these being prices to retail traders. Cornmeal \$1.65 to \$1.70 per 100 lb. Split peas \$2.60 to \$2.65 per 100 lbs. Beans, \$1.75 to \$1.80 per bushel. Pot barley, \$2.50 to \$2.60 per 100 lbs. Pearl barley, \$4.00 to \$4.20.

BUTTER.—Good qualities dairy are in light supply and prices firm, stocks being unusually light. Really good round lots of country dairy would now command 18c per pound. Small lots of selected, 1 to 3c higher.

CHEESE.—The cheese market locally has been demoralized by factories selling to retail dealers at cut prices. It is said that all the principal retail dealers in the city have stocked up with purchases which they have bought direct from factories, at even lower prices than was paid earlier by wholesalers for round lots. While about 10c was the usual price for round lots, it is said factories have peddled the balance of their make which they may have had on hand at 9½, and perhaps as low as 9c.

EGGS.—Lined sold at 20c per dozen, called fresh scarce at 22 to 23c.

CURED MEATS.—Packers complain that prices of hogs are too high to make any money on present basis of cured stuff. Dry salt long clear bacon, 9 to 9½c smoked long clear, 10½c; spiced rolls, 10½ to 11c; breakfast bacon, 13 to 13½c; smoked hams, 12½ to 13c; mess pork, \$16 to \$17 per barrel. Sausage quoted: Pork sausage, 9c; bologna sausage, 9c; German sausage, 9c; ham, chicken and tongue sausage, 9c per half lb packet.

LARD.—Compound held at \$1.70 per pail. Pure at \$2.25 per 20 pound pail. In tins, 12 to 12½c per pound.

DRESSED MEATS.—Dressed hogs are unchanged to a little easier. Dressed hogs have been bringing high prices east, \$6.40 to \$6.50 being paid in Toronto for good packing weights, which is a high rate of value for that market, and these prices are not likely to be sustained. The usual range in the Winnipeg market is still from 6 to 6½c, at which range packers are taking the bulk of offerings. There is considerable country beef offering, much of it being rough quality. City wholesale dealers are getting 5c for good beef, by the carcass, and country at 3 to 5c as to quality. Mutton 10c.

POULTRY.—Prices are easy but about as last stated. Quotations are: Turkeys bring 10 to 12½c per lb; ducks and geese, 9 to 11c; and chickens 8 to 10c as to quality.

VEGETABLES.—Following are prices at which

dealers buy from growers on the market: Potatoes 30c per bushel; turnips 15 to 20c bushel; cabbage 40 to 60c dozen; celery 25 to 40c dozen. Onions 1 1/2 to 2c per lb. Carrots 30 to 40c a bushel; beets, 30 to 40c bushel; parsnips, 1 1/2 to 2c lb.

HIDES AND TALLOW. -- Prices are not changed for hides. Country frozen hides are beginning to come in, and bring 3c, uninspected as they run. We quote: No. 1 cows, 3 1/2c; No. 2, 2 1/2c; No. 1 heavy steers, 5c; No. 2 steers, 4c; No. 3, 2c lb. Real veal 8 to 13 lb skins, 4 to 5c per pound, or about 40c per skin. Kips about same as hides. Sheep and lamb skins 50 to 55c each for recent take-off. Tallow, 4 1/2c rendered; 2 1/2c rough.

WOOL. -- Offerings light. Dealers paying 9 1/2 to 10 1/2c for unwashed Manitoba fleeces, as to quality. Washed 15 to 16c.

SENeca ROOR. -- Bringing 30 to 38c per lb.

HAY. -- Baled on track \$0 to \$6.50 per ton; loose on the street market about \$4 per ton.

Chicago Board of Trade Prices.

Quotations below are per bushel for regular No. 2 wheat, which grade serves as a basis for speculative business. Corn and oats are per bushel for No. 2 grade. Mess pork quoted per barrel, lard and short ribs per 100 pounds.

On Monday wheat was dull, and the situation uninteresting. Prices declined 1/2c and closed 1/2 to 3/4c lower than Saturday. Oats advanced 1/2 to 3/4c. Corn steady. Provisions were strong and advanced sharply over Saturday's prices. Closing prices were:

	Nov.	Dec.	Jan.	May
Wheat	72	72 1/2	---	78 1/2
Corn	41 1/2	42	---	47
Oats	31 1/2	32 1/2	---	36 1/2
Pork	---	12 50	14.50	---
Lard	10 50	---	8.00	---
Ribs	---	---	7.75	---

On Tuesday wheat opened a fraction higher, declined about 1/2c, recovered slightly and closed 1/2c lower. Trading was dull and the features unimportant. Closing prices were:

	Nov.	Dec.	Jan.	May
Wheat	71 1/2	72 1/2	---	78 1/2
Corn	41 1/2	42 1/2	---	47
Oats	30 1/2	31 1/2	---	36
Pork	---	12 50	14.50	---
Lard	10 00	---	8.50	---
Short Ribs	---	---	7.50	---

On Wednesday wheat prices tended steadily downward, opening 1/2 to 3/4c lower and declining 1/2c more, closing 1/2 to 3/4c lower. Closing prices were:

	Nov.	Dec.	Jan.	May
Wheat	71	71 1/2	---	78
Corn	41 1/2	42 1/2	---	46 1/2
Oats	30 1/2	31 1/2	---	35 1/2
Pork	---	12 50	14.47 1/2	14.50
Lard	9 50	---	8.75	9.50
Short Ribs	---	---	7.50	7.50

Holiday Thursday.

On Friday wheat was firmer on reports of storms of snow and sleet in the Northwest which were expected to cut off deliveries. Closing prices were 1/2c higher as follows:

	Nov.	Dec.	Jan.	May
Wheat	72	---	---	79
Corn	42	42 1/2	---	47 1/2
Oats	30 1/2	31 1/2	---	36
Pork	12 50	---	14.50	---
Lard	9 50	---	8.50	---
Ribs	7 50	---	7.50	---

There was little change in wheat on Saturday. May wheat opened at 78 1/2c, and closed at the same quotation.

Live Stock Trade.

The Liverpool cable of November 21, says: "With light receipts of Canadian and United States cattle and a steady demand, the market has a somewhat better feeling, but there is no change in prices, quotations of a week ago still ruling. Prices were as follows: Finest steers, 10c; good to choice, 9 1/2c; poor to medium, 8 1/2c; inferior and bulls, 5 to 6 1/2c."

The Montreal Gazette of Nov. 21, says: "The live stock season of 1892 will come to a close to-day when the s.s. *Barnia* will sail for Liverpool with the last consignment of the season, which will consist of 107 head owned

by Messrs. Aiken & Flannigan and G. Stewart. To say that the season has been an unsatisfactory one is putting it mildly. It has been disastrous, and will stand in history as the black year of the trade. A few of the shippers who handled only the best and some cattle made some money, but the general run lost fortune. When the season opened foot and mouth disease was playing havoc with the British herds, and the cattle trade was demoralized, and the markets can hardly be said to have fully recovered all season. The depression is attributed to four causes: (1) the keen foreign competition; (2) a run of bad seasons; (3) the increased cost of labor and the difficulty of obtaining it, and (4) the increase in rates. In Scotland the total head of cattle is about one million. The average price of cattle of all classes in 1890 was £13. There was a decline last year, and the general drop this year, as compared with 1890, cannot be put at a lower figure than £5 per head. The best cattle have suffered very little decline. Second rate pedigreed cattle have dropped heavily in value, and have in many instances barely given ordinary commercial rates. Generally speaking the greatest fall has been in cross bred cattle intended for breeding purposes. The best of these have suffered at least from 25 to 30 per cent on what used to be regarded as an ordinary average. Small yearly cattle of fair sorts, but with little promise of outcome, have scarcely been saleable at from 50 to 75 per cent. reduction. Reverting to the average value of 18 pounds per head—a million cattle would mean 18,000,000 pounds. The same number at the present estimated value of 13 pounds gives us 13,000,000, which brings out a loss of 5,000,000 pounds to the farming community. Is it any wonder that our catle did not make money this year. In reference to sheep, it may be said that the trade has been ruinous. Our sheep cannot compete with the frozen Australian and New Zealand mutton, and the trade is likely to die a quiet death."

The following tables show the number of cattle and sheep exported from the port of Montreal each year, from 1877 to 1892:—

YEAR.	CATTLE.	SHEEP.
Total 1892	98,755	15,932
" 1891	109,150	32,042
" 1890	123,126	43,372
" 1889	55,670	59,334
" 1888	60,504	45,528
" 1887	64,631	36,027
" 1886	63,932	93,950
" 1885	61,947	39,401
" 1884	57,288	62,950
" 1883	49,090	54,790
" 1882	28,358	63,667
" 1881	27,536	55,538
" 1880	41,730	74,502
" 1879	21,626	62,550
" 1878	15,963	31,841
" 1877	6,940	9,509

The number of stockers (cattle weighing less than 1,000 pounds) shipped this season, included in the figures above, was 20,100. There were 1,739 horses shipped, and 1,262 hogs. All of the latter went to Liverpool, and are believed to have made a little money.

Winnipeg Wheat Inspection.

Below is shown the number of cars of wheat inspected at Winnipeg for five weeks:

Grade.	Oct. 22	Oct. 29	Nov. 5	Nov. 12	Nov. 19
Extra Manitoba hard	1	0	5	0	3
No. 1 hard	50	21	39	23	38
No. 2 hard	155	168	163	160	140
No. 3 hard	42	49	75	54	60
No. 1 Northern	13	11	5	13	10
No. 2 Northern	52	21	14	14	0
No. 3 Northern	7	0	0	0	0
No. 1 White soft	4	5	4	1	2
No. 2 White soft	4	3	0	2	1
No. 1 Frosted	9	14	18	15	17
No. 2 Frosted	6	0	17	4	19
No. 3 Frosted	0	0	0	0	0
Rejected	68	49	54	40	43
No Grade	5	5	2	4	5
Feed Wheat	0	2	---	1	0
Total	377	352	403	276	349
Same week last year	224	230	430	617	417

Duluth Wheat Market.

No. 1 Northern wheat at Duluth closed as follows on each day of the week:

Monday	Cash, 69c; May, 75 1/2c.
Tuesday	Cash, 69 1/2c; May, 76 1/2c.
Wednesday	Cash, 69 1/2c; May, 76c.
Thursday	Thanksgiving Holiday.
Friday	Cash, 69 1/2c; May, 76c.
Saturday	Cash, 69 1/2c; May, 76 1/2c.

A week ago November closed at 69 1/2c, and May delivery at 76 1/2c.

Lumber Outtings

Fifty-one tenders for timber and cordwood births in the Winnipeg district have been received by the department of the interior in answer to an advertisement for tenders. There are about fifteen births to be disposed of.

Mr. Dick was down from Winnipeg on Monday, says the *Rat Portage Record*, with Mr. Waterous, of Brantford Ont., inspecting the mill with the view of putting in a band saw.

Some of the boats taking out supplies to the lumber camps on the Lake of the Woods, are reported frozen in the ice.

Twenty-three carloads of freight came in here last week by the C. P. R., says the *Rat Portage Record*, to supply the lumber camps in the vicinity of the lake.

The saw mill at Revelstoke on the Canadian Pacific Railway in British Columbia was burned down on Saturday morning last. About 2.30 a. m. a workman employed at the mill, named Donnelly, discovered that fire was issuing from the main building, close to the boiler. There was a stiff wind blowing, and nothing could be done. The mill and dry-house (which contained a lot of planed lumber) was soon reduced to ashes. The boiler, which is built in with bricks, seems to be intact, and some of the machinery looks as if it might be used again. The loss is about \$10,000, and no insurance. It will be a heavy loss to the owners, Robinson & Steen. About forty hands were employed. A new mill will be built at once.

The apple export trade of Canada is closed for the season as far as the port of Montreal is concerned. There were shipped to the United Kingdom 470,480 barrels, an increase of 159,043 over the season of 1891.

The Western Ontario Commercial Travellers' Mutual Benefit Society met at London, Ont., to nominate officers. It was virtually an election, the present staff being, with a few minor exceptions, returned by acclamation. F. Morton Morso was re-elected director for Winnipeg.

Bulletin No. 31 has been issued from the inland revenue department, Ottawa, giving a report on samples of coffee examined at various points in the Dominion, including samples at Selkirk, Rat Portage, Morris, Killarney and Deloraine. But one sample is marked "adulterated."

The bear movement on the Montreal Stock Exchange is assuming alarming proportions. During the last few days, says a telegram dated Nov. 24, there has been a regular tumble in values, and all the leading stocks show a marked depreciation. The stocks that have shown the greatest decline are cable and gas.

Just prior to the election in the United States a syndicate of American capitalists are said to have come into Nova Scotia and bonded all the stock of the coal companies in that province with the exception of the property of the General Mining association of Sydney. They put up \$100,000 and since the Democrats have won the elections they have closed the deal, and now practically control the bituminous coal trade of Lower Canada. Whitney, President Cleveland's manager, is said to be at the head of the syndicate which looks toward the free admission of coal into the United States.

Board of Trade Meeting.

A general meeting of the Winnipeg board of trade was held Wednesday afternoon. It was from the council of action taken by it in various matters since the last meeting of the full board were presented and approved of.

T. D. Robinson, Geo. W. Erb and H. N. Boire were elected as members of the board.

The matter of petitioning the Government to insure money packets sent by registered post was remitted to the council to take direct action with the government in conjunction with boards of trade of Montreal and Toronto. The council were also requested to take up with the government the matter of the reduction of postage on city drop letters from two cents to one cent. It is understood that other boards are moving in this direction.

The resolution respecting the grain inspection system in force in Canada, passed at the meeting of the delegates from Northwest boards of trade held in Winnipeg last month, was referred to the general grain committee of the board for their report.

The board approved of the council's action in waiting on Hon. Mr. Greenway in the matter of the establishment of an agricultural college at Winnipeg. They were requested to press the matter on the attention of the government on every occasion offered.

The consideration of the question of the advisability and practicability of securing for Winnipeg, grain elevators for storage, cleaning, drying and accumulating wheat and other grain was discussed at some length, S. A. McGaw, A. Atkinson, J. H. Ashdown, F. H. Mathewson, Duncan McArthur and N. Bawlf giving their views. The following facts were advanced: That the elevator should have to be of a capacity reaching a million bushels, fitted with the most modern machinery for cleaning and drying grain. A good portion of the building would have to be fitted up with small storage bins, say of the size to contain one or two cars, to enable the identity of particular cars of grain to be preserved. A large number of such cars would undoubtedly be shipped in to these elevators for cleaning and treatment. This would add to the cost of the elevator. The advantage arising from the cost of the elevator would be that country shippers could send in car load lots for storage. This grain would first be cleaned, then weighed by the Government weighmaster, then inspected and placed in a bin. Thus the shipper could secure his warehouse receipt with Government certificates of weight and grade attached, which would make them negotiable on sight. Unfortunately at the present time Manitoba has practically no sample market. With an elevator of this description in Winnipeg a good sample market would be established, because grain could be purchased and stored on its individual value. At the present time cars loaded in the country must be sent forward at least as far as Fort William before they can be unloaded; and in case of a blockade from any cause east of Winnipeg, this elevator could be used to relieve cars reaching this point, and they could be sent back to the country for reloading, and make several trips, when otherwise they would be held upon the side tracks east of here. A committee of the grain exchange, who had been looking into this matter, reported verbally through Messrs. McGaw and Bawlf, and stated that data bearing on the cost of buildings and machinery was now being secured in Duluth and Minneapolis, and, at an early date, fairly full detailed information would be in their hands.

After considerable discussion tending to bring out information, the board appointed Messrs. Duncan MacArthur, J. H. Ashdown, Kenneth MacKenzie, J. H. Housser and F. H. Mathewson to work in conjunction with Messrs. McGaw, Atkinson, Bawlf, Martin and McMillan, who are the committee appointed by the grain exchange. This committee will endeavor to

present to the board in a few days a written report bearing on the whole subject.

The Assiniboine water power subject was discussed, but without action, and this matter will come up at the next meeting.

The board then adjourned till the elevator committee should be prepared to report.

It will not be the fault of the Canadian Pacific Railway company, says an eastern paper, if Canada does not receive a large number of immigrants next year. In Great Britain the company has twelve exhibits of Northwest products visiting parts of the country, each in charge of a competent official. In addition there are twenty-four lecturers, furnished with views and maps of Canada, who address public audiences in Great Britain, two in France, and one each in Belgium, Switzerland and Scandinavia. In addition to these the C.P.R. company employs two lecturers in Australia, two in Japan and one each in China and India. In the United States there are also two lecturers in the south, one in California, three with headquarters in New York, two in Boston, two in Chicago, and one each in Philadelphia, Cincinnati and Providence. There are also four agents in Canada. In addition to these lecturers the C.P.R. has a large number of agents at work on all the border States.

Grain and Milling.

The Canadian Pacific railway has notified Toronto grain dealers, that in order to avoid delay and to facilitate its shipment, Manitoba grain consigned to North Bay might be re-consigned to Boston or New York, with the privilege of ten days in Montreal, provided a maximum charge of two and a half cents per bushel be paid.

The Grand Trunk railway has forwarded instructions to the Toronto board of trade, to the effect that wheat from Manitoba from points on the Northern Pacific via Chicago, should be billed to Sarnia tunnel, and not Montreal, if milling in transit privileges were desired.

The flour mill at Whitewood, Assa., is being rapidly pushed forward to completion. A well has been dug underneath the engine room 42 feet in depth, and the water rapidly raised to within 12 feet of the surface.

Geo. White's mill at Pilot Mound, since the burning of the roller mill there, is being fitted up to grind wheat by the stone process.

Grain was coming into Pilot Mound last week at the rate of seven thousand bushels a day.

The machinery for the new roller mill at Baldur, Man., has arrived, and Mr. McDonald, the proprietor, expects to be ready to grind about the first of December.

James Stoddart intends erecting an elevator of 25,000 bushels capacity at Thornhill, Man., in the spring.

The following letter was forwarded to the Winnipeg grain exchange last week, by the Canadian Pacific railway company:—Arrangements have been made with the Boston and Maine railway company, to accept round lots of one and two frosted wheat, and one grade each of Manitoba oats and barley for export. Will you kindly bring the matter before the grain exchange, to have them name the grades of oats and barley they desire to export, so that directions may be placed in the hands of our agents to handle the traffic. The identity of this grain is not preserved, i.e., it will be inspected at Winnipeg and binned on the Winnipeg inspection, the intention being to treat the traffic in the same way as Nos. 1, 2 and 3 hard wheat, as outlined in the special notices printed in the N.Y. tariff No. 214.

Profits in milling may be small, but lots of big mills are being built at the same time. The

E. P. Allis Co., of Milwaukee, mill builders, alone are building five new mills at present, with an aggregate capacity of 9,500 barrels per day. This includes three mills at Superior, Wisconsin, aggregating 6,000 barrels, one at East Springs, Tennessee, 2,000 barrels, and one at Kansas City, 1,500 barrels. Other mills for the Duluth districts are prepared, and it looks as though the western end of Lake Superior is to rival Minneapolis as a great milling region.

Meredith, Largo and Wallace have rented the Yorkton, Assa., flour mills for the season. Mr. Wallace, the miller from Whitewood, is the practical man.

Stonewall, one of Winnipeg's suburban towns, has received over 50,000 bushels of grain to date this season.

The Western Milling company, Regina, Assa., has received another consignment of hogs from the east, numbering about 200. They have now about 350 hogs in their yards, to which they feed damaged wheat which was left over from last year. The company will cure the hogs.

M. McLaughlin, of the Dominion mills, Toronto, states that this year's crop of wheat in Manitoba is the best he has ever seen. He has examined the celebrated Hungarian hard wheats, and other productions from various parts of the world, and has no hesitation in saying that Manitoba hard is the best milling wheat the world produces.

It has been decided by the Winnipeg grain exchange, that in future the average grain rate for the whole province will be known on call transactions as standard freight rates. Thus 22 cents per 100 pounds is considered about the average freight rate from Manitoba to Fort William. The 22 cent rate will therefore be known as "standard" freight, and transactions will be carried on on that basis. The rates from all points on the Canadian Pacific main line, between Burnside and Alexander is 22 cents, and the same rate applies to a large number of points on the branch lines, as well as on the Northern Pacific to Duluth. On the same basis, 47 cents will be the standard rate all rail to eastern Canada points, the same as 22 cents will be the standard rate to Lake Superior points.

Manitoba Grain Inspection.

A month ago, when circumstances brought together in Winnipeg a number of eastern millers and grain men, a joint meeting of eastern and western representatives of these trades was held. The vexed question of Manitoba grain inspection was the subject of discussion. Everyone knows the trouble and unpleasantness that is continually occurring through the double inspection at Winnipeg and Port Arthur, supplemented by a third inspection sometimes when the grain reaches its destination. Is there not a remedy for this difficulty? A suggestion of the Winnipeg meeting, one in which eastern and western men are generally agreed, was to have only one inspection at Winnipeg, with three inspectors to attend to the work. There is force in this proposition, but in the opinion of some its operation is believed to be impracticable.

Minnesota and Duluth have overcome similar difficulties in these states by the appointment of state inspectors whose subordinates operate under their direction and consequently work in unison and not at cross purposes. Is there anything to prevent the adoption of a like method in Canada?

A change of the inspection Act would be necessary whatever amendment might be made, but this is not an insuperable obstacle. The question is one vital to the successful handling of Canadian grain, and now that the men particularly interested in the two opposite sections of the Dominion, have come together and exchanged views, the matter should not be allowed to remain much longer "sexata questio."—*Canadian Miller.*

Winnipeg Wholesale Prices Current.

PAINTS, OILS AND GLASS.		" " " "		" " " "		" " " "	
White Lead, pure, ground in oil, Association guarantee, in 25 lb tins and 100 and 200 lb kegs	.. \$0.50 to 7.00	Castor Oil, per lb	.. 12	Opium	.. 4.00 to 4.25	Sheet Iron—1 to 20 gauge	.. 3.75 to 4.00
White Lead, No. 1, per 100 lbs	.. 0.00 to 0.80	Mica axlegreco, per case	.. 3.75	Oil lemon, supor	.. 2.75 to 3.50	" 22 to 24	.. 3.75 to 4.00
" " No. 2	.. 5.50 to 6.00	Gum	.. 3.20	Oil peppermint	.. 8.75 to 4.25	" 28	.. 4.00 to 4.25
" " assorted, 1 to 5 lb tins, per pound	.. 10c	Imporial	.. 2.50	Oxalic acid	.. .18 to .10	" 23	.. 4.25 to 5.50
Prepared Paints, pure liquid color, per gallon	.. 1.55 to 1.4	CANDRIES, Coal tar, per barrel	.. 8.00	Potass iodide	.. 4.25 to 4.50	CANADA PLATES .. 3.75 to 4.00	
" " second quality	.. 1.10 to 1.20	Portland cement, per barrel	.. 4.75	Saltpetro	.. .10 to .12	IRON PIPE—40 to 45 per cent. off list.	
Day Colors, white lead, per lb	.. 8	Michigan plaster, per barrel	.. 3.25 to 3.50	Sel rochelle	.. .30 to .35	GALVANIZED IRON—Queen's Head—	
Red Lead, per pound	.. 7	Puffy, in bladders, per pound	.. .03	Shellac	.. .35 to .45	16 to 24 gauge, per lb	.. .00 to .06
Yellow ochre, per lb	.. 3	" " in barrels of bladders	.. .03	Sulphur flowers	.. .33 to .5	26 gauge, " "	.. .04 to .06
Golden ochre, per lb	.. 5	Whiting, barrels, per 100 lbs	.. 1.25	Sulphur roll, per keg	.. .33 to .5	28 " "	.. .06 to .07
Venetian red, French	.. 3	Alabastine, per ca	.. 20 y'ks.. 7.00	Soda bicarb, per keg of 112 lb	.. 3.75	23 " "	.. .06 to .07
Venetian red, Eng	.. 3	Asbestine, per case of 100 lbs	.. 7.00	Sal soda	.. 2.00 to 3.00	CHAIN—	
English purple oxides	.. 4	Window Glass, 1st break	.. 1.00	Tartario acid, per lb	.. .45 to .55	Proof Coil, 3-16 inch, per lb	.. 0.7 to 0.7
American oxides, per lb	.. 4	WOOD.		LEATHER.			
These prices for dry colors are for broken lots, 5c per pound less when full kegs or barrels are taken.		Wood, tamarac or oak, per cord	.. \$5.50 to 6.00	Spanish sole, best, No. 1 per lb	.. .23 to .30	" " 2-10 " "	.. 0.6 to 0.7
Zanzibar vermilion, kegs	.. 18	Poplar, per cord	.. \$3.00 to 3.50	" " No. 2	.. .24	" " 7-16 " "	.. 0.5 to 0.6
Less than kegs, per pound	.. 20	Prices are for car lots on track; 500 per cord more at yards; \$1 per cord more delivered in city from yard.		Slaughter sole, heavy	.. .30	Trace, per doz pairs	.. 4.00 to 8.00
English vermilion, in 50 lb bags	.. 1.00	COAL.		" " light	.. .23 to .30	ZINC SPALTER	.. 0.7 to 0.7
Less than bags, per pound	.. 1.10	COAL, Pennsylvania Anthracite, per ton	.. \$10.50	" " No. 1	.. .26 to .23	ZINC SHEET	.. 0.7 to 0.8
VARNISHES, No. 1, furniture, gal	.. 1.00	Pennsylvania, soft	.. 8.00	Upper, heavy, best	.. .35 to .45	LEAD—Pig, per lb	.. 0.5 to 0.6
Extra furniture, per gal	.. 1.35	Lothbridge coal	.. 7.50	Light	.. .35	Sheets, 2 1/2 lbs. per square lb	.. 0.6 to 0.7
Elastic oak, per gal	.. 2.00	The above are retail prices for coal, delivered; price at yard 50c less. The retail price for Souris coal at present is \$5 for the limited quantity that can be had.		Kip skins, French	.. \$1.00 to \$1.10	SOLDER—	
No. 1, carriage, per gal	.. 2.00			domestio	.. .75 to .85	Half-and-half (guar) per lb	.. .25
Hard oil finish, per gal	.. 2.00			Calf skins, French, premier	.. 1.25 to 1.50	ANTIMONY—Cookson's, per lb	.. .25
Brown Japan, per gal	.. 1.00			choico	.. .75 to .85	AMMUNITION—Cartridges—	
Gold Size, Japan	.. 1.50			Splits, senior	.. .25 to .35	Rim Fire Pistol, Amer. dia, 35%	
No. 1, orange shellac	.. 2.00			Junior	.. .30	" Cartridges, Dom., 50%	
Puro orange shellac	.. 2.00			Cowhide	.. .35 to .45	" Military, Amer., 5% advan. o.	
These prices are for less than barrels, and would be shaded for full barrel lots.		DRUGS AND CHEMICALS.		Cordovan, per foot	.. .17 to .21	Central Fire Pistol and Rifle, Amer., 12 1/2"	
Lumber Oil, Raw, per gallon	.. 61c	Alum, per lb	.. .03 to .04	Pobble, cow	.. .17 to .21	" Cartridges, Dom., 30%	
" " Botted, per gallon	.. 64	Alcohol, per gal	.. 4.75	Russets, saddlers, per doz	.. 12.50	Shot Shells, 6.50 to \$9.50.	
These prices are in barrels, but would be shaded 2c for ten barrel lots.		Bleaching powder, per lb	.. .08 to .10	METALS AND HARDWARE.			
TERPENTINE, Pure spirits, in barrels, per gallon	.. 68c	Blue vitrol	.. .08 to .10	TIN, Lamb and Flag, 50 and 25 lb ingots, per lb	.. .26 to .28	SHOT—Canadian	.. 0.6 to 0.6
Less than barrels, per gallon	.. 72	Borax	.. .11 to .13	Strip	.. .23 to .30	WADS—Eloy's, per 1,000	.. 25 to .75
GLUE, S.S., in sheets, per pound	.. 15	Bromide potash	.. .44 to .55	TIN PLATES—Charcoal Plates, Bright.		AXES—Per box	.. 6.50 to 15.50
" " White, for kalsomining	.. 20	Camphor	.. .75 to .85	Bradley M. L. S	Per box.	AXLE GRASS—Per gross	.. 10.00 to 14.00
BRANING OILS, Kocena	.. 34	Camphor cuncos	.. .80 to .90	I. C., usual sizes	.. \$7.50 to \$7.75	WIRE—Clothes line, galv., p.	
" " Sunlight	.. 29	Carbolic acid	.. .40 to .65	I. X., " "	.. 8.25 to 8.50	Wire Barb	.. 4.85 to 5.00
" " Silver Star	.. 20	Castor oil	.. .31 to .15	Raven and P. D. Grades—		ROPE—Sisal, per lb, 10 1/2 to 11 1/2,	
" " Water white	.. 33	Chlorate potash	.. .25 to .30	I. C., usual sizes	.. 6.75 to 6.00	Manilla, per lb, 1 1/2 to 1 1/2,	
" " Opalero	.. 21	Citric acid	.. .65 to .80	I. X., " "	.. 7.00 to 7.50	Cotton, 25 to 27.	
Stove gasoline, per case	.. 3.50	Coppers	.. .03 to .04	Charcoal Plates—Terma.		NAILS—C at 5 in. and upwards, per keg base, price, 8.00.	
Benzine, per case	.. 3.50	Cocaine, per oz	.. \$9.20 to \$9.75	Dean or J. G. Grade—		Wire nails, 4.00.	
Benzine and gasoline, Per gallon	.. 50	Cream tartar, per lb	.. .23 to .35	I. C. 20 x 23, 112 sheets	.. \$10.00 to 11.50	HORSE NAILS—Canadian, dia., 50 to 45 per cent.	
LUBRICATING OILS, Capital cylinder	.. 53	Epsom salts	.. .03 to .04	IRON AND STEEL—			
" " Eldorado Engine	.. 35	Extract Logwood, bulk	.. .11 to .13	Common Iron, per 100 lbs	.. \$3.00 to \$3.25	Horse Shoes—Per keg, 4.50 to 5.00.	
" " Atlantic red	.. 35	" " boxes	.. .15 to .20	Band	.. 3.50 to 3.75		
" " Golden Star No 1	.. 33	German quinine	.. .30 to .40	Swedish " "	.. 5.25 to 6.00		
" " Extra	.. 35	Glycerine, per lb	.. .20 to .25	Sleigh Shoe Steel	.. 3.75 to 4.50		
" " Eldorado Castor	.. 38	Howard's quinine, per oz	.. .50 to .60	Best Cast Steel, per lb	.. .13 to .15		
" " Golden	.. 52	Iodine	.. \$5.50 to \$6.00	Russian Sheet	.. .12 to .13		
		Insect powder	.. .35 to .40	BOILER TUBES—40 per cent. off list.			
		Morphia sul	.. 1.75 to \$1.00				

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BRITISH COLUMBIA.

[This department is in charge of R. E. Gosnell, who is permanently engaged as a regular member of THE COMMERCIAL staff, to represent this journal in British Columbia. Parties in British Columbia who wish to communicate in any way with this paper, may apply directly to Mr Gosnell at Vancouver.]

British Columbia Business Review.

November 22, 1892.

A great deal of complaint is heard all round among business men as to the nature of business to be done. The volume is large but payments are slow. Last Saturday no less than six assignments for the province were registered. However, none of them were important, and will not affect the business situation, except in restricting credits still further.

Speaking of failures, it is said that the circumstances connected with the closing down of the firm of McKinnell Bros., Vancouver, under a bill of sale, are such as to demand investigation and legislative enactment to prevent the possibility of its recurrence. In this case a bill of sale in a large amount was given, which shuts out all creditors, and it seems that in this province such an instrument will hold water even when given when a man is in a position of insolvency, and this has been the means of defrauding more than one creditor in British Columbia.

The mining in the interior is largely closed down for the season. In Slokan, however, activity will be continued during winter. The Blue Bird, Washington, Freddie Lee, Dardanelles, Dublin Maid, Wellington, Best, Noble Five and Idaho mines will ship ore, whilst the Great Western, Porcupine, Lucky Jim, White-water, Resko, Slokan Star, Payne and Monte zuma will be worked.

The fuss about the Nakusp wagon road will be settled temporarily by a sleigh road being constructed to Nakusp from the mines. Whether next year the government will build a wagon road or the C. P. R. a branch line of railway remains to be seen. In all probability the government will give a part to be divided equally between the Kaslo and Nakusp roads. The government has been blamed for not acting more promptly in providing communication in to the Slokan but considering that the mineral finds are not yet over a year old, and that at the time the estimates were passed nothing definite was known as to the country for the building into of which a sum of \$50,000 odd is asked in the matter of roads, it is wonderful that so much has been accomplished as has been. Of course in a new country people are naturally impatient of progress and want to see improvements rushed. Next year, the government will be pressed to make roads into the Lardeau, Southern Okanagan and about Fort Steele in East Kootenay as well, where very rich and extensive finds have been made and it is going to tax its energies to satisfy all these demands.

A good deal has been said in THE COMMERCIAL already about cold storage of fish. George Cunningham, one of the northern salmon packers, who has gone into their industry on the Skeena, has the following to say, which is of interest.

"There has been," said he, "a remarkable success along the line of our cold storage system of packing and shipping fresh fish. Since the works for this purpose have been completed and the successful results have become known to the trade we have been flooded with inquiries from all parts of the country. Tacoma, Portland, Chicago and New York parties are very much interested in the process, which is as follows:—

"A series of rooms are arranged with shelves upon which the fresh-caught fish are placed, and by means of a number of pipes containing ammonia in a gaseous form the temperature is lowered from 12 to 20 degrees below freezing. In a few hours the fish are frozen solid and can be handled like so much cordwood. The machinery necessary to accomplish this is of a very

simple nature, consisting essentially of an engine and the ammonia condenser with the series of pipes. The air is forced out of the pipes and the vapor from the condenser takes its place and by absorption produces a temperature which keeps the pipes continually covered with a thick coat of frost.

The plant was turned out by the Vulcan Iron Works of San Francisco, and put in place by their engineer, C. J. Kooford, who has succeeded in doing a most satisfactory piece of work. Among the advantages of the system are, the fact that there need be no longer an idle season, for as soon as the salmon run is over other fish can be handled to advantage. Vessels need not wait for a cargo of fish, which loses much in quality while being collected, as now the frozen fish can be loaded on in a few hours from the store room, and reach the market with all its original flavor and freshness preserved. A large quantity can be collected and held for transportation, when opportunity is afforded, and in many other ways the new system is bound to be successful.

"Arrangements have been made to secure transportation suitable to the growth of the business, and this new branch of the fisheries trade bids fair to become a very important one."

In anticipation of the big salmon run on the Fraser, a number of new canneries are being built. Among those who are entering into competition in this business are Messrs. Winch and Hennessy, at Lydner's Landing; W. H. Steve's, Steveston; Hunt and Costello, and Messrs. Wilson and Baine's on Westbain Island. Besides these, considerable alteration is going on in connection with the older canneries. In connection with this matter it may be stated that the Port and Winch Co. (Ltd.) have received their first cargo of halibut from the north, something between 10,000 and 15,000 lbs. in quantity. The steamer was away about five weeks and made a survey of the halibut banks from Fort Rupert to the head of Queen Charlotte Sound. A return trip will be made in a few days.

Mr. H. H. Spicer, Vancouver, has brought the matter of B.C. shingles prominently before the eyes of the people of this province, and in a way which is likely to produce some practical results. Mr. Spicer points out that the total capacity of the shingle mills of the province is 230,000,000 per year. The average amount of shingles exported last year to the Northwest and Manitoba was 70,000,000. About 50,000,000 are in stock. The trade of this entire province is 30,000,000 a year. As a matter of fact the output of the shingle mills of B.C. has been purchased by a syndicate, which, however, has not shipped them and almost the entire stock is lying in the mill men's yards, for what reason it is impossible to say, except it be to bear the market for another season. On the other hand Mr. Spicer states that the Puget Sound lumber companies have shipped 1,000,000,000 shingles to the east this season, so that there must be a demand. More than that, owing to their great buying powers, the Pacific coast red shingle is rapidly taking the place of the white pine shingle of the east. He further states: "The C. P. R. have been very moderate in their freight charges, more so than the N. P. R. with all the talk of monopoly; but if they would see their way clear to come down still more it would be a great boon. They could then compete of course far better with the eastern markets. Mr. Spicer was of the opinion that if they could not get better rates the mills would have to shut down for want of a market, which would throw 250 out of employment, and shut up \$250,000 a year, the amount paid in wages. They must be able to sell their shingles at \$2.80 per thousand, to compete with pine shingles at \$2.50 per thousand in the East; at present the freight will not permit them to do this.

The question is however, if the Puget Sound shingles can be sold in Eastern Canada, why not B. C. shingles? One unfortunate thing is that owing to a one-sided arrangement with

the American government, red cedar shingles are admitted free into Canada under the head of red wood, and our manufacturers are therefore handicapped in their own market. This was one of the matters which Mr. Alexander brought before Hon. Mr. Bowell on his recent visit here and no doubt some action will be taken to equalize the conditions as between Canadian and American lumbermen.

Elsewhere there appears an extract from the *B. C. Commonwealth* respecting farm lands in B. C. The Vancouver *World*, or a correspondent of that journal, attacked THE COMMERCIAL without stint respecting a statement that unimproved lands in this province were going down in price (not value), as was indicated by an auction sale of Lulu Island lands several weeks ago, which averaged about \$25 per acre. THE COMMERCIAL conveyed no slight to lands on Lulu Island. Its remarks were based on the general principle that unimproved lands anywhere, held for speculation, are valueless, because non-productive and therefore must depreciate to such a point, where they can be purchased by actual settlers for a price at which they can be utilized for active farming purposes. Improved lands are only valuable in proportion to the dividend which they can pay in a certain investment, and it is all nonsense to suppose that settlers are going to pay a price for unimproved land, with improvements to be added, which places the matter of profit as a business transaction out of the question.

B. C. Market Quotations.

MEATS—The markets are quiet and firm with quotations: Wiltshire cured hams, 15½c; do backs, 14c; eastern hams 14c; bacon 17 to; rolls 12c; smoked sides, 12½; long clear 11c; 3, 5 and 10 lb tins lard, 13c; 20 lb pails lard, 12½c; 50 lb tubs lard, 12c; tierces lard, 11½c. Lard compound is 11c; barrel pork, \$24. Commission agent; quote American meats f.o.b. Victoria, duty paid as follows: Medium hams, 15½; per lb; heavy hams, 15½; choice breakfast bacon, 15½; short clear sides 13½c, and dry salt clear sides, 12½c. Armour's white label pure lard, 10 lb pails, 14½c per lb.

FREIGHTS—Rates are very low and a number of vessels seeking charters. Lumber freights from British Columbia or Puget Sound are quoted as follows:—Valparaiso for orders 35s; direct port on west coast, South America 32s 6d.; Sydney 30s; Melbourne, Adelaide or Port Pirie 33s to 37s 6d.; United Kingdom, calling at Cork for orders, 45s; Shanghai 42s 6d; and Yokohama 40s nominal. Coal freights are quoted: Nanaimo or Departuro Bay to San Francisco \$1.75 to \$2; to San Diego or San Pedro \$2.25 to \$2.50.

FRUITS, NUTS, &c.—There is little fruit in the market except apples, pears and grapes being about exhausted. Japanese oranges are coming in. The stock of Ontario apples this year seems to be quite inferior and give poor satisfaction. Quotations are: lemons \$3.50; coconuts \$1 per doz.; bananas \$3.75. Turkish figs 14½c; almonds 18c; walnuts 15c; fiberts 15c; pine 20c; peanuts 10c; Virginia peanuts 13c; evaporated apples 13 to 14; apricots 10 to 18c; apples in boxes 13 to 14; nectarines 13 to 16c; peaches, unpeeled, 15 to 17c; pears, peeled and sliced, 12 to 14; plums, pitted, 12½ to 15; pears in sacks 12 to 14; prunes in boxes 13 to 15c; strained honey 13; raisins \$2 to \$2.75; B. C. apples 76c to \$1.25; Cal. (fancy table) \$1.50; Portland \$1.25; eastern apples \$3.50 per bbl; grapes \$1.75; cranberries scarce and in demand; Cape Cod \$12 a bbl and natives 40c a gal. Fraser Valley Canning Co. quote as follows: 3 lb table fruit, assorted, \$2.50; jans, 1 lb cans, \$2.50; 3 and 5 lb tins 12c a lb; B. C. beans \$1.15 per doz 1 lb tins.

DAIRY—There is no change in the price of dairy products. Quotations are: Eastern creamery in 20 and 25 lb tubs, 29; 29c in 50 and 75 lb tubs; Manitoba dairy, 22 to 23c; B. C. dairy, 20 to 22c. Early Ontario cheese is 13c. September make is quoted at 14c; Manitoba,

13c; 10 lb creamery cheese, fancy, 15c. Queen's arms cheese, 14c.

FLOUR, FEED, GRAIN, ETC.—No change. The market is firm in all lines. Quotations are: Flour, Manitoba patents, \$5.70; strong bakers, \$5.30; ladies' choice, \$5.70; prairie lily, \$5.30; Delta, Victoria Mills, \$5; Lion, \$5; Oregon, \$5.55; Spokane, \$5.65; Enderby mills—Premier \$5.70; three star \$5.55; two star \$5.25; oatmeal eastern \$3.40; California granulated in gunnies, \$4.35; National mills, Victoria, \$4.25; rolled oats eastern \$3 to \$3.25, California \$3.75; National mills \$3.65; corn; meal \$3.10; split peas \$3.50; pearl barley \$4.50. Rice—The Victoria rice mills quote wholesale. Japan rice per ton, \$17.50; China rice do \$70; rice flour, do, \$70; chit rice, do, \$25; rice meal; do, \$17.50; chopped feed, \$31 per ton; bran, \$24, shorts \$25; Man. oats, \$28 to \$32; B. C. oats, \$26; wheat \$27 to \$32; oil cake, \$10; hay, \$16. Wheat is quoted in car lots for feed No. 2 regular at \$22 to \$23 per ton; oats \$24. chop barley \$25. California chop, \$22 to \$23. The Western Milling Co's quote bran in car lots \$19.50 per ton; shorts \$20.50; mixed chop \$25; rye, \$38; patent flour, \$4.60; strong bakers, \$5.30. Graham flour, \$4.40; B. C. wheat is quoted at \$29 to \$30 per ton, and oats at \$25; beans are 4c per lb. Hay is quoted at \$12 a ton on the river bank or \$12.50 placed on the scows.

FISH.—Salmon are scarce, and quoted at 10c to 12c; sturgeon 4c to 6c; codfish 6c to 7c; flounders 4c to 5c; herring 6c; sole 10c; sea bass 5c; halibut 7c to 8c.

COAL.—In Vancouver the dealers have advanced their prices \$1.50 per ton, retail, payable cash in advance, and this example is likely to be advanced all round.

POULTRY, GAME, ETC.—Prices are as follows: mallards, 40c to 50c a pair; pintails and widgones, 30c; teal, 20c; blue grouse, 75c; partridges, 50c; venison, 5c to 6c per pound; wild geese, 80c a pair; chickens, \$4.50 to \$5.50 per dozen; ducks, \$6; geese, \$7; turkeys, 18c per pound.

EGGS.—Fresh eastern are quoted at 22c; pickled eggs are 21c.

LUMBER.—No change for the better has been reported. The quotations for foreign export are as follows: Rough merchantable, ordinary sizes, in lengths to 40 feet inclusive, per M. feet, \$9.00; deck plank, rough, average length, 35 feet, per M. \$19; dressed T. & G. flooring, per M. \$17; pickets, rough, per M, \$9; laths, 4 feet, per M, \$2.

SUGARS.—Jobbers quotations for B. C. sugar refinery stock are: Dry granulated, 5½ to 5½c; Extra C, 5½c; Fancy yellow, 5c; yellow, 4½c; golden C, 4½c; syrups per lb. 3c.

SYRUP.—Finest Golden, in 30 gall. brls., 2½c per lb; finest Golden, in 10 gall. kegs, 3c per lb; finest golden in 5 gallon kegs, \$2.25 each. All prices subject to 2½ per cent. discount for cash in fourteen days. Jobbing prices are: Dry granulated, 5½c; extra C, 5½c; fancy yellow, 5c; yellow, 4½c; golden C 4½c; syrups per lb 4c; Redpath's syrups 2 lb tin, 15c; do 8 lb. tins, 50c; do, kegs, 3½c per lb.

VEGETABLES.—The market is well stocked in all kinds of vegetables. Quotations remain firm as follows: Ashcroft potatoes \$18 a ton; Fraser Valley \$12 to \$15; California onions are 1½c; B.C. onions 1½c; carrots, beets and turnips \$15 a ton; cabbage \$12 a ton.

JUTE BAGS.—Jute bags, 10 oz., 22x 36, are quoted at \$65 per 1,060; 12 oz. bags, \$75.

DRESSED MEATS, LIVE STOCK, ETC.—The B.C. Cattle Co. has shipped alive from the Similkieen ranges 1,500 head of cattle, and altogether the shipments have been the largest ever known. The action of the cattle dealers in the Interior, in opening butcher stalls in the coast cities, has affected the retail price of meats, in which there has been a cut. Wholesale quotations, however, remain the same, as follows: Live steers are quoted at 4c; cows, 3½c; dressed beef, 7½c; lambs, \$4.50 a piece; dressed, \$5; sheep, 5½c; mutton, 12c; hogs, 8c; pork, 11c; calves, 7c; veal, 11c.

Brief Business Notes.

J. L. Stamford, plumber, Victoria; closed by mortgagees.

Alex. McInnis, merchant tailor, Nanaimo, has assigned.

A company is being formed to send the Iona halibut fishing.

John Frost contemplates opening a foundry in Vancouver.

J. L. Farwiz, succeeds F. W. Hobbs, furniture, Victoria.

J. S. Bowker, farmer, Victoria, has assigned to J. J. Austin.

Troup Bros., saw mill, Tranquille, advertised for sale by mortgagee.

Peter Jamieson, Washington Restaurant, Victoria, has assigned.

Marshall & McRae, stationers, Vancouver, have admitted a partner.

The Norwegian ship Fortuna is loading lumber at Moodyville for Valparaiso.

British ship Absona has arrived to load lumber at Moodyville for Port Pirie at 37s.

Macaulay & Higginbotham, clothing and mens' furnishings, Victoria, have assigned.

Wm. Cowan, Victoria Hotel, Revelstoke, has sold out to A. Hatton and T. M. Hamilton.

A. Anderson, fruit dealer, Nanaimo, has assigned to Oppenheimer Bros., Vancouver.

E. G. Prior & Co., Victoria, hardware, machinery, etc., are opening a branch in Vancouver.

The Weekly News of Comox District has been issued. It is published by M. Whitney & Son.

Postell Bros., ranchers, of Okanagan Mission, have opened a butcher shop in New Westminster.

Steamship Zambesi took out to China and Japan 3009 sacks of flour and 44 Chinese from Victoria.

The British Columbia Deposit and Loan Co. are going out of business, and will seek disincorporation.

T. N. Hibben & Co., Victoria, have purchased the stock of the late Thos. McConnan, at 57½c in the dollar.

The Genoa saw mills, at the mouth of the Cowichan river, owned by Hughith & McIntyre, have started running.

The Band of British Columbia will shortly open a branch at Vernon, with Mr. Holt, of Vancouver, in charge.

Lea & Fraser, agents for Victoria of the North American Life Assurance Co., have been appointed general agents for the province.

The ship River Gangas has arrived at Esquimalt from Rio Janeiro. She is under charter to Findlay, Durham & Brodie to load salmon for England.

Chester B. MacNeill, formerly of Prince Edward Island, has been admitted as a partner into the firm of Davis & Marshall, barristers, Vancouver.

The Westminster slate quarries at Jarvis inlet are getting out an order of 200 tons of slate for Hongkong parties, besides five large orders for California.

The British ship Kinkora has sailed from Liverpool with cargo for Westminster, Victoria and Vancouver, consigned to Bill Irving, Paterson & Co.

John Houston has collected in Kaslo, in ample number of subscribers for telephones to justify him in extending the Nelson line to Kaslo. He promises telephone communication with Ainsworth and Nelson in two weeks.

The British Columbia Milling & Feed Co.'s mill, New Westminster, is now running steadily, turning out chop feed, but owing to delay in forwarding from the east, it will be a month before the manufacture of oatmeal and rolled oats commences.

British schooner Americana has sailed from

Liverpool Nov. 5 for Victoria and Vancouver, with a general cargo, consigned to Turner, Beaton & Co., and Baker Bros. & Co., Ltd. arrived to land lumber at Haatings Mills, Vancouver. Ship, Mark Curry.

After the 25th instant the Pacific Coast Steamship Company will run a boat once a week between British Columbia and San Francisco, instead of every five days, as at present. The City of Puebla will be withdrawn, and only the Walla Walla and the Umatilla will run.

The C.P.R. steamer Empress of China left Yokohama for Vancouver Nov. 11. She has on board 1,800 tons of cargo, and 50 saloon and 175 Chinese passengers. The cargo is divided as follows:—700 tons for Vancouver and overland points, 200 tons of silk, 300 tons for Portland, 250 tons for Puget Sound ports, and 250 tons for Victoria.

J. D. Wells, of Dowdney, who has been prospecting in the vicinity of Harrison Lake for some time reports some valuable finds of silver ore near Port Douglas. He has located several claims, all of which are very promising. Mr. Tallyard, who is prospecting for the Anglo-American Mining Co., has paid the Skookum Chuck Indians \$1,000 for the privilege of working a claim on their reserve.

News from Fairview is to the effect that much mining property is changing hands in that camp. Along Boundary Creek, the Great Northern Mining Company have struck it rich in the "Mountsin Chief," where they have sulphuretted ore that runs \$800 per ton. In what is known as "White's Mining Camp," between Fourth of July and Boundary Creeks, another large vein of ore, six feet wide and running 455 ozs. in silver and gold bullion has been struck.

Sad Death of a Traveller.

The sad news reached Winnipeg on Thursday that C. F. Church, traveller for the W. E. Sanford Co., of this city, had perished from cold and exposure in the far west. From what can be learned it appears that Church was on one of those long drives which occasionally have to be undertaken by travellers in the thinly settled districts. He was returning to Macleod, Alberta, from Lee's Creek during a storm, when the rig broke down. The driver went on to Macleod, leaving Church alone in the rig, but when help returned, he had succumbed to the cold. Mr. Church was well known in Winnipeg, and on the road, having travelled throughout the west for many years for his firm. He was one of the hardest working men on the road, and severe weather or other obstacles would not deter him from pushing ahead. To this fact may perhaps be attributed his tragic death. He leaves a wife and four children in Winnipeg. He carried a heavy life insurance.

British Grain Trade.

Mark Lane Express of Nov. 21 in its weekly review of the British grain trade:—The delivery of English wheat from the general quality is very low, though during the last few days the condition has slightly improved. An advance of 2d is recorded in Mark Lane, where a small business has been done, centering chiefly on the best foreign wheats and embracing nearly all the Pacific coast wheat. Prices of foreign wheat, however, have been kept down, owing to large exports from Russia. The mild weather led to a decline in barley to 2½s, in oats to 13s, and in corn to 16s. At Monday's market English wheats were firm. American was held for 6d advance. A few sales were made at 3d advance. Foreign wheats were unchanged. Good American flour was 3d dearer. There was little sale for barley, oats, corn and the price of each was down 6d.

The annual catalogue and price list of wool growers' supplies has been issued by C. S. Burch & Co., of Chicago.

Pure Highland Scotch Whiskies.

**THE FAMOUS
LAGAVULIN DISTILLERY,
ISLAND OF ISLAY,
SCOTLAND.**

The Lagavulin Whisky is famous for its fine quality, being made from pure Scotch Malt Only, and has long been the favorite beverage of Sportsmen.

It contains no grain spirit, or other Whiskies one knows nothing of, and the most eminent Physicians of the day prescribe it where a stimulant is required.

ASK FOR THE LAGAVULIN.

**MACKIE'S
PURE OLD BLEND
10 YEARS OLD.**

**GOLD LABEL
AS PATRONIZED BY ROYALTY AND THE LEADING
PHYSICIANS**

Sold only in the Northwest by:
G. F. & J. GALT. RICHARD & Co.
HUDSON'S BAY Co.

MUNROE & CO,
Wholesale Dealers in
Wines, Liquors and Cigars
OF THE BEST BRANDS
9th STREET, - BRANDON

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SPECIALTIES
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STOCKS AND STONES. ❖ ❖

The
Stocks
In
Toronto

FROM the published statements of various Building and Loan Associations, we note that they estimate stock to mature in from seven and a half to ten years, and that a monthly payment of from \$8 to \$10 for that fund will produce \$1,000 PROVIDED THE OWNERS OF THE SHARES LOSE LIVES AND PAYS. THE MANUFACTURERS LIFE will guarantee to a man aged 30 for a premium of \$8 per month an endowment policy for \$1,000 which will mature in ten years, with profits estimated to amount to one-fifth of its face value, and should the death of the investor occur before maturity the policy will mature at once for its full face value of \$1,000.

The Manufacturer's Life Insurance Company Cor. Young and Colborne Sts., TORONTO.
W. R. MILLER Manager for Manitoba, N.W.T., and B.C. Winnipeg



J. L. Bucknall,
(Successor to Grant, Horn & Bucknall.)

PRODUCE
—AND—

Commission Merchant,
128 Princess Street, WINNIPEG
Creamery Butter, Dairy Butter,
Cheese and Eggs Bought for Cash or
Sold on Commission.
FIRST CLASS STORAGE.

W. E. SANFORD M'FG CO., Ltd.
MANUFACTURERS OF

CLOTHING

45 to 49 King St Princess Street.

HAMILTON & WINNIPEG.

CIGARS!

Encourage Home Manufactures by smoking

Republics, Columbia, Cazacks, Selects & Specials
—MADE BY—

Bryan & Co
WINNIPEG, - MANITOBA.

ASK OUR TRAVELLERS FOR

COOK'S CHOICE

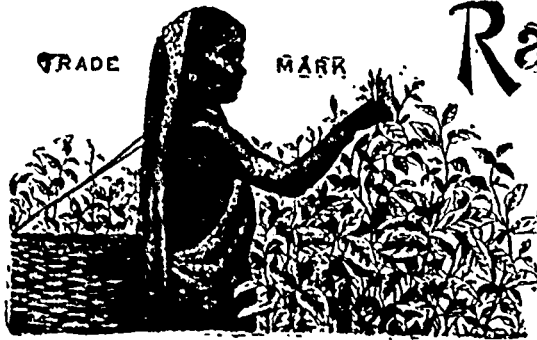
Baking Powder.

Pure Gold Manufacturing Co.

31 and 33 Front St.,

TORONTO.

Western Sample Rooms: 482 Main St., Winnipeg, (Opp. Imperial Bank.)



Ram Lal's PURE INDIAN TEA

GUARANTEED ABSOLUTELY PURE
AS MANUFACTURED ON THE
GARDENS IN INDIA.

Sold by Turner, Mackeand & Co., Wholesale Grocers, Winnipeg.

J. & T. BELL FINE BOOTS & SHOES MONTREAL.

Representative for Manitoba, N.W.T. and
British Columbia,
L. GODBOLT WINNIPEG McIntyre Block

LAKE OF THE WOODS MILLING CO.

LIMITED.

The most perfect Flouring Mill in Canada. CAPACITY 2,000 BARRELS A DAY.

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

All Grades of HARD WHEAT FLOUR in Barrels and Bags.

Offices at: MONTREAL. KEEWATIN. WINNIPEG.

E. A. Small & Co.,

—MANUFACTURERS AND WHOLESALEERS OF—

Men's, Boys' and Children's Clothing.

Albert Buildings, Victoria Square, Montreal.

Represented by Mr. W. H. Leishman, Sample Room 32 McIntyre Block
Main Street, Winnipeg.

THE LOCK POCKET PATENTED Attached to our Garments only.
See it before Purchasing Spring Goods.

S. C. MATTHEWS.

W. C. TOWERS.

Still to the Front.

On our Mr. Towers return from Europe we will again show a full range of NEW CHOICE GOODS. Latest Styles. Wait please. Thanking you for past liberal patronage. Filling letter orders a specialty. Call and see us.

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COR. ST. JAMES STREET.

— MONTREAL.



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TELEPHONE 740.

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BARBED WIRE, PLAIN TWISTED WIRE AND STAPLES.

A large quantity of Wire always on hand. Orders filled promptly. Send for our Samples and Prices before ordering elsewhere.

OFFICE: 389 Main Street.

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FACTORY, Cor. Ft. Douglas Ave. and Lorne St.

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THOS. CLEARHUE,

BROOKVILLE, - ONT.

—WHOLESALE DEALER IN—

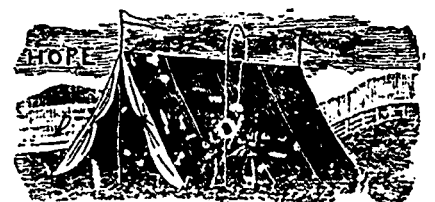
Gloves, Mitts, Moccasins

Canadian, American

—AND—

European Goods.

N.B.—Prompt Attention to Mail Orders.



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Tents, Awnings, Mattresses, Springs, Horse
Clothing, Sporting Outfits, Moss,
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—TENTS RENTED.—

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MONTREAL, - - P.Q.

Every Attention paid to Guests. First-class in
every Respect. Appointments Perfect.

Graduated Prices.

Montreal Grocery Market.

The refineries report a fair movement in sugars at unchanged prices. The wholesale houses are still cutting prices, selling in most instances at cost. We quote:—Yellows 3½ to 4c, and granulated 4½. Syrups are quiet at 1½ to 1¾ per pound; but molasses is moving fairly well at 31½. The local tea market is strong, blacks worth from 6½d to 8d, and Japans worth from 12½ to 17c moving freely. The cheaper grades of Japan teas are very scarce. There has been more doing in coffees as prices on outside markets are more settled and afford a better opportunity for business. We quote: Rios 18 to 19c and Santos 19 to 20c. A brisk trade is being done in rice owing to near approach of the close of navigation, and prospects of higher railroad rates. The millers are out of Patnas and cannot get any now. Owing to drought the supply of good quality was very small. We quote:—Standard \$3.85 to \$4; Louisians, \$5.25 to \$5.50; choice Burmah, 4 to 4½; Japans, \$4.50 to \$5; Patnas, \$5.25 to \$5.50; Carolina, \$7 to \$8.

Dried Fruits.—Actual business in dried fruit has been light during the week, but this is due to the light supplies of raisins available. Stocks are in few hands and very firmly held, and once the holiday demand sets in earnest the scarcity will be unmistakable and an advance in price is anticipated. At present no seconds could be moved under 5c, while firsts are quoted stiff at 5½ to 5¾. Currants rule steady at 5½ for good provincials.

Canned Goods.—The local demand for canned goods is still small. Some old tomatoes are being sold at 82½. Salmon is very firmly held; but there is no change of importance in other lines.

Lobsters, per case	\$ 7 00 to \$ 7 50
Mackerel, per case	3 75 to 4 00
Sardines, per case	8 50 to 9 50
Salmon, per box	1 50 to 1 60
Clams, 1 lb tins, per doz	2 00 to 0 00
Oysters, 1 lb tins, per doz	1 40 to 1 45
New Brunswick sardines, per 100	4 75 to 5 00
Tomatoes, Quebec	0 95 to 1 05
Peaches, per doz	2 00 to 2 10
Bartlett pears, 2 lb tins, per doz	1 75 to 2 00
Strawberries, 2 lb tins, per doz	2 25 to 2 50
Pineapples, 2 lb tins, per doz	2 30 to 2 40
Plums, 2 lb tins, per doz	1 25 to 1 75
Corn, Eric & Aylmer, per doz	1 05 to 1 10
Corn, Hoeggs	1 25 to 1 30
String beans, 2 lb tins, per doz	90 to 1 00
Lima beans, 2 lb tins, per doz	1 65 to 1 75
Marrowfat peas, 2 lb tins, per dozen	1 15 to 1 25
Succotash, 2 lb tins per dozen	1 65 to 1 75
Pumpkins, 3 lb tins, per doz	90 to 1 00
Jams, 1 lb pots, per doz	2 00 to 2 25
Marmalade, per doz	0 00 to 2 15
Boston baked beans, per dozen	2 10 to 2 15
Pig's feet, per doz	0 00 to 2 75
Roast chicken, 1 lb tins	0 00 to 2 20
Roast turkey, 1 lb tins	2 30 to 0 00
Canned beef, 1 lb tins, per doz	0 00 to 1 50
" 2	2 40 to 2 50
" 4	0 00 to 4 50
" 6	0 00 to 7 50
" 14	17 50 to 0 00
Lunch tongue, 1 lb tins, per doz	3 20 to 3 25
" 2	5 50 to 5 75
Ox tongue, in 1 lb tins, per doz	5 50 to 5 75
" 2	7 00 to 7 25
" 2½	8 40 to 8 50
Fine English brawn, 1 lb tins, per doz	0 00 to 2 25
Chipped dried beef, 1 lb tins per doz	0 00 to 2 50

Fish.—The fish trade is very good. Good pickled Labrador and C. B. herrings are scarce, and the same may be said about really good salmon. Labrador herring are quoted at \$5 to \$5.50 and C. B. and S. C. salmon at \$13 to \$15. Green cod has recovered from the recent depression and is now firmly held at \$4.50. Fresh haddock and cod are being received from Hal-

fax and are meeting with a good demand. The cost here is about 2½c, but dealers quote 3c to 3½c. Haddies are 7c and bloaters at 90c to \$1.25.—*Gazette*, Aug. 19.

Toronto Leather Prices.

Sole, slaughter, medium, heavy, per pound, 23 to 25c; Spanish, No. 1, per pound, 24 to 26c; Spanish, No. 2, per pound, 22 to 24c; Spanish, No. 3 per pound, 18 to 20c; calfskin, Canadian, light, 65 to 70c; Canadian, medium, 70 to 73c; calfskin, Canadian, heavy, 65 to 70c; calfskin, French, \$1 05 to \$1.30; upper, light, medium, 30c to 33c; split, 15 to 23c; harness, prime, 15 to 18 lbs, 24 to 26c; harness, light, per pound, 22 to 24c; buff, 14 to 16c; pablis, 14 to 15c; oak harness, American, 45 to 50c; oak harness, English books, 65 to 70c; oak bridle and skirtings, English, 75 to 80c; Cordovan, vamp, No. 1, \$5.50 to \$6; Cordovan vamp, No. 2, \$5 to \$5.50; Cordovan goloshes, 11 to 12c; Cordovan sides, No. 16c; Cordovan sides, No. 2, 13c; Cordovan sides, No. 3, 11 to 12c; oak cup soles, \$4.50 to \$5; hemlock taps, \$3 to \$3.75; cod oil, per gallon, 45 to 50c; degra, per pound, 4½ to 5c; japonica, per pound, 6 to 6½c; oak extract, 4c; hemlock extract, 3c; lampblack, 20 to 30c; sumac, per ton, \$85 to \$79; roundings, white oak, 10 to 25c; roundings, black, 18 to 20c; roundings, hemlock, 15c.

Drug Prices at Toronto.

Acid, citric, 60 to 65c per lb; acid, carbolic, white, 24 to 35c per lb; acid, salicylic, \$2.50 per lb; acid, tartaric, 40 to 45c per lb; ammonia, carbonic, 12 to 15c per lb; ammonia, liq. fort., 8 to 13c; antimony, black, 10 to 20c per lb; ether, nitrous, 37 to 46c per lb; ether sulphuric, 40 to 50 per lb; alum \$1.75 to \$3 per 100 lbs; borax, 8 to 11c per lb; camphor, English, 70 to 75c per lb; camphor, American, 65 to 70c per lb; cantharides, \$1.75 to \$2 per lb; chloroform, 70 to 80c per lb; chloral hydrate, \$1 to \$1.10 per lb; cinchonidia, sulph. of 6 to 10c per oz; arnica flowers, 15 to 20c per lb; chamomile flowers, 20 to 30c per lb; insect flowers 25 to 40c per lb; glycerine, 16 to 20c per lb; gum aoes, Barb., 25 to 30c per lb; gum aloe, Cape, 15 to 16c per lb; gum arabic, picked, 80c to \$1 per lb; gum arabic, E.I., 25 to 35c per lb; gum shellac, orange, 25 to 32c per lb; leaves, senna, 12 to 25c per lb; lime, chloride, 3 to 4c per lb; liquorice, sticks, 30 to 45c per lb; lye, concentrated, \$9 gross; mercury, 70 to 80c per lb; morphia, \$1.50 to \$1.60 per oz; oil, bergamot, \$4.75 to \$5 per lb; oil, cassia, \$1.50 to \$1.75 per lb; oil, castor, Italian, 11 to 13c per lb; oil, castor, E. I., 8½ to 10c per lb; oil, cod liver, Norway, \$1.25 to \$1.50 per lb; oil, lemon, \$2.25 to \$2.50 per lb; oil, peppermint, \$3.75 to \$4 per lb; oil, sassafras, 60 to 75c per lb; opium \$3.25 to \$3.50; opium, powd. \$5.00 to \$5.50 per lb; potass, bromide, 40 to 45c per lb; cream of tartar, 23 to 24c per lb; potass, iodide, \$3.75 to \$4; quinine, Howard's, 33 to 37c per oz; quinine, German, 22 to 29c per oz; root, gentian, 10 to 12c per lb; root hellebore, white, 14 to 16c per lb; root, rhubarb, \$1 to \$2 per lb; seed, anise, 10 to 12c per lb; seed, canary, 5 to 6c per lb; seed, caraway, 10 to 12c per lb; seed, fenugreek, 5 to 6c per lb; seed, flax, ground, 3½ to 4c per lb; seed, hemp, 4 to 5c per lb; seed, rapz, 8 to 10c per lb; soda, bicarb, \$2 90 to \$3.10 per owt; soda, caustic, 3 to 4c per lb; soda, crystals, 1½ to 2c per lb; salt, Epsom, 1½ to 3c per lb; saltpetre, 8 to 10c per lb; santonine \$3 to \$3.50 per lb; strychnine, crystals, \$1.25 to \$1.50 per oz; sulphur, rol, 3½ to 3¾c per lb; sulphur, sublimed, 3½ to 4c per lb; whitening 50 to 75c per 100 lbs; putty, 2½ to 2¾c per lb; linseed oil, raw, 57 to 58c per lb; linseed oil, boiled, 60 to 61c per gal; spirits turpentine, 47 to 50c per gal. Dye-stuffs—Cochineal, 45 to 50c per lb; copperas, 1 to 2c per lb; fustic, 2½ to 3c per lb; blue vitriol, 5 to 5½c per lb; indigo, 70 to 85c per lb; logwood, chip, 2 to 2½c per lb; logwood, extract, 12 to 16c per lb.

How it Affects the Miller.

Commenting on the presidential election, the *Minneapolis Northwestern Miller* has the following to say:—"We have not been sparing of our criticism of the McKinley bill. Our strong denunciation of this measure in 1890, and our firm opposition to it ever since, moved some of our readers to charge us with the heinous crime of Having Opinions of Our Own, even when the free expression thereof brought us dangerously near the forbidden ground of politics. To these critics we replied that questions of tariff were questions of commerce, that they should be freely discussed by commercial journals, irrespectively of party, and that we did not propose to be gagged. We maintained that the McKinley bill was an insult to civilization, and that its logical end was the complete destruction of our export trade, without which our tremendous milling interest could not exist. We cared nothing for politics and have nothing to do with their discussion. The McKinley bill was not politics, it was business; and if the two great parties insisted on dividing on a question of business, we did not intend to abandon our ideas of what was to the best interest of the milling business on that account. Few commercial journals took this stand, but, when the politicians invaded their rightful field, most of them fled, for fear of antagonizing either their democratic or republican readers. It may be that our course in this regard was contrary to the wishes and ideas of some of our readers, but even these will now admit, in the face of the complete and overwhelming triumph of the anti-McKinley forces, that we stood nearer to the American people in our views than they, and that the late elections have proven, once and for all, that this country has no sympathy with over protection. The destruction of McKinleyism is the greatest blessing to the milling business that has ever come to it. An American miller, of all men, has no reason to advocate high protection. Depending, as he does, for his very existence, on the increase and development of international trade, he should be the last man to countenance laws which shut the United States from the outside world, as the effect of such legislation is to cripple and gradually destroy his foreign business.

That useful annual, the "Canadian Almanac" for 1893, is to hand, and reminds us that the year has nearly run its course. The almanac is enlarged again, and will be found a more useful office reference book than ever before.

The contracts for Indian flour supplies for the current year have been awarded in the Battleford district as follows: Battleford agency, Mahaffy & Clinchskill; Onion Lake, the Ogilvie Milling Co.; the Battleford industrial school, Prince Brothers.

It seems that an unusually attractive Christmas number of *The Dominion Illustrated Monthly* is to be issued, and the public will await its arrival with interest. If the publishers' announcement be correct, the number will be a remarkably rich one, and speaks volumes for Canadian skill and enterprise. Its large colored supplements will be an especially strong feature, one of them—a 32-page work, illustrating the "Ups and Downs of Canadian Political Life"—will be eagerly looked for in view of recent events.

The exports of wheat from India during the week ended Nov. 5, were 400,000 bushels of which 240,000 bushels were to the United Kingdom and 160,000 to the Continent. The shipments for the corresponding week in 1891 were 1,440,000 bushels. The total shipments since April 1 were 24,640,000 bushels of which 15,180,000 bushels were to the United Kingdom and 9,460,000 bushels to the Continent. The total shipments for the corresponding time last year were 38,140,000 bushels, of which 16,920,000 bushels were to the United Kingdom and 21,220,000 bushels to the Continent.

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Toronto Dry Goods Trade

In its last review of the dry goods trade, the *Toronto Empire* speaks very encouragingly of the growing demand for home manufactured goods. The *Empire*, of course, takes the most hopeful view of this feature of the trade, and its statements may be just a little overdone. The *Empire* says:—"In years gone by, wholesale goods merchants wound up the year's business with the departing year, and took down their stock to December 31, but the great revolution caused by some manufactures, and the general advancing business interests of the country have made it necessary to take stock one month earlier, so that incoming spring goods might not interfere. Preparing for this stock-taking is now the chief business of the dry goods trade. That, together with attending to the sorting up trade, which is now a large item in Toronto business, is keeping warehouse hands busy. Stocks have been well reduced, and the general feeling is that while the trade has not been largely increased over that of last year, it has been of a better, safer and of a more profitable character. Most houses have now their spring samples either on the road, or being prepared for that purpose, and from appearances, we should judge that the demand will be very largely for Canadian manufactures, not only in tweeds and staple cotton goods, but also in hosiery, gloves, dress goods and many lines of small goods heretofore imported, which of late have been crushing out British and foreign goods of a similar character. Values have shown no change in either departments of cottons or woollens. All are very firm. The mills are well employed and as a rule refuse orders rather than shade prices. Nothing further has been reported from the foreign markets.

A larger amount of attention than usual is being given by several of the leading houses to the holiday trade. This is chiefly in novelties, but there are also a great many purchases being made in other departments of useful articles of clothing or for the household. As the *Empire* has from time to time pointed out, Canadians are growing more wealthy. They have more money to spend on luxuries, and they do spend. A few years ago only the cheaper goods were imported for the holiday trade; now the buyer of a wholesale house aims at having something good, rather than something cheap.

Payments on paper maturing during November, so far have been well met, and the position of a consumer throughout the country cannot be a bad one, or the flow of money would have been from the city instead of towards it. The banks are all complaining of an over supply of cash on hand and no demand for it at a paying rate.

British Grain Trade.

The *Mark Lane Express* of Nov. 14 says in its weekly review of the grain trade, that the thrashings from the English harvest have been

below the average. The farmers are resisting the excessive cheapness of English Wheat more steadily than in 1886 and 1887. The prices of English Wheat have 5d. a qr. in London on the week's average. The country markets are steady, except in the southwest. Foreign Wheat has declined 6d., owing to the simultaneous large imports and the increase of supplies afloat. The vigor with which Russia shipped Wheat in October had not been wholly expected, although counterpoised by a lowered estimate of the American supply.

Canada and Newfoundland.

Referring to the conference between the Canadian and Newfoundland governments which was concluded at Halifax last week, the *Empire* correspondent at that place says that from unofficial sources he learns that the conference agreed upon a united line of action to be pursued in regard to continuing the *modus vivendi*, license and supply of bait to United States vessels. The influence of the Dominion government, he adds, is to be used in urging the Imperial government to effect an early settlement with France in regard to its territory and fishing rights on the west coast of Newfoundland. The correspondent continuing says, the question of confederation was the last one considered. Sir William Whiteway and Mr. Bond favor confederation and regard it purely as a question of terms. Harvey is opposed to Canada. A basis of terms of union was agreed upon which the Newfoundland delegates will submit to their Government and if accepted by them the question will be submitted to a plebiscite of the people. Newfoundland wants a per capita allowance equal to their proportion of the Dominion debt, which would be equal to \$9,000,000 and wants the Dominion to undertake the completion of the railway across the island to Hales Bay.

Poor Quality Barley.

The *Chicago Tribune* of October 12 says: A prominent dealer and shipper said yesterday that it was impossible for him to get enough really fine barley to fill orders for such, but that there was plenty of stuff, light in weight and thin, which was anything but desirable for malsters. Said another old-time barley broker: "Ten years ago such barley as is now coming forward, so much of which is light in weight, would have no outlet except for feed purposes. But now it is utilized for a cheap class of malt."

The Russian Wheat Crop.

An item from St. Petersburg, Nov. 2, says: According to official statistics, the condition of the young winter wheat is bad in certain districts of greater or less extent in the provinces of Astrakhan, Bessaraba, Vladimir, Voronezh, Kursk, Orel, Nijni, Novgorod, Riazan, Penza,

Samara, Smolensk, Kharkhoff, Tula, Tambov, Don, Taurida, Kuban, Terok, Novgorod and St. Petersburg. The plants are also but poorly developed generally in the provinces of Volodga, Novgorod, Olonets, Pakoff and Esthonia, owing to excess of rain, late sowings, the bad quality of the seed used and other unfavorable influences.

Teacher—"In what part of the Bible it is taught that a man should have only one wife?"
Little Boy—"I guess it is the part which says no man can serve two masters."

Customer—"Those last cigars I got from you are up to nothing. The lower down you get in the box the worse they are."

Tobacconist—"You have always some fault to find. Just turn the box over and begin at the bottom and they will improve as you go along!"

Friggell & Delbridge and John Hamilton add two new butchering establishments at Brandon to the business concerns of that town.

The son of H. C. Ross has purchased from Mr. Stovel, of Winnipeg, the *Glenboro Gazette*, of which he has had the management since it was established.

The Rathbun company, a wealthy manufacturing concern of Deseronto, Ont., will ask the Ontario government for aid in establishing smelting works at Deseronto.

A meeting of prominent citizens and business men was held at San Antonio, Texas, and it was decided to raise a fund of \$2,000 to be added to the \$10,000 funds already secured by the government raimaking expedition and expended in their proposed experiments here this week.

A cow belonging to one of the dairies which supply the city of Toronto with milk has been discovered to be infected with tuberculosis. The discovery was made after the animal had been inoculated with Dr. Kock's tuberculin. This is the first occasion on which tuberculin has been used here and it has proved successful.

Messrs. Brown, Webb and Barnes, English capitalists, who propose starting an extensive pork packing and dairy establishment in western Ontario, have finally decided to locate the big industry at London, Ont., provided London township board of health rescind a certain by-law which would hamper the working of such an establishment. This the board will probably do. The company will start operations in February or March next.

Cable advices state that the financial agent of the Dominion Government in London has been handed over to the Bank of Montreal. For the past ten years the contract for doing the Government of Canada's business in London was held by the banking houses of Glyn, Mills, Currie & Co. and Barings. Hon. Geo. E. Foster, finance minister, has decided to transfer the whole of the Government's business to the Bank of Montreal at the beginning of the new year.

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The Empire's Future.

G. R. Parkin gave an address in the Winnipeg Board of Trade rooms, on Monday evening last, upon the subject of the present position and future of the British Empire. There were present a large number of the members of the board and friends. Mr. Parkin gave a most practical and convincing address, and at the close, received a most hearty expression of thanks from those present. Condensed, Mr. Parkin's remarks were as follows:—

It has given me great pleasure to accept the kind invitation of your board to address its members to-night. After speaking on this subject, Imperial Federation, before chambers of commerce and public bodies of many kinds in Great Britain, in the Australian Colonies, and in many parts of Canada, I can say with perfect sincerity, that I feel a peculiar interest in being able to address the Winnipeg Board of Trade. There are many reasons for this special interest on my part. If ever anything was clear, it is that the Northwest of Canada is likely to play a large part in national affairs. For the last few weeks I have been trying my best to get a clear idea of the present development of the Northwest, and to form a fair judgment about the possibilities of its future. I have tried to weigh the advantages and disadvantages connected with settlement in this country, and to form an opinion about its capacity for food production, and in other respects. All that I have seen convinces me that though the progress which has been made in the last ten years has not been so rapid as some enthusiasts hoped for, when the gates of the Northwest were opened to us, it has yet been very great, and the future before the country is immense. These vast prairies have already proved their capacity to produce a large surplus of wheat, and we all know that only the inner rim of their enormous areas has yet been touched. I have seen everywhere, where now and prosperous towns are springing up along every fresh line of railway—that even in a year not remarkable for the abundance of the crop, every elevator in these towns, and most towns have several, is crammed with wheat—that the railways have difficulty in carrying it away fast enough—that the great railway which connects you with the east is preparing as a consequence of this, to double its track to meet the increasing needs of transportation. The majority of the people of every class with whom I have met and talked, and especially those who depend on their daily toil for their living, speak in a contented way of their present condition and with hope of the future. I have observed a new stream of immigration beginning to set in towards your unoccupied lands from an unexpected quarter, composed of settlers of a most desirable kind because many are Canadians now repatriating themselves and because all bring with them the important qualification of skill in the arts of pioneering in a new country. Their work will make it easier for those who are beginning to come in increasing numbers from the old world. Putting together all that I have seen with my own eyes or learned on reliable authority, I am satisfied that the next few years will see an amazing change in the population and production of the Northwest. We want this to take place. For the consolidation of the Dominion, with its wonderful maritime position on the Atlantic, where the continent stretches out furthest to Europe, and its equally wonderful maritime position on the Pacific, where the continent stretches out furthest towards Asia, we require that the great central areas should be filled up with an industrial population. Once more, the geographical position which this Northwest country with its vast agricultural areas holds is wonderfully impressive. At the head of the most remarkable system of inland navigation in the world, with lakes, rivers and canals stretching more than 2,500 miles to the sea, the trend of those waterways seems to suggest that the natural function of this land is to feed the millions of the old country. It is because of this increasing weight and signifi-

cance of the Northwest in the affairs of the Dominion and of the Empire, and because I can see that Manitoba is

THE GATEWAY TO THE NORTHWEST

the keystone province of the Dominion, and that Winnipeg is the chief centre of public opinion in this new country that I feel so deep an interest in discussing what I believe to be a fundamental national question before you, a question which involves issues which must be faced before long by British people everywhere. Let me draw from the instance of your own growth an illustration of what we mean by Imperial federation and what we aim at in working for it. As your country increases in population you expect to exercise in the fullest way the privileges of self government. Manitoba insists that it shall control local affairs by a council which will grow into a local legislature. But you do not think merely of local affairs. You demand and the Territories demand

PROPORTIONATE REPRESENTATION.

in the parliament of the Dominion. Why? Because that parliament in a large sphere deals with matters which immediately concern your interests. You would not have self government if you controlled only your local affairs. You can only have it when you have a share in all the higher functions of legislation. This brings us at once to the great anomaly of the national position of the British people, an anomaly so great that it is only a question of time when, if not remedied, it will lead to the break up of the empire. Canada to-day, with a population of 5,000,000, twice as many as the United States had when they became independent, more than many European states now have—a population accustomed to political freedom, has no direct representation in the parliament or cabinet of the nation to which it belongs. Four millions of Australians are in the same position. Twelve or thirteen million of British speaking people outside of the United Kingdom are in the same anomalous political relation. But the present is not the strongest consideration. Within a generation on the ordinary lines of growth, British people abroad will equal or outnumber those at home. It is absolutely impossible to believe that a political system which does not recognize this amazing fact is one which we can expect to be permanent. I can illustrate what I mean by an illustration taken from the neighboring republic. One hundred years ago that great community broke off from the empire. Let us suppose for a moment that the United States had remained in the same friendly relation to Great Britain that Canada, Australia and other self-governing colonies do at the present day, and had increased until they had a population of 70,000,000 of people, is it possible to believe that 70,000,000 of the people would have allowed their great international affairs to be controlled by 40,000,000 at home without asserting their right to a representative voice? We know that it could not be. On the other hand, no one will believe, to use the same illustration, that the 40,000,000 of people of Great Britain would have been willing to pay the whole consular, diplomatic, naval and military expense of the 70,000,000 in America, when the latter were a people who had sometimes \$100,000,000 or \$200,000,000 surplus revenue which they scarcely knew how to get rid of. The British Empire is face to face with a like problem now. Even to-day the revenues of the great colonies combined are greater than the revenues of the mother land; and yet it is the mother land which bears in an extraordinary proportion the weight of the national expense. For naval defence, Britain pays the whole of the \$75,000,000 invested in naval armament. Of the \$14,000,000 voted every year for naval defence, England pays 19s 5½d on the pound; India about 5½d; Australia, at a small fraction of a ½d; Canada's share can scarcely be represented by any fraction of a farthing. Yet the navy so maintained defends \$40,000,000 of the colonial commerce, quite as much as it defends the \$760,000,000 of com-

merce of the United Kingdom. From either point of view then a change in the political system must come. Federationists maintain that there is an argument practically unanswerable which goes to show that, whether looked at from the British point of view or the colonial point of view, it is

ENORMOUSLY FOR THE ADVANTAGE

of every part of the empire that we should hold together. This argument is not based merely on sentiment. I do not intend to talk sentiment to-night, yet it must not be forgotten that sentiment to-day, as in the past, plays an enormous part in the history of nations. It is sentiment about Alsace and Lorraine which to-day keeps the two greatest nations of Europe ready to strike at each other's throats. German sentiment went far to consolidate the German empire. Polish sentiment has kept the Russian empire on a strain of anxiety for the last fifty years. The American nation has been built up on national sentiment. But, in speaking to a board of trade one wishes to confine himself to facts. In discussing the question at various corners of the empire, I have found what seemed to me the strongest arguments to maintain this position. To make a broad distinction, Britain has made herself the manufacturing centre of the world. Her people abroad in the great colonies have become the great producers of food and raw material, wheat in Canada, wool in Australia, and other products of many kinds in different lands. Between the mother land and the colonies as a consequence there is a vast flow of commercial intercourse.

THE SAFETY OF THE SEAS

is therefore to British people a question of paramount importance. Consider the conditions on which this depends. Within the last fifty years the whole question of commercial intercourse is entirely changed by the introduction of steam. The carrying distance of a ship of commerce and fighting distance of a ship of war is limited by its coal endurance. The \$1,200,000,000 of British commerce is scattered over a world 25,000,000 around. When the highest authorities say that the striking distance of a ship of war is 2,000 miles, this means that unless the empire has coaling stations and fortified posts at short intervals it is impossible to adequately defend our commerce. These the empire, as it is at present, now has. These it can keep if we remain a united people; but, if the colonies become separate, under the laws of neutrality the British ship has no right in time of war to enter these ports for repairs, refreshment or coal supply. Take Canada as an illustration. Her great coaling stations on the east coast gave the command of the North Atlantic; those on the west coast, the North Pacific. Should Canada join the United States, or become an independent power, British ships in time of war could not go into any Canadian port for a ton of coal. You see that this would entirely change the conditions on which Britain now keeps the pathways of the sea open. The same argument applies to Australian ports, or to New Zealand ports; but the wonderful monopoly of coal deposits which the empire possesses would give her, if remaining united, an astonishing command of the sea. In Nova Scotia on the Atlantic side and in Vancouver on the Pacific side are great deposits of coal; there are others in Australia, New Zealand, Borneo, India, and South Africa. Along the great trade routes are naval stations which supplement this position. Remaining united, merely by passive resistance, through this command of coaling stations the British Empire could paralyze the navies of the world. This is the greatest guarantee of the world's peace; it is the last guarantee of safety for British commerce in times of war. Once more Britain

DEPENDS FOR RAW MATERIAL

on the outside world. At the time of the southern war she was cut off from her supplies of cotton, and millions of her artisans were reduced almost to starvation. Why? The ports from which the cotton came were block-

aded; and under the laws of neutrality, Britain had no right to get the cotton. If Australia were independent to-morrow and her ports were blockaded, by a power friendly to Britain, Yorkshira would have no more right to get Australian wool upon which her industries depend than Lancashire can get southern cotton. If England becomes, as she probably will in a few years, dependent upon Canada for a large portion of her wheat supply, the same argument would apply to wheat as I have used with regard to cotton and wool: Summing up the matter the position is this, that if a nation is at its centre the greatest consumer of food and raw material, and in its outlying parts is the greatest producer of food and raw material, it should be the first object of statesmanship to hold both under the same national flag; and thus the working man reserves to himself the right to keep the waterways of the ocean, which are the channels along which his industry moves, open. The old theory was that colonies were like fruit which dropped when ripe from the parent stem; it is a truer simile to compare them to the branches of a tree; the stronger they grow the more violent will be the wrench required to part them from the parent stem.

THE INTEREST FELT

in a place like Winnipeg should be accentuated by the known facts in regard to what is the chief protection. All authorities agree that the sources from which Europe now supplies demand for imported food will rapidly change within the next few years. We all know what immense interests are involved in the wheat trade between the United States and England, how it not only gives work to the farmer but to the canals, the railways, the great eastern ports and the trans Atlantic shipping. But the highest statistical authorities state that, with the present growth of population in the United States, coupled with the exhaustion of the wheat areas, that country will, within the next fifteen or twenty years, be unable to supply England with a bushel of wheat. Such a change will inevitably lead to a speedy and extensive development of the wheat areas which we possess. I often tell English audiences that I expect, in a few years, England will be drawing her wheat supplies almost entirely from her own colonies, and largely from the Northwest of Canada. Nor do I think this an exaggeration. The question then of our close connection with England is one of vital interest. Imagine the machinery of industry and commerce which will be set in motion on the farms, the railroads, the shipping of the great lakes and canals, and the eastern ports, if this country had every year to supply to England 100,000,000 bushels of wheat. The question of the national flag would then mean even more to us than it does now. There is

A FINANCIAL ASPECT

of this question which I would like to mention to the board of trade: England is the greatest money lending country in the world. The colonies are those which have the largest undeveloped resources. The position of England's colonies with regard to the money that they borrow is quite unique. When they borrow money they are able to spend it on railways, canals, and other productive works. When countries like Russia, France or the powers of South America borrow money they have to spend a large proportion of it on defences, military or naval. We are saved all this. I have sometimes put the point thus to Australian audiences: If as a private individual you wish to borrow money, you have to pay the insurance of your house, your shop or your goods. When the colonies borrow from England she gives them the insurance of her army and navy, the protection of which gives the cheapest capital in the world: and after that she throws herself in the open market for everything that they produce. No young countries in the world ever borrowed money under such favorable conditions; and you will agree with me in thinking that the closest connection between the greatest money lending country in the world, and

young countries requiring capital for their development will certainly be the best for the latter. The trade question has two aspects. In the last few years there has been a great change in public feeling in England. Free trade is no longer a fetish. Many statesmen and commercial men are ready to discuss the question of free trade. Many would be willing to adopt a preferential arrangement for the good of the empire, but there is a difficulty at present. Of the 160,000,000 bushels of wheat which England requires, Canada at present only furnishes about 6,000,000; the whole empire less than 25,000,000 bushels. Until we have increased our producing capacity it is unreasonable to expect England to change her whole policy in view of the intense commercial and industrial competition in which she is engaged. A great industrial depression might at any time drive England into a protective system; but nothing short of that is likely to do it at present. Such a change would no doubt develop very rapidly our wheat producing capacity. But there is another way in which this could be done; and it is a method which deserves consideration. If the stringency of our protective system were relaxed; if the farmers of the Northwest, by the admission of cheap English goods, were able to produce his wheat and meat, and other food products, twenty or thirty per cent. cheaper than his rival on the south of the boundary line, there is no doubt that this western country would get a stimulus quite as great as any that would be given to it by a protective tariff. In this great question, no doubt, the supposed interests of eastern and western Canada are struggling against each other. Trade matters, however, are in a state of flux all over the world. The late elections in the United States show that this is true in that country. The true view seems to be that England and her colonies should look at trade questions as one nation; and then, whether the drift of events turns towards fair trade or towards free trade, our nation will be able to take the greatest possible advantage of the condition in which she finds herself. Federationists should not stake too much upon preferential trade. As I have shown, great fundamental political and commercial effects are involved outside of this. Safe trade is necessary, whether we have fair trade or free trade, and only national unity can secure us safe trade. I am only able to touch upon a few topics; but I believe if you study this question from all its different angles, you will find that, not simply from the sentimental point of view, but from the hard facts of business, the unity of the British empire is a thing to which every patriotic Canadian ought to direct his best efforts.

Montreal Markets.

FLOUR—A good local business is in progress at about last week's prices, although it is said that round quantities can be bought on terms favorable to buyers. Advices from west of Toronto state that the mills are pretty busy and that the price of wheat is down to a basis that will admit of a profit to grinders. Car lots of straight rollers have changed hands at \$3.45 to \$3.55 on track, and smaller lots at \$3.60 to \$3.80. Extra is in very small demand and prices are normal and irregular. A considerable quantity of Ontario flour has of late gone forward to Newfoundland and the Maritime provinces direct from the mills, the great bulk of this trade now going past Montreal. Some good sized sales of spring patents have transpired on p.t., but said to be in the neighborhood of \$4.25. Broken lots have sold at higher figures. Strong bakers' flour is in good demand with sales at \$3.90 to \$4.05 as to quantity, medium bakers selling all the way from \$3.40 to \$3.75. Prices are quoted as follows. Patent, spring, \$4.20 to \$4.35; patent, winter, \$3.95 to \$4.15; straight, roller, \$3.45 to \$3.95; extra, \$3.95 to \$3.13; superfine, \$2.25 to \$2.95; fine \$2.45 to \$2.60; city strong bakers, \$3.90 to \$4.00; Manitoba bakers, \$3.45 to \$3.90;

Ontario bags, extra, \$1.45 to \$1.55; straight rollers, \$1.85 to \$1.95; superfine, \$1.25 to \$1.45; fine, \$1.05 to \$1.10.

OATMEAL—Prices are slightly in buyers' favor in sympathy with oats. Rolled and granulated, \$3.95 to \$4.10; standard \$3.85 to \$4.00. In bags, granulated \$2.00 to \$2.05, and standard \$1.90 to \$1.95.

WHEAT—No. 2 red and white winter wheat, quoted at 72 to 73c and No. 2 spring at 69 to 71c. No. 2 hard has been sold at Port Arthur at 66c. Here No. 2 hard is quoted 80 to 82c, and No. 3 at 73c.

Oats—Sales of car lots have been made at 32c to 32½c per 34 lbs.

Barley—Sales have taken place during the week at 47c to 50c for malting barley. Feed barley is quoted at 39c to 42c. Considerable barley has passed into the hands of brewers during the week, one lot of 10,000 bushels being placed at 50c, and 10,000 bushels at 48c. Other sales of round lots have taken place at 46c to 47c to brewers.

Mill Feed—Bran continues to meet with good demand, and car lots of Ontario have been sold at \$13.50. We quote \$13.00 to \$14.00. Shorts are quoted at \$15.00 to \$16.00 and middlings at \$16.00 to \$17.00. Mouille is quoted at \$20.00 to \$24.00, with lower prices for inferior brands.

Pork, Lard, &c.—Sales of good sized lots have taken place of Canada short cut at \$17.00 to \$17.50 per barrel, a few small lots of choice lots of heavy brands selling at \$18.00. In United States pork there has also been some business in choice clear pork at \$17.50 to \$18, and in regular mess at about \$16.50 per barrel. In lard there is a steady feeling, compound being quoted at \$1.35 to \$1.40 as to quantity, some dealers stating that they would not sell under \$1.40. Pure leaf lard is required for, which sells at \$1.70 to \$1.80 per cask. We quote: Canada short cut mess pork per barrel, \$17.00 to \$17.50; Canada clear mess per barrel, \$16.25 to \$15.75; mess pork, American, new, per barrel, \$16.25 to \$16.50; extra mess beef per barrel, \$11.50 to \$12.50; hams, city cured, per lb., 11½c to 12c; lard, pure, in pails, per lb., 8½c to 9c; lard, compound, in pails, per lb., 7c to 7½c; bacon per lb., 11c to 12c; Shoulders per lb., 9½c to 10c.

Butter—The market has a pronounced easier tendency, 23c being the highest that can be got for creamery in a jobbing way, 21c for finest Townships, and 19c for finest Western. Factorymen are evidently more inclined to sell, but they cannot find buyers at the prices they have been asking. The sale of a lot of 50 tubs of creamery, said to be finest October, was reported at 23c, and a lot of fine at 22½c. In a jobbing way, a trifle more could be obtained. A few lots of Kamouraska and Western have been bought recently for Newfoundland account at between 18c to 19c. There are no heavy stocks in this market, nor is there any large supplies in the country to come forward. We quote:—Creamery choice fall, 22½c to 23c; do. good to fine, 21½c to 22c; Eastern townships dairy, choice fall, 20½c to 21c; do., do., good to fine, 19c to 20c; Morrisburg and Brockville, 19c to 21c; Western, 16c to 19c. Quite a number of lots of roll butter have been received during the past week, sales of which have been made at 17c. to 19c for Western.

Cheese—Western Septembers quoted at 10½c to 10¾c. A few lots of end of October, however, have been offered on this market, the factorymen expecting to get 10½c, but upon testing the market pretty thoroughly, they have decided to sell at 10c to 10¾c.

Dried Fruits—The market remains steady, and sales have been made at the following quotations: Dried apples 5c to 5½c, evaporated 6c. to 7c; dried peaches steady and meeting with good demand at 14c. to 15c. Apricots, demand good at 14c to 15c. Evaporated vegetables in large cases at \$4.00. Evaporated peaches are selling at from 12c to 13½c per lb. *Trade Bulletin*.—Nov. 18,

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