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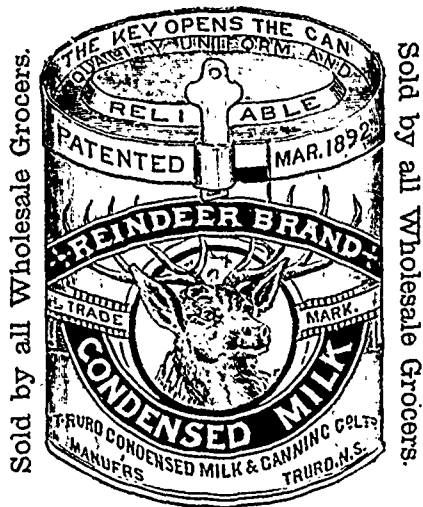
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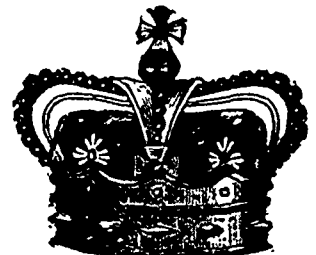
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WINNIPEG, JUNE 12, 1893.

## Building on Realty in Winnipeg.

Gordon & Suckling, real estate brokers, Winnipeg, make the following half-yearly building report: "The class of buildings being erected this year is generally far superior to that of any previous year in the history of the city. Quite a number of large business blocks are in course of construction, and there are not a few residences costing from \$4,000 to \$11,000. There are some two hundred houses now being built at the present time, and it is estimated that there will be fully another 175 built before fall.

The building and improvements for this year up to June 1st amounts to a large figure, it being in the neighborhood of \$1,000,000; and this year the total expenditure in this particular line from the present outlook promises to fully reach \$1,800,000, and will in all probability exceed the expenditure of 1892 by \$800,000.

Real estate is steadily advancing and in some localities has risen from twenty to twenty-five per cent. Taken as a whole, land values in the city have advanced about 13 per cent.

Quite a number of inquiries are being made by outsiders and considerable foreign capital is finding its way for investment in Winnipeg properties. The prospects for a continued substantial improvement in the city, is most hopeful and Winnipeggers may well feel proud of the advancement the city is making.

## Weather and Crops in Europe.

The weather in the United Kingdom has been showery and unsettled during the past week. On some days a good deal of rain has fallen, so that the extraordinary drouth, which has lasted practically since the beginning of March, may be fairly said to have come to an end. It is somewhat noticeable how few in number are the complaints regarding the grain crops in the chief districts; it is, however, quite otherwise with respect to the hay crop, for which the rain has come too late. In

Franco heavy rain storms have been experienced in some parts of the country, and the agricultural outlook has been thereby greatly improved. This morning's advices from Paris expresses the opinion that the reports are today just as exaggeratedly sanguine as they were pessimistic during the prolonged drouth. As a matter of fact the rain came too late to benefit the wheat crop in the south, while in the east, centre and west, the rye crop, which is in ear, is very poor. The barley and oats crops will be benefited most by this rainfall, the injury to the hay crop being beyond repair. In Germany the weather is hot and threatening rain; the wheat crop is considered to be in a satisfactory condition, but rye in the important eastern countries has suffered seriously; spring grain crops want more rain. In Hungary the rain has improved the spring grain crops, but it came too late for the rye and rapeseed crops; wheat is reported as fair. The Austrian minister of agriculture says in his latest report that the damage to rye cannot be repaired, but the wheat crop may improve with good weather. Rapeseed in general is very short. In parts of Italy the drouth still continues, and the hay crop is practically a failure. The grain crops have also suffered, but it is difficult yet to judge of the extent of the injury. In Roumania abundant rains have fallen, leading to serious floods; the crops, however, were greatly benefited thereby. In South Russia, too, there have been heavy rains and a much milder temperature, so that the crop advices have greatly improved, except in the southwest. In the centre and north of Russia, however, the weather has again become very cold, with frost and snow in different districts.—Beerbhjm, May 19.

## Complaints of United States Farmers.

Secretary Morton has some decided views about the agricultural situation, and they do not agree in any respect with those which the Populists are continually proclaiming for political purposes. It is true, he says, that the general profits of agriculture in this country have materially declined during the last ten years—not by reason, however, of unfriendly legislation, but mainly because of friendly legislation, strange as it may seem. The opening of new tracts of territory to settlement and cultivation have so increased the supply of farm products, he explains, that it has run far ahead of the demand, and the natural result has been a lowering of prices. When the fact is considered that the plowed area has trebled since the homestead law was passed, and that in the same time farming implements have been so improved that one man can now do as much work as was formerly done by six men, it is easy to understand why agricultural values have decreased. The market has not decreased in a corresponding degree with the production, and the surplus has accordingly reduced the profits. In short, the present condition demonstrates in a very plain and conclusive way the truth of the economic maxim that the relation of supply to demand is the sole regulator of value; and this includes that other important fact that the law which thus adjusts prices can not be reversed or evaded by artificial appliances of any sort.

The situation is unsatisfactory in this respect, but it is by no means so bad, Mr. Morton insists, as the calamitarians represent. He reminds these professional croakers that only about 3 per cent. of all the merchants escape failure, whereas hardly 3 per cent of the farmers fail. The statistics really show that agriculture is safer than banking, manufacturing, or railroading, taking all things into account. There is no farmer of good sense and good health anywhere in the West, Mr. Morton declares, who can not make a good living for himself and family, and that is as well as the majority of men are doing in any other pursuit. The man who owns a farm and sticks to it is certain to profit by it in the future. There is practically no more land to be added to the

area of cultivation. The supply of agricultural products has reached its limit in the United States, and must now remain stationary, while the demand will go on increasing every year. This implies a gradual improvement in prices, and a steady appreciation of the value of farming lands. The outlook is not really so discouraging, it will be seen, as the pessimists try to make it appear. There is a better time coming, unquestionably. It can not be hastened by political devices or other contrivances for the arbitrary regulation of natural forces; but there are logical and sufficient reasons for expecting it, nevertheless, and the great lesson to be learned by the farmers is that of patience and perseverance. The worst has been experienced, and that is a comforting thing to know. Men can afford to wait when they are sure to succeed in the end.—St. Louis Globe-Democrat.

## Sago or Palm Starch.

Sago, or palm starch, is obtained from the *sagus farinifera*, a species of palm growing in Molucca and Philippine Islands, and in New Guinea. A considerable quantity is now imported into France and Italy, mainly because the potato starch has reached so high a price. It yields a transparent paste, and has quite superseded the potato starch as a glaze in England. In France it has long been used for the same purpose for the so-called Normandy fabrics. Granulated sago starch comes into commerce as tapioca sago, which is reddish, and contains soluble starch; granulated sago which does not yield a paste, and Malacca sago, which yields a stiff paste. It may be purchased in powder, both in an impure state and as washed starch. A single sago palm yields about 1,300 pounds of starch containing 12 per cent of water. Sago starch is the raw material from which the granulated product is manufactured.

This industry is carried on in India and at Singapore, where 20,000,000 kilos (44,000,000 pounds) are annually produced by Chinese manufacturers. Purified sago starch is made chiefly in Malacca. The annual import into England is 16,000,000 kilos; London is the chief market. The product, which was almost exclusively confined to the island of Portland, has died out years ago.

## The Indian Maple Sugar.

A Vermont paper, in drawing a comparison between primitive and modern methods of producing maple sugar, says that ever since the Indians in the section now known as Fletcher discovered "honey" in the maple trees, that district has been known far and wide as the heart of the Vermont maple sugar country. The way the red man extracted the delicious compound was somewhat slow as compared with the present process. He used to cut a slanting gash in the bark, and insert in the lower end a gauge shaped piece of wood, from which the sap ran and dropped into a poplar or bass wood trough. At the end of the season these troughs would be set up against the trees and left till the following season, by which time the troughs would be thoroughly mildewed. This materially added to the flavor of the aboriginal sugar, but can hardly be said to have improved it. The evaporator of these times consisted of an iron kettle swung from a sapling bent over a stump. By a slow and tedious process the sap was first heated, and then boiled in this kettle, often taking two or three days' boiling before it could be sugared off.

In the best Fletcher groves of to-day a long pipe or trough line runs from some central spot in the grove down to the big storage tanks in the sugar house. Hence the perfected evaporator, when under full headway, will convert the first sap into syrup in half an hour, consuming about one cord of wood to produce one hundred pounds of sugar.

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J. K. STRACHAN,  
Sec.-Treas.

R. L. MEADOWS,  
Manager.

## The Winnipeg Jewellery Co.

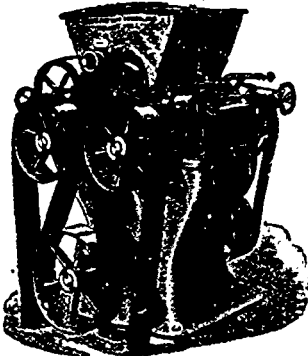
Wholesale Manufacturing Jewellers.

*We are now making a specialty of fine WATCHES, CLOCKS and JEWELLERY. A first-class staff of workmen. We do Repairs for the trade at Wholesale Prices and Guarantee Satisfaction.*

WATCHES, CLOCKS, JEWELLERY, &c.  
WHOLESALE ONLY.

433 & 435 Main St., - Winnipeg Man.

## Stuart & Harper.

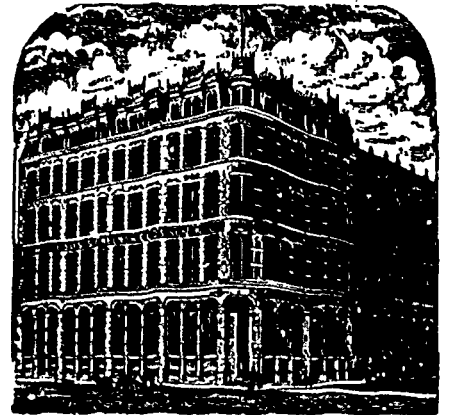


Engines, Boilers, Steam Pumps,  
Flour Mill and Grain Elevators,  
Agents for North American Mill Building Co.  
Dodge Wood Split Pulleys and Rope  
TRANSMISSIONS.  
Electrical Machinery and Supplies.  
Second Hand Machinery of Every Description  
P. O. Box 693.

Office and Works, 758, 760 and 762 Main Street, Winnipeg.

## S. Greenshields Son & Co.

General Dry Goods Merchants,



17, 19 and 21 Victoria Square and 730, 732, 734 and 736 Cra'g St., MONTREAL.

Offer for immediate delivery the following lines:

St. Croix Ginghams, 6, 8-4 cents—3 months.  
20 inch Standard Check Shirtings, 10 cents, 3 months.  
A large assortment, just received, of newest designs in  
Crum's No. 115 Prints, 10 cents.  
Also, new Fashionable Tartan Silks for Blouses.

....Full set of Samples with....

C. J. REDMOND, Donaldson Block, WINNIPEG.

## Ship-Chandlery!

MANILLA, TARRED

AND

### WIRE ROPE.

OAKUM, PITCH,

BLOCKS, TACKLE

ANCHORS, CHAINS, &c

## Rice Lewis & Son

(LIMITED.)

### TORONTO.

## JOHN L. CASSIDY & COMPANY,

—IMPORTERS OF—

### China, Crockery and Glassware

Offices and Sample Rooms:

339 and 341 St. Paul Street, MONTREAL.

Branches { 52 Princess St., Winnipeg, Man.  
Government St., Victoria, B.C.

# The Commercial

WINNIPEG, JUNE 12, 1893.

## STATE GRAIN HANDLING

Aided by that class of political schemers who delight to trade upon the credulity of the farmer, the legislatures of the States of Minnesota and Dakota have passed bills providing for the handling of grain by the state. No doubt many of the legislators who voted for these bills, were fully aware of their absurdity, but fear of offending some of their rural supporters would restrain them from exercising their common sense. The *Northwest Magazine* of St. Paul has the following sensible remarks regarding these State enterprises:—

"The legislatures of both Minnesota and North Dakota, at their recent sessions, made appropriations to build State elevators at the head of Lake Superior, acting on the notion very prevalent among farmers that the existing elevators charge too much for handling grain. In the case of North Dakota there was the additional incentive of unwillingness to submit to the Minnesota law concerning grades and inspections. The Minnesota lawmakers attempted to recoup the State for the proposed expenditure of \$200,000 in building the elevators by raising the inspection charge on grain from fifteen to fifty cents a car load, but they blundered in the wording of their statute and the Attorney-General, on examining it, finds that the increased rate can only be made to apply to grain shipped to the State elevator, so that the elevator companies are relieved from the payment of a tax levied for the purpose of setting the State up in business as a rival at their expense. The North Dakota act is likely to be a dead letter. It appropriates \$100,000 for a State elevator at the head of Lake Superior, but contains a provision requiring the State within whose territory it may be located to cede to North Dakota civil jurisdiction over the ground. This neither Wisconsin nor Minnesota is willing to do. The legislatures of these States showed a positive unwillingness to relieve from taxation and civil process an enterprise set up for the purpose of competing with their citizens in the grain business. They could not see why North Dakota should not be treated like any corporation putting up elevators, and they looked upon the request of their sister State as almost too absurd for consideration.

We assume that the Minnesota elevator will be built, but it is foredoomed to a failure as a business enterprise, and the Farmers' Alliance, which is mainly responsible for the passage of the bill for its construction, will be grievously disappointed in its results. In the first place it will not be able to handle one-tenth of the grain shipped from Minnesota wheat fields to the head of the lake, if run to its full capacity. Then it will have no organization of small elevators and grain buyers through the country to keep it supplied and must depend on grain loaded from farmers' wagons and small warehouses into the cars. The men who will run it will have no business interest in its success further than to hold their salaried positions. Finally, the experiment will demonstrate that the business of running the big elevators at Duluth and Superior is a close one, yielding no immoderate profits on the capital invested and successful at all only when managed by keen, practical business men. However, it may be worth a couple of hundred thousand dollars to relieve the farmers of Minnesota from one of their most deep seated delusions, namely, that the State can wisely go into competition in business with one class of its citizens for the benefit of another class.

## THE RECIPROcity CONVENTION.

The international convention held last week in the city of St. Paul, state of Minnesota, to discuss commercial questions of interest affecting the United States and Canada, was conducted on very similar lines to the first convention held last year at Grand Forks. The reduction of tariff restrictions to trade between the two countries, was the principal subject taken up. International waterways and transportation facilities also received considerable attention. Following is the substance of the resolutions adopted by the convention:—

"That in the opinion of this convention the policy unanimously approved by the first international reciprocity convention at Grand Forks, and now reaffirmed, of removing the tariff restrictions upon our international trade so far as can be done consistently with a due regard to the revenue requirements and other interests of the two nations, may be most advantageously carried into effect by a treaty providing for the interchange of those classes of the products, both natural and industrial, of each one that are most generally in demand, or usually find the readiest sale in the markets of the other. Such a policy, in the circumstances of the United States and Canada, is capable of being applied to many classes of industrial products as well as the natural products generally. It would result in giving to Canada a market now denied it for much of its produce with a compensating advantage to the United States, and that without affecting a large part of their respective customs revenues; that cheaper transportation is a matter of prime importance to the interests of the Northwest, Canadian as well as American, and favoring the improvement of existing waterways and the construction of additional channels of communication between the great lakes and the ocean of sufficient capacity to allow a free passage of ocean vessels, and which should be free of all tolls; that any reciprocity treaty between the United States and Canada should provide for the free and common use by the people of both countries of all canals now built, or hereafter to be built, to facilitate commerce between the great lakes and the ocean, and should also provide for free and open competition between the railway systems of the two countries in order to reduce the cost of transportation from the interior to the seaboard to the lowest figures consistent with the efficiency and reasonable prospect of the roads. That to secure the desired results sought to be obtained by this convention a joint committee shall be appointed by the permanent chairman of the convention consisting of ten members, five of them to be selected from the Dominion of Canada and five of them from the United States; that it shall be the duty of this committee to take charge and prosecute this work after adjournment of this convention by using such means as they deem proper to bring the matter before the Dominion parliament and the Canadian authorities, and before the congress of the United States and the American authorities, and before the people of the two countries.

## A PROSPEROUS COMPANY.

The annual report of the Confederation Life Association shows that this sterling company continues to make solid progress. The last yearly report was presented at the annual meeting held in Toronto on May 9, and is a most satisfactory one. The new business done the last year is in excess of any previous year, 2,258 new policies having been approved of, amounting to over three and a half millions of dollars. The total insurance in force is shown to be \$22,565,752. The financial statement of the Confederation Life is also satisfactory, as

usual. The financial statement is indeed one of the pleasing features of this company. The Confederation Life, it should be noted, confines its business to Canada. The directors have considered the question of undertaking business in other countries, but so far this has been decided in the negative. This is a double assurance to those holding policies in the company, as the policy holders are not paying for risks taken in countries having a higher rate of mortality than our own. The company has had a career of twenty years, and it has apparently been steadily gaining strength. Though its business does not show the vast amount of some of the mammoth British and United States companies, yet the Confederation Life offers an unquestionably safe investment, and that in a home company, while its rates are lower than the overgrown foreign companies.

The company's operations in Western Canada are managed by D. McDonald, whose authority extends to the Pacific coast, the Winnipeg office in charge of C. E. Kerr, receiving returns from all the agencies in Manitoba, the Territories and British Columbia. The general agents for the Province are J. M. Musson and P. D. McKinnon, of Winnipeg, and E. F. Lang, of Brandon. A. W. R. Markley, of Calgary, works the Territories, and J. B. Breeze, of Vancouver, and E. N. Dundasdale, of Victoria, the province of British Columbia.

## LOW WHEAT PRICES.

Wheat prices touched the lowest point on record at Chicago, during the month of May last, the lowest quotation being 68½ cents per bushel for spot No. 2 regular. This is a grade if anything better than Minneapolis No. 1 northern. The full range of prices at Chicago, during May, for spot No. 2 regular was from 68½ to 75½ cents per bushel. This compares with recent previous years as follows:—

Range during May, 1893...	\$.69½ to .75½
" " " 1892....	.80½ to .84½
" " " 1891....	.93½ to 1.07½
" " " 1890....	.89½ to .99
" " " 1889....	.77½ to .84½
" " " 1888....	.82 to .90½

The range of prices during May of the present year breaks the record not only of recent years, but of all previous years. It is not very often that wheat has sold under 70 cents per bushel at Chicago, and never before during the month of May, with the winter carrying charges added to the cost of the commodity. In August of 1887, wheat sold in Chicago at 66½ cents, but during May the price ranged about 90 cents. In October of 1888, wheat also touched 69½ cents, which were the lowest points during those two years of low prices. In December of 1884 wheat also declined to ½ cent below 70 cents per bushel. To find another instance of prices having dropped below 70 cents, we have to go back as far as 1862, in January of which year prices touched 65 cents per bushel. In August of the same year, however, the price was up to 92½ cents. For getting low and keeping low, the present crop is the most remarkable.

The Lake Winnipeg fishing companies are starting operations for the season.



## 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.]

### Letter From Kootenay.

In making the Kootenay trip I was not disappointed in the character of the lake and mountain scenery, which is very grand throughout. The accommodation on the steamer *Lytton*, of the Columbia and Kootenay Navigation Company, was good, although taxed to the utmost by the crowd that came down from Revelstoke, and the table was excellent. With such an attractive route and such an excellent service, it was no wonder that the Hon. J. C. Paterson, minister of militia, the Hon. Mr. Taggart and their party, made the through trip to Nelson and Kaslo a few days previous to my arrival, and appeared to enjoy it very much. On the *Lytton* was the usual mixture of capitalist, speculator, prospector, along with Judge Walkem and his officials, going down to hold court at Nelson.

The *Columbia*, coming up the Columbia River from Northport, near the international boundary, added her quota at Robson of Americans on the way to the mining eldorado. The trip by rail from Robson to Nelson, about thirty miles, on the Columbia and Kootenay railway, affords many glimpses of charming river scenery as it follows the swift Kootenay River up to its inlet from the Kootenay Lake at Nelson.

Nelson itself is comparatively dull at present, notwithstanding the rush into the country has already begun. Just here let me say that the majority of those men who come in now and for some time to come, expecting to get work, will be grievously disappointed. Those who contemplate coming will do well to postpone it for some weeks, or at least till the actual work of construction has been commenced on the Nelson and Fort Sheppard railway. This work is under contract from Fort Sheppard, on the international boundary beside the Columbia River, through to Nelson, and will be finished this season. The contractors are already establishing their camps, and bringing in supplies to be ready to begin the work very soon. The line comes in from the south, through a deep gap, behind Nelson, and passing along a bench above the town, goes eastward about five miles before it can get a sufficiently low grade to enter the town proper, at the water level. The construction of railway will be of very material benefit to the town in the connection it affords with the American system of railways, and in the large expenditure of money in work in the immediate vicinity of Nelson.

Another line project, I am told, is the Nakusp and Slocan link, connecting the aspiring village of Nakusp on the Upper Arrow Lake with Slocan Lake, in the very heart of that mining district. This line will be eighteen miles long, and will drain the ore northward to Revelstoke on the C. P. R. It will be completed this year, and is looked upon as part of the C. P. R. system. There are other railway projects in the air or on paper, but the two named seem to be bona fide ones.

The visit of Mr. VanHorne to Nelson this evening means considerable for the whole district. I think it means that the great railway man is looking over the ground in connection with the Crow's Nest Pass line, and with a view of ascertaining the best system of branches which will drain the region toward the C. P. R. main line. It is quite certain that his company have not the slightest intention of letting southern competitors carry off the cream of Kootenay trade. The construction of the Crow's Nest line would apparently give the C. P. R. the field over all other systems.

From what I can learn in conversation with merchants here, goods can be laid down at Nelson somewhat cheaper coming by Spokane

or Bonner's Ferry than by the northern connection. Montreal, Toronto and Winnipeg wholesale men are so far handicapped in competition with American houses. Express rates are awful.

There are three outlets from Nelson, all by water. A person can go south by steamer on the Kootenay Lake to Bonner's Ferry, Idaho, or he can run over by rail to Robson, and turning south he can reach Fort Sheppard or Northport by steamer and go thence by rail to Spokane, Wash.; or he can turn north at Robson and reach Revelstoke by steamer through the Lower and Upper Arrow Lakes, which are merely enlargements of the Columbia River. The C. & K. Nav. Co. have four steamers on the different routes.

There is another reason why Nelson is dull. Notwithstanding the hot weather down here in the valley, the snow lies heavy and deep in the mining region far above this elevated centre of business. Little or no prospecting has been attempted this spring, and the work of preparation for development and the building of mining shanties has been greatly retarded by the depth of snow and the danger of snow slides. Until within a few days ago the upper trails leading from Nelson to the Toad Mountain district, and from Kaslo or Nakusp into the Slocan district, were well nigh or entirely impassable.

At Slocan crossing, midway between Nelson and Robson, on the railway, the packers are doing a thriving trade forwarding supplies by means of pack trains up to the lower end of Slocan Lake, a distance of thirty miles over a rough trail. The trail from Nakusp to the upper or north end of Slocan Lake is now open, and being a much better one and half the distance of the Slocan crossing trail it will no doubt be the favorite. The lake itself is nearly thirty miles long and lies almost in the heart of the richest mining district in Kootenay. A steamer plies upon its waters and conveys freight to New Denver and other budding centres. It would seem that the richest and most promising finds have been made up there, and most of the attention of capitalists and speculators is directed thitherward. I expect to visit that region in the course of a few days, going by way of Kaslo, from which, I had forgotten to say, another trail led up to the new Eldorado, the most difficult one of the three mentioned.

Kaslo, on the Kootenay Lake, forty five miles northeast of Nelson, is, I am told, the "boiling and seething vortex" of a mining and town-site excitement, and toward it most of the travel from north and south is directed. Judging from the gentle undertone of sentiment one hears everywhere, Kaslo is a little quiet at present. All these mining towns expect their harvest in the fall from August on, when the miners begin to come down from the mines and the prospectors begin to arrive with samples from rich finds, capitalists and speculators will be here in the largest number then.

In the meantime the merchants and hotel-keepers of Nelson will possess themselves with patience. The latter always seem to be doing a big business, being crowded on the night of steamer arrivals. There is about a baker's dozen of them, large and small, equal in number to the stores and shops of the town. But no dull times can quench the drinking and gambling carried on. Everywhere you go, in hotels, the clack of the poker chip and click of the glass can be heard. It is all, however, carried on quietly, and Nelson is an orderly town. The principal cases, if not all of the cases, being tried by court to-day are civil actions on mining property.

The telephone exchange is in operation, the electric plant will be started in a month or so, the wires having been strung. The local newspapers flourish. In the absence of Mr. Buchanan, manager of the Bank of Montreal branch, his assistant informs me that business is fair, and Mr. Holt, manager of the Bank of British Columbia branch, adds his testimony that their business is very satisfactory. There is little or no sale of real estate or mining property just

now. Matters at the Silver King mine and Toad Mountain district are in statu quo. A few men are at work on some of these properties, but nothing of interest can be learned concerning them. The principal trade among the merchants is in outfitting and in railway supplies for the Nelson and Ft. Sheppard railway. There is virtually no building being done here this season.

HENRY J. WOODSIDE.

### The N. P. System Completed.

The Northern Pacific system consists of 4,761 miles of road. Originally the enterprise contemplated the construction of about 2,000 miles, from the head of Lake Superior to Puget Sound. The surplus of over 2,700 miles consists of the numerous branches which have been built in obedience to the modern law of railway development, which makes it essential that a trunk line shall be guarded and sustained by lateral arms and feeders of various lengths thrown out wherever traffic can be gathered in for the main line. These laterals are sometimes built for the business in sight and sometimes to head off a rival company that is threatening an invasion of territory not fairly within its own field of operations. As an example of a defensive line the N. P. branch from Missoula to the Cœur d'Alene mining towns may be cited, which was built to prevent the Union Pacific from going on to Missoula. Good examples of feeder lines, constructed to widen the traffic belt of a main line, may be seen in such N. P. branches as those in Minnesota and North Dakota and in the Palouse country, in Washington.

It may now be assumed with tolerable certainty that the Northern Pacific has practically closed its construction account and that it will build no more branches for several years to come. Its policy is clearly announced by its board of directors as one of conservatism. It will concentrate its energies on the development of the vast regions it already has occupied with its roads and on the strengthening of its main line to meet all future possible competition under conditions most advantageous to itself. Grades will be reduced wherever practicable, wooden bridges will be steadily replaced with steel, as has already been done to a considerable extent, all renewals of rails and ties will be made with the most durable material, some gains of distance will be made by short cut-offs, and in every way the through trunk road will be put into first-class shape. Careful attention will be given, at the same time, to the development of local traffic by the encouragement of new enterprises, the extension of old ones, and the increase of population by new settlement. There may be a few short spurs constructed to meet an evident local want where a paying traffic is plainly in sight; such, for instance, as a four mile line from Aberdeen to Hoquiam or Gray's Harbor, which would at once secure a heavy freight business in lumber; but the general work of building branches may now be regarded as finished.

The future of the Northern Pacific looks very secure and prosperous. All the Northwestern country, and in fact, the entire west, is now going through the quiet period which necessarily follows an epoch of very rapid expansion, but it is very far from having reached the maximum of its growth. A new advance movement will come when the migrating impulse again seizes upon the densely populated regions of the east. All the Northwestern States offer attractive field to immigration. They are all very sparsely populated and are full of undeveloped natural resources. The Northern Pacific runs through the best regions of country lying between the upper Mississippi and the Pacific ocean; it had the first choice of routes and it selected the best. Its traffic must largely increase, and as an earning property it is destined to steady improvement.—*North-west Magazine*.

CONSIGNMENTS OF  
**WHEAT**

SOLICITED.

Best possible facilities for Selling to Advantage.

Thomas McLaughlin, 210 Board of Toronto, Ont.  
Trade.

**IMPORTANT!**

**Special Notice**

Having opened Wareroom and Office at  
150 Princess Street, Winnipeg,

Our customers may have sorting orders filled promptly from stock on hand. We solicit Letter Orders and promise

**PROMPT ATTENTION.**

Our Travellers will be here shortly with full lines of Samples, of New lines and designs, of all our specialties in Gloves, Mitts and Moccasins for season

1893.

**Jas. Hall & Co.**

Brockville, December, 1892.

**W. R. Johnston and Co.**

(Late Livingston, Johnston & Co.)

WHOLESALE MANUFACTURERS

OF READY MADE

**CLOTHING.**

Cor. BAY & FRONT STS, TORONTO.

Samples at McIntyre } REPRESENTATIVES.  
Block, Winnipeg } A. W. Lasher & W. W. Armstrong



**Glover & Brais**

—WHOLESALE—

**Men's Furnishings,**

MONTREAL.

Please wait and see our range of Fall Samples before buying. We excel all previous seasons. Assuring you of our desire at all times to please and thanking you for past favors, we bespeak your ever more liberal patronage for the future

SPRING SORTING ORDERS SOLICITED.

**GLOVER & BRAIS.**

N. B.—Full range of samples with E. H. Taaffe, Winnipeg.

JAS. COOPER.

J. C. SMITH

**Cooper & Smith,**

MANUFACTURERS,

Importers and Wholesale Dealers in

**BOOTS AND SHOES!!**

36 38 & 40 FRONT ST. WEST

**TORONTO.**

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

**COCHRANE, CASSILS & CO.**  
**Wholesale Boots and Shoes**

Cor. Latour & St. Genevieve Sts.,  
MONTREAL.

Manitoba and N.W.T. Agency: J. M. MACDONALD  
McIntyre Block, Winnipeg.  
British Columbia Branch: W. M. SKENE, Van Horn  
Block, Vancouver.



REGISTERED TRADE MARK

The Largest Factory of its kind in the Dominion.

**LION "L" BRAND.**

**PURE VINEGARS.**

Manufactured Solely under the Supervision of the  
Inland Revenue Department.

**Mixed Pickles, Jams, Jellies and Preserves**

—PREPARED BY—

**MICHEL LEFEBVRE & CO.,**  
**MONTREAL.**

Established 1849. Gold, Silver, and Bronze Medals. 20 1st Prizes.



# GALT BLEND

**BLACK TEA.**

½lb, 1lb and 2lb Metal Canisters, packed  
48lb in case.

The best article in the market—No grocery stock is  
complete without it. Prices mailed on application.

THE TRADE ONLY SUPPLIED.

Perfect Gem Vegetables and Fruits. California Evaporated Fruits,  
New Turkish Prunes, hhds, bbls and cases, English Malt Vinegar in  
quarter casks, West India Molasses, New Cheese

## G. F. & J. GALT,

Wholesale Grocers,  
WINNIPEG, MAN.



**G. H. MAHON & CO.**  
—WHOLESALE—  
**Boots and Shoes**  
MITTS, GLOVES AND MOCCASINS.  
ALSO FELT GOODS OF ALL KINDS.  
**G. H. MAHON & CO.,** Winnipeg.

**HO!** IMPROVED  
**Compressed Mince Meat.**  
Put up in neat paper packages and packed (3)  
three doz. in a case. Price per gross net \$2.  
GUARANTEED STRICTLY PURE.  
**HORSERADISH**—Put up in 16 oz. bottles,  
2 doz. in a case. Price per doz. \$3. Patronize home in-  
dustry.  
**J. S. Carveth & Co.,** Winnipeg,  
Producers and Packers.

### MERCHANTS!

SHIP US YOUR

Butter, Eggs and other Farm Produce,  
And obtain Highest Prices  
Market affords.

We are giving this branch of our business  
special attention. Let us have your Orders for  
Cured Meats and Lard.

Orders, Consignments and Corres-  
pondence Solicited,

**J. Y. Griffin & Co.,**  
PORK PACKERS, WINNIPEG.

WINNIPEG WANTS.

## PRODUCE!

We are always open for

## BUTTER

## AND EGGS.

AT HIGHEST MARKET VALUE.

Write for full Market Quotations to

**PARSONS PRODUCE COMPANY**  
WINNIPEG. - MAN.

## HOGS WANTED

Hams, Bacon, Rolls, Long Clear,  
Pure Lard, Lard Compound  
and Prime

## PORK SAUSAGES

W. ALLEN, Pork Packer, Winnipeg.

## “SCHULTZE”

# SMOKELESS POWDER

SOLE AGENTS FOR CANADA:

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

WHOLESALE HARDWARE,

37 Front Street West, - - TORONTO.

## CIGARS!

For a Pleasant Smoke try **REPUBLICS.**

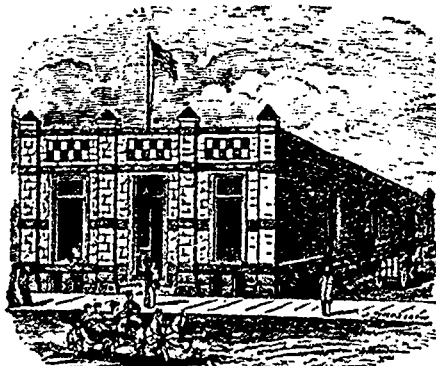
For Perfect Satisfaction try **LA HISPANIA**

—MADE BY—

## Bryan & Co

WINNIPEG, - MANITOBA.

## TORONTO HIDE AND WOOL CO.,



298 ROSS ST., WINNIPEG.

## James Carruthers & Co.

### GRAIN EXPORTERS,

BOARD OF TRADE.

CORN EXCHANGE.

TORONTO, MONTREAL.

## Galvanized Barb Wire!

AND WIRE NAILS.

(ALL MAKES.)

## M. & L. Samuel, Benjamin & Co.

Wholesale Hardware and  
Metal Merchants,

30 FRONT STREET WEST,  
TORONTO, ONT.

**Manitoba.**

Joseph Landry, Hotel, Somerset, succeeded by Smith.

A Sylvain, hotel, Winnipeg, succeeded by T. Tessier.

T. Tessier, hotel, Winnipeg, succeeded by Joseph Landry.

Miller & Co., men's furnishings, &c., Brandon, have assigned.

Louis Allart, merchant, Fannyville, has assigned to L. W. Coultio.

Wm. Collins, of Hartney, has started a blacksmith shop at Delleu.

The Winnipeg daily *Free Press* has donned a new dress.

James Hanby, laundry, Winnipeg. Sheriff's sale advertised for 10th inst.

Henry Wood, paints and wall paper, Winnipeg, sold out to F. S. Hamilton.

Gill & Peters, lumber and agricultural implements, Neepawa. Bailiff in possession.

Mr. Ronald, of Porter & Ronald, wholesale crockery, Winnipeg, is lying ill at St. Paul.

The Western Grain & Produce Exchange Co., Winnipeg. Winding up order applied for.

James Lindsay, ivory, Winnipeg, sold out to P. S. Jeffrey, and is starting in hotel business.

Matthews & Sherman, flour and feed, Winnipeg, have dissolved. J. W. Matthews continues.

Estate of M. Brownlow & Co., dry goods, etc., Carberry. Stock sold to I. Finkelstein for 65c on the dollar.

Estate of Andrews & Co., dry goods, etc., Brandon. Stock and fixtures sold for 55 cents to Simon A. Ripsteir.

John Abraham, long in the employ of Hartney & Dickson, of Hartney, is starting business for himself at Delieu as general merchant.

Dr. McPhillips leaves Miami to take up his practice in Vancouver. His place will be taken by Dr. Shaaks, formerly lecturer in Bishop's College (Medical) Montreal.

J. Lamonte, who has been manager of Geo. H. Rodgers & Co.'s shoe department, Winnipeg, for the past six or seven years, has bought out W. McFarlane's shoe stock at Winnipeg, and has taken possession.

An exchange says that the car load of dressed beef which S. L. Head, of Rapid City, shipped recently to Toronto was unfortunately delayed at Fort William on account of the washout. As a consequence of the delay, the meat deteriorated so much that much of it had to be sold *en route* at reduced prices. Mr. Head will lose in the neighborhood of \$1,000.

The town fathers of Carberry, Manitoba, are talking of again submitting the by-law giving them authority to raise \$5,000 by way of debentures to purchase a fire engine and other fire appliances. Twice before a similar by-law was defeated, but since then Carberry has suffered severely from fire, and the people may now have their views upon the subject somewhat changed.

**Grain and Milling.**

The elevator of the Moosomin Elevator Co., limited, Moosomin, Assa., has been sold to Mr. Hutt.

The executive committee of the Dominion Millers' Association has decided to hold the annual meeting of the association on August 9 and 10.

President Van Hore says: "The company have the plans all prepared for the new elevator to be erected at Winnipeg, and just as soon as the crop prospect warrants it we will go ahead with the construction, which I anticipate will be in a very few week's time."

The firm of Hammond, Leckie & Code, have placed the order for the outfit of machinery of the most improved kind, for a hundred and

fifty barrel flour mill to be built at Hartney, Man.

The *Advocate*, organ of the Manitoba Patrons of Industry, says officially: "We have a letter from the Comptroller of Customs from which we infer that we shall be granted more representation on the Standards Boards this season than last. This came in reply to our communication asking for equal representation." The claim of the Patrons is for equal representation of the farmers with the grain interests.

Fire broke out in Kooster & Sons roller mills Virdon, Man., on June 8 and completely burned the large stock of flour and wheat in store. Nothing was saved. The cause of the fire is unknown. The loss will amount to \$10,000 Insurance not yet known. The C.P.R. station and other buildings were in great danger, but through the exertions of the fire brigade and citizens were saved. The engine of a local train arrived in time to haul a switch full of freight cars out of danger.

Wm. Carson, of Miami, who with W. A. Walker, contemplates the establishment of a flour mill at Garman, Man., visited that town a few days ago. Mr. Carson says the mill will be first class in every particular. Its cost is estimated at \$22,000, and may exceed that sum. The mill will turn out 100 barrels of flour and seventy-five of oatmeal per day, and this can be doubled if necessary, as the firm intend putting in a 100 horse-power engine and boiler. The ratepayers of the municipality will be asked to grant a bonus of \$7,000.

**Alberta.**

Word has been received from England to commence work at once on the Red Deer Valley railway, the proposed route of which runs from Calgary to the Kneehill coal mines, fifty miles northeast. R. Randolph Bruce, who will be the superintending engineer in charge of the work, left early this morning to start operations.

Edmonton Butter and Cheese Manufacturing Association, Edmonton, applying for incorporation.

Red Deer Dairy Association, Red Deer, applying for incorporation.

**Freight Rates and Traffic Matters.**

The Montreal *Trade Bulletin* of June says: "The decline in the price of wheat and other grain to an export basis has stimulated the demand for ocean freights during the past few days. Engagements have been made for Liverpool at 2s, with 1s 9d freely bid. There has also been business at 2s 3d for London, and at 1s 9d for Glasgow. Sack flour has been taken at 11s 3d for London, at 7s 6d to 8s 9d to Glasgow, and 8s 9d to Liverpool, which rates show an advance of 1s 3d to 1s 9d on the week. Provisions are quiet at 12s 6d to 15s, with scarcely any movement. Butter and cheese are steady at 20s to Liverpool, Glasgow and London, with a freer movement to the last-named port. To Bristol the rate is 25s. Cattle freights are quoted at 45s to 50s. Eggs 15s measurement to Liverpool. Deals 32s 6d to 35s to British ports. Hay, 30s to Liverpool, 35s to London, and 25s to Glasgow.

Regarding inland freights there has been more enquiry, and rates have advanced 3c per bushel from Chicago to Buffalo, wheat having been engaged at 1 1/2c, and corn at 1 1/2c per bushel. From Buffalo to New York the rates are unchanged at 5c wheat, and 4 1/2c corn and rye. From Chicago to Kingston the rates are quoted at 3 1/2c to 3 3/4c on wheat, and at 2 1/2c wheat, 2 1/2c corn, from Kingston to Montreal.

**Montreal Dry Goods Trade.**

Anticipations regarding an increased trade in this branch of business on account of the fine weather were fully realized, and sales, both by retailers and wholesalers, have shown a decided improvement.

There is a continued demand for all classes of summer underwear, hosiery costumes, hose and dress fabrics, especially for all wool challies. A firm demand exists also for staples of all kinds, and prices are firm; and the same is to remark about all lines of domestic products, which rule steady and unchanged, save in the case of a few unsaleable lines which have been thrown on the market by the combus. The goods which are principally gingham are of a very unsaleable class.

Considerable regret is expressed by the more conservative houses that the mischievous and harmful custom introduced a year or so ago of giving goods now and dating them for the fall is being continued this season, and goods now in every day demand are being sold in this way. The result is that traders generally are buying their spring and summer supplies dated as fall, and their fall and winter supplies dated as spring. It is claimed that this unsatisfactory state of affairs is all due to the action of one or two houses, who proposed it without any solicitation by the retail trade, who were quite content with present dates had not the other proposition been made to them.

The houses all expect their travellers in the course of a week. They are still briskly engaged on stock taking, but will be at work on their fall samples shortly. — *Gazette*, June 2.

**Winnipeg Wheat Inspection.**

Below is shown the number of cars of wheat inspected at Winnipeg for five weeks ending on the dates given, and compared with the same weeks of last year:—

Grade.	April 29	May 6	May 13	May 20	May 27
Extra Manitoba					
hard .....	0	0	0	0	14
No. 1 hard .....	4	12	9	0	4
No. 2 hard .....	21	27	15	24	40
No. 3 hard .....	8	1	5	0	3
No. 1 Northern ..	0	0	0	4	3
No. 2 Northern ..	0	7	1	0	0
No. 3 Northern ..	0	0	0	0	0
No. 1 White type ..	0	1	4	3	0
No. 2 White type ..	0	0	0	0	0
No. 1 Spring ....	3	4	1	1	0
No. 1 Frosted ...	4	3	0	4	1
No. 2 Frosted ...	1	1	0	0	0
No. 3 Frosted ...	0	0	0	0	0
Rejected .....	6	5	5	10	2
No Grade .....	6	2	7	4	0
Feed Wheat ...	0	0	1	1	0
Total .....	53	69	48	60	70
Same week last year	73	59	82	46	72

**A Correction.**

In our advertising columns a space has been reserved for several weeks, and read as reserved for Wm. Johnson & Co., paint and color manufacturers, Montreal, whereas the space is reserved for Wm. Johnson & Sons (limited), paint manufacturers, Montreal. Some of our readers may have been misled into the belief that the old Wm. Johnson Company was resurrected, but such is not the case, although the same Mr. Johnson, long and favorably known in the Northwest is at head of the new company, and among others of the old staff, who have cast in their lot with him, is Mr. Rothwell, who for years represented the old company in the Northwest and British Columbia. That gentleman is expected in Winnipeg soon, representing the new concern, and he will no doubt receive a hearty welcome from his many old friends.

The stables of the Winnipeg horse car street railway were burned on Friday night, and 68 horses were cremated. Loss placed at \$20,000.

The steamship *Miwora*, the first boat of the new Canada Australia line, arrived at Victoria, British Columbia on June 3. She brings mails for Canada, the United States, United Kingdom and continent of Europe, also consignments of Australasian fruit, butter, frozen mutton and other products, also bananas, pine apples and melons from Honolulu. She had thirty-one saloon passengers and forty-four second-class.

**Simpson, Hall,** 16 and 18  
**Miller & Co.,** DeBresoles Street,  
 MONTREAL.

—MANUFACTURERS OF THE—

**Finest Quality Electro-Plated Ware**

And Sole Manufacturers  
 of the Celebrated

**Wm. Rogers' Knives, Forks, Spoons, Etc**

A. J. WHIMBEY, Manager.

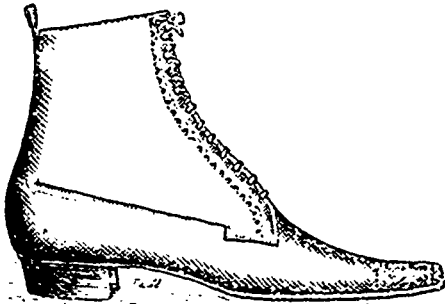
**AUSTIN & ROBERTSON,**  
 WHOLESALE STATIONERS,  
 MONTREAL.

Dealers in all Classes of . . . . .

Writings and Printings,  
 Linens, Ledger and Bond Papers.

25 Quotations and Samples on Application. ☞

**THE J. D. KING COMPANY, Ltd**



Manufacturers, Importers and } Fine Boots and Shoes.  
 Wholesale Dealers in }

122, 124 and 126 Wellington St. West, TORONTO.

One of the comforts of life is to have a new Boot or Shoe that fits your foot so nicely and comfortably that you are not conscious that it is the first time you have worn them. Such boots are made by the J. D. King Co., Ltd. in sizes and half sizes, and from two to six different widths. You will find our boots sold by all the principal dealers.

**DAIRY UTENSILS.**

We manufacture the most  
 improved styles in

**Milk Can Trimmings,** and other  
**Pans, Pails,** Dairy Utensils

**Thos. Davidson & Co.,**  
 MONTREAL.

THE  
**Rigby Porous Waterproof Cloth**

Is worn by the most fashionable ladies in eastern cities for ulsters with deep military capes. These are an elegant garment and serve the double purpose of an ordinary ulster and waterproof combined. We are showing very handsome patterns in checks and plain effects all in six quarter goods. Sample clipping will be sent on application,

**To the Trade Only.**

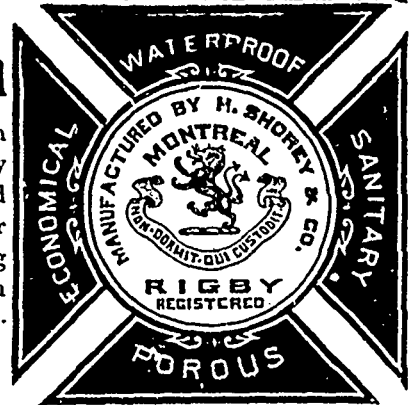
—We have a full assortment of—

**Rigby Tweeds in stock for Men's Suitings and Overcoatings**

**RIGBY CAPE and SPRING OVERCOATS, READY MADE**

In a great variety of Patterns

(LETTER ORDERS SOLICITED) **H. SHOREY & CO.,**  
 MONTREAL.



**THE RATHBUN COMPANY**

—MANUFACTURERS OF—

**Doors, Sash, Blinds, Newel Posts, etc., etc.**

ALSO PORTLAND and HYDRAULIC CEMENTS.

**Cor. King and Alexander Sts., Winnipeg.**

TELEPHONE 311.



TRADE MARK

**P. W. ELLIS & CO.,**

Wholesale and Manufacturing Jewellers,

31 Wellington St., East, - TORONTO.

We are headquarters in Canada for . . . . .



TRADE MARK

Clocks and American Watches, Diamonds, Precious Stones, and Diamond Jewellery, Gold, Silver and Roll Plate Jewellery,

☞ BEING THE MOST EXTENSIVE MANUFACTURERS IN THE DOMINION. ☞

Everything in the Gold and Silver Line including Society Badges, Medals, Emblems, Presentation Jewels, Souvenir Spoons, Staple Silver Spoons, etc. made by us. 1856-1912

Write for our Mammoth Illustrated Catalogue.

TRADE ONLY SUPPLIED

**“MONSOON”**

**PURE INDIAN TEAS.**

Always reliable, never changes. In cases of 60  
 1 lb caddies, or 120 halves.

**STEEL, HAYTER & CO.**

Growers' and Importers,

Write for Samples, TORONTO.

GEO. PARR, Agent, 521 Central Avenue,  
 WINNIPEG, - - MAN.



TRADE MARK.

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.

May 8, 1893.

Business, as it goes now, is not to be complained of especially. There is a general quietude, but the volume of trade is fairly large, as is shown by the customs returns, shipping, etc. There is little to add to what has been said in previous issues regarding it.

Meats are steady, and so are quotations in the fresh meat supply.

The volume of shipping continues large.

Eggs and butter are unchanged. No eastern creamery has yet arrived.

Feed is firm and steadily advancing in price. Flour shows indications of strengthening and several large orders have been placed during the week.

California cherries are getting cheaper and more plentiful. Oranges and lemons are unchanged.

New potatoes are being received in quantities from the south and Manitoba, and potatoes are weakening.

So far as the interior is concerned there are no new developments. Business there has become somewhat quiet after a temporary spirit, and it will be several months probably before any further decided movement occurs, if then. Mining matters are making steady progress, but there is nothing to produce a boom, merchants being well supplied in all lines, with nothing to create an unusual demand. Townsites are being laid out with striking regularity, but the "mining and distributing centres" and all the rest do not seem to attract any large number of speculators. The fact of the matter is we are now in the fag end stage of the townsite business, and times are too much depressed and too much money is locked up in real estate already to give much encouragement to the new ventures.

B. C. Market Quotations.

FRUIT—California strawberries and cherries are in the market. Oranges are quoted: navels, \$3.50; Riverside seedlings, \$2.50 and 2.75; Cal. bloods \$4.00; St Michaels \$4.00; lemons, California \$5.00; Sicilies \$6; dried apricots 20c; peaches 14c; evaporated apples 10c; figs are scarce and quoted 18c.

EGGS—Eastern eggs are 15c.

MEATS—Quotations unchanged as follows:—Hams, 16c; breakfast bacon, 17c; backs, 15 to 15½c; long clear, 13½c; short rolls, 13½c. Lard is held at the following figures: In tins, 17c per pound; in pails, 16½c; in tubs 16c.

DAIRY.—California creamery, which is the only butter in the market, is quoted at 26 to 28c. Cheese 12½ to 14c.

Vegetables—The market is fairly well supplied with Manitoba potatoes, which are wholesaled from \$32 to \$35 per ton. Onions are scarce at 6c; and cabbage at \$2.50 to \$2.75 per 100 lbs.

Dressed meat, Live Stock, etc.—The market shows little or no change. Quotations are: Steers, 5½c; beef, 9½c; sheep, 7c; mutton, 14c; lambs, \$5 each; hogs, 8c; pork, 11c; calves, 7c; veal, 11c.

Fish—Halibut plentiful, 6 to 7c; salmon, 7 to 8c; smelt, 6c; cod fish, 5 to 6c; flounders, 4c to 5c; smoked salmon 12½c; smoked halibut, 10c.

FLOUR, FEED, GRAIN, ETC.—The Ogilvie Milling Co. and Koswatin Milling Co. quote standard brands of Manitoba flour, in car lots only, at Victoria, Vancouver and Westminster

as follows: Patent, per bbl., \$4.60; strong bakers, \$4.30. The Columbia Flouring Mills quote Eadorby flour in carload lots at Victoria, Vancouver and New Westminster: Premier, \$4.75; XXX, \$4.65; strong bakers, or XX, \$4.25; superfine, \$3.65. Quotations small lots are: Flour, Manitoba patents, \$4.70; strong bakers, \$4.30; ladies choice, \$5.00; prairie lily, \$5.00; Oregon, \$5.00. Enderby mills—Premier \$5.25; three star, \$4.90; two star, \$4.50; oatmeal eastern \$3.40, California granulated in gunnies, \$4.35; National mills, Victoria, \$3.75; rolled oats eastern \$3.00 to \$3.25; California, \$4.00; National mills \$3.75; cornmeal \$3.10; split peas \$3.50; pearl barley \$4.50. Rice—The Victoria rice mills quote wholesale Japan rice per ton, \$77.50; China rice do \$70; rice flour, do, \$70; chit rice, do, \$25; rice meal do, \$17.50; chopped feed \$30 per ton; bran, \$27; shorts \$30; Man. oats, \$28 to 32; B. C. oats \$26; wheat \$25 to 30; oil cake, \$50; hay, \$20. Wheat is quoted in car lots for feed No. 2 regular at \$28 per ton; oats \$30 in bulk and in sacks \$32; chop barley \$26. California malting barley, \$26 to 27 i.o.b. in San Francisco. California chop, \$32 to 33. Oak Lake patent Hungarian \$4.75; Oak Lake strong bakers, \$4.25. The Western Milling Co. quote mixed chop, \$26; rye \$33; patent flour, \$4.60; strong bakers, \$4.30; Graham flour \$4.40.

Brief Business Notes.

Samuel Clay, grocer, Victoria, assigned.

J. Phillips, Nanaimo, has sold out his hotel to John Fraser.

Peter Peebles, Westminster, furniture, has assigned.

Tye & Co., hardware, Vancouver are going out of business.

W. Clark, hotel, has sold out to Allport & Hicks.

The stock of the Oriental Hotel, Vancouver, is advertised for sale.

Trahey & McDonald, shipbuilders, Victoria, dissolved; T. H. Trahey continues.

J. B. L. Jones, general store, Wellington, is dead.

F. H. Osgoode, electric light, Victoria, sold out to the National Electric Tramway and Lighting Co., Ltd.

Thomas H. Trahey, shipbuilder, Victoria, satisfied chattel mortgage, \$300.

D. A. Lamey, general merchant, Illecillewaet, has removed to Lardeau.

Geo. Giles, ex-manager of the B. C. Mercantile Agency, has left Victoria suddenly.

Work has begun on the contract for the excavations of the new Parliament buildings at Victoria.

On the 30th of May the new Vancouver Coal company made its largest day's output on record, viz., 2,300 tons.

The Victoria Electric Light Co., Victoria, has sold out to the National Electric Tramway Co., price \$50,000.

J. Richards, real estate, Victoria, has gone to Seattle, having closed up his business in the former place.

The fish curing firm of Wood, Travis & Co., Westminster, is preparing another shipment of fish for China, and a trial shipment for Australia.

The Victor taxpayers by large majorities rejected the \$700,000 sewerage loan by-law, also the electric lighting loan by law and the park by-law. The only by-law approved was that of the \$55,000 loan for new school buildings.

There is a lot of men at work at Telegraph bay, where the California Powder Works Co. are erecting their new mills. The magazines, store and glycerine houses have been completed and work is being pushed on the mill. Over 30 acres of property around the mills has been cleared.

Live Stock Market.

The Montreal Gazette of June 6 says:—The cattle markets have not shown much change during the past week. Some money is still being made in London and Liverpool, but Glasgow is as bad as ever. Shippers are beginning to show more anxiety about the removal of the schedule. The British salesmen all advise the greatest caution, and a letter dated May 25th from a prominent salesman says: "Not much chance for cattle to go free, so the Government inspectors think. Sheep can go free and we expect a better trade than last year. The general trade of the country continues bad and we can only look forward to a medium cattle trade. The pastures are very fair." Several agents have received letters written in the same strain.

The Montreal Stock Yards company, Point St. Charles, report business at their yards for the week ended June 3, as follows:—"A number of export cattle changed hands during the week, mostly to finish off space taken. There was a medium supply of butchers' stock, and with a fair demand trade generally was good. Sheep and lambs continue scarce and in good demand. The hog market opened brisk with fair receipts. Later, however, as week advanced with heavier receipts, the market fell off somewhat. We quote the following as being fair values:—Cattle export 4½ to 4¾c; butchers' good, 4 to 4¼c; butchers' medium, 3½ to 3¾c; butchers' culls, 2 to 3c; sheep and lambs, 4½ to 5c; hogs, 6½ to 7c; calves, \$2 to \$3. The receipts for the week were 3,519 cattle; 76 sheep; 1073 hogs, and 490 calves."

At Liverpool on June 5, there was a steady demand for cattle, and while the receipts of Canadians and Americans were light and the general supply only firm, the tone of the market was easier, the range being as follows:

Finest steers . . . . .	11½ to 12
Good to choice . . . . .	10½ to 11
Poor to Medium . . . . .	9½ to 10
Inferior and bulls . . . . .	7 to 9

Wheat at Duluth.

The trading on Thursday, June 8, was mainly for July delivery and the bulk of the day's business was done at a decline of 1½c, with July around 61c. The mills were in the market for considerable wheat, taking about 30,000 bushels of No. 1 northern on track and to arrive at 61, and 15,000 bushels or more at 60½. A few cars sold for even less, one at 58½. It was generally clear and warm throughout the country. The market closed firm but irregular, unchanged for the better grades of cash wheat, ½c decline on the lower grades of cash wheat, and ¾ to 1½c lower for futures. Good buying by millers kept cash wheat firm.

Cash No. 1 hard dull, neglected, without trading, closed nominally unchanged at 62½c.

Cash No. 1 northern—sales on track wheat and 15,000 bushels or more to arrive were made at 61, 60½ and in single car lots as low as 58½. Regular in store sold unchanged early in car lots at 59, later at 58½, closing firmer, unchanged at 59.

Cash No. 2 northern dull without business, closing nominally ½c lower at 55½c. Track No. 2 dull, nothing doing, nominally unchanged, 56½c.

July No. 1 northern. Soon after the opening 62c was bid for it, a decline of ½c. This bid was raised ½c at a time till 62½c was reached at which the first trades were made. It sold down to 61, recovered ¾c, ruled fairly active, and was depressed till late when it firmed up ½c, closed 1c below yesterday at 61½c.

R. P. Roblin, A. Atkinson, S. P. Clarke, Herbert Crowe, N. Bawlf and J. Mitchell—all Winnipeg grain men—are applying for incorporation as the Northern Elevator company, with headquarters at Winnipeg, and capital of \$250,000.

# GREENE & SONS COMPANY

WHOLESALE

FURS,

HATS, CAPS,

Etc., Etc.

**Manitoba Fall Trade, 1893.**

MEN'S

FURNISHINGS

Merino and Woolen Undewear  
**SCARFS, TIES, SHIRTS, COLLARS,**  
 Waterproof Coats.

WAREHOUSE,

517, 519, 521, 523, and 525 St. Paul Street, **MONTREAL**

## THE DOUBLE MATURITY POLICY

— OF THE —

**MANUFACTURERS LIFE INSURANCE COMPANY.**

The Double Maturity Policy of this Company embraces some of the most desirable features in Life Insurance, maturing as it does in full at death or age 65, or at period when reserve and surplus combined shall amount to the sum assured. It is without restriction as regards residence, travel or occupation; it is **INDISPUTABLE AFTER THE FIRST YEAR**, and is the best and most convenient form of accumulation for old age ever devised.

HEAD OFFICE, TORONTO.

W. R. MILLER,  
 Manager for Man., N.W.T. & B.C.,  
 WINNIPEG.

GEORGE GOODERHAM,  
 PRESIDENT

## FOR MEN ONLY!

A Long Felt Want Supplied.

The Problem Solved at Last.

LOUIS COTE & BRO., of St. Hyacinthe, Quebec, will show to the trade for the coming season, an entirely new invention of **MEN'S FROST PROOF** Boots and Shoes, which is a combination of **Leather and Rubber**, combining all the advantages of **Lumbermen's Gum Rubbers and Felt Boots**, and entirely dispense with the necessity of **Overshoes**. This new invention is known as "**The Yamaska Frost Proof Footwear**," and is protected under patent No. 62994. **Manufacturers are warned against infringement.**

**SHOE MERCHANTS AND GENERAL STORE KEEPERS, Wait! Don't place your orders for Gum Rubbers or Felt Boots until you have inspected our full line of samples.**

Represented by

J. H. GLASS.

LOUIS COTE & BRO., Staple Goods.

J. A. & M. COTE, Fine Goods.

ARE YOU IN WANT OF

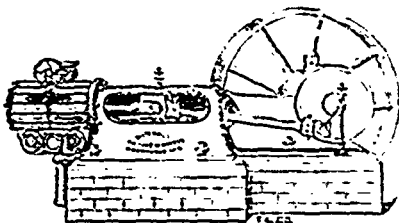
## ENGINES, BOILERS

ELEVATOR MACHINERY,

SAW MILLS, CHOPPERS,

SHINGLE MACHINES,

OR MACHINERY OF ANY KIND



IF SO, WRITE

**WATEROUS ENGINE WORKS CO., Ltd., - WINNIPEG, MANITOBA.**

## A. W. H. STIMPSON,

Grain Commission Merchant,  
 WINNIPEG - - MANITOBA.

OFFICE 152 MARKET ST., EAST.  
 P.O. Box 1313. Manitoba Grain Code Used.

## LYMAN BROS. & CO.,

WHOLESALE  
**DRUGS AND MEDICINES**

Every requisite for the Drug Trade promptly supplied.

**TORONTO, ONT.**

MUNROE & CO.,

Wholesale Dealers in

**Wines, Liquors and Cigars**

OF THE BEST BRANDS

**9th STREET, - BRANDON**

**ROBIN & SADLER**  
 MANUFACTURERS OF  
*Leather Belting*  
 SPECIALTIES  
**DYNAMO BELTS**  
**WATERPROOF BELTING**  
 MONTREAL TORONTO  
 2518 & 2520 NOTRE DAME ST. 129 BAY ST.

## Redwood Brewery

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

Most Extensive Establishment of the kind in Western Canada.

AGENT FOR ARMOURS FLUID EXTRACT OF BEEF.

## ED. L. DREWRY,

PROPRIETOR,  
 WINNIPEG, - MANITOBA.

Highest cash price paid for good malting Barley.

## RUBLEE, RIDDELL and CO.

Commission Merchants

AND IMPORTERS OF

**Green and Dried Fruits.**

15 OWEN STREET,

**WINNIPEG**

WINNIPEG MARKETS.

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

SATURDAY AFTERNOON, June 10.

The weather, though perhaps not as warm as the previous week, has been very favorable to the crops, and the outlook is very encouraging. Notwithstanding the late spring, the crops are generally understood to be in a more advanced state than at this date last year, as there have been no set-backs from frost or drought this season since vegetation started. The situation is therefore decidedly more hopeful than it was early in the season.

No further railway work has been undertaken, except a short local line of railway from Calgary to the coal mines north. The season will not likely show much new railway construction in the prairie country. The Manitoba Northwestern has passed into the hands of a receiver; the Canadian Pacific railway will not do anything further this year in the prairie section beyond completing the "Soo" extension, though the company is pushing some projects in the mountains; the Northern Pacific has evidently no intention of extending its Manitoba branches this year. There is some talk about the Great Northern building an independent line into Winnipeg. The fishing industry on Lake Winnipeg has commenced for the season.

Flour, millstuffs and wheat are lower; dairy products declining and live stock generally easier. A few cars of hogs have been shipped east to Montreal. Cattle are low in price, and the outlook not encouraging for exporting, while the supply is in excess of local requirements.

**FISH**—There was very little in the line of fresh fish, and on some days the market was almost entirely bare of stock. British Columbia salmon and halibut jobbing at 14 to 15. Pick-erel, 4c; white 6c. Cured fish are quoted: smoked herrings, 20 to 25c per box; Labrador herrings, \$1.50 to \$1.75; boneless codfish, 3c per pound; boneless fish, 6c; smoked white, 9 to 10c.

**GREEN FRUITS**—Apples are out of the market. Messina lemons of the cheaper qualities are getting sold out of stock, and prices are firmer. Lemons are held at 4.25 to \$6 per box as to quality, lower priced stock being suitable for immediate use, but not for holding for summer trade. There is a large sale of California oranges, at \$3.50 to 3.75 for seedlings, \$4.25 to 4.50 for Navels, \$4.50 for Riverside Mediterranean sweets, and \$4.75 for fancy Ross-Moyno stock. Oranges are rather firmer. Navels are becoming scarcer for choice quality. Some California paper rind St. Michael's, and blood oranges are in stock and bring \$6 per box. Bananas are in brisk demand, at \$2.75 to \$3.50 per bunch as to size. Strawberries \$5 to \$6 per crate of 24 boxes; strawberries have been very scarce this week, few being obtainable fit for shipment to this market. Later a better quality is expected, when the Minnesota crop is ready. Pineapples, scarce and when obtainable are held at \$3.50 to 3.75 per dozen. California cherries are now arriving at \$2.75 to \$3 per box.

GRAIN AND PRODUCE.

**WHEAT**—Wheat has again broken the record for low prices. It looks as though the markets were bottomless, and on Thursday the lowest prices so far on this crop were touched, but there was a sharp recovery the following day. The way prices have been going from bad to worse, it is not safe to predict that the bottom has yet been touched. At Duluth cash wheat sold as low as 53½c per bushel on Thursday for No. 1 northern, in store and on track. The same day No. 1 northern at Minneapolis closed at 56½c per bushel on track. These are what may be called low prices. On Monday United States markets declined sharply, though some cables were higher, financial troubles being the

weakest feature. There was an increase of 1,085,000 bushels in the visible supply, which was another blow to the market. The visible supply at principal points in the United States and Canada now stands at 70,367,000 bushels, while a year ago it was 27,910,000 bushels. Prices recovered some in United States markets on Tuesday, apparently due to a return of some confidence in the financial outlook. Cables were all lower. On Wednesday further declines were recorded in United States markets, owing to further financial troubles, including the troubles of the Minneapolis elevator companies. The government crop report stated that harvesting would begin in southern Kansas this week. Cables were improved. On Thursday the markets were very discouraging for holders and the lowest prices on record were recorded. In the year 1862 wheat sold as low as 65c at Chicago, but to-day it sold down to 63c for spot, thus establishing a record for low prices never before made on the Chicago board. On Friday there was a sharp recovery, perhaps due to the conviction that the decline had been carried too far.

The depression in wheat in outside markets is reflected in the local situation, though the full decline has not been experienced here. Manitoba wheat was quoted about 70c per bushel, afloat Fort William, for No. 2 hard, which is the basis on which sales are made. This quotation is above a parity with the average price at Duluth, quality considered, by a few cents per bushel, our No. 2 hard being considered as worth about 5c more than Minnesota No. 1 northern, in intrinsic value. There has been a considerable movement of wheat forward to Fort William, but this has consisted largely of loaded cars which had accumulated on track before the opening of navigation, as the elevators were full and unable to receive more wheat. The shipments from elevators since the opening of navigation, is making room for this stuff.

**FLOUR**—After a long spell of unchanged quotations, flour in this market has at last made a move, and that to a lower basis, quotations having been marked down this week 5c per 100 pounds. There is still considerable cutting, and in quantities of 50 bags or so, the prices below are discounted liberally. Prices in small lots to the local trade are quoted: Patents, \$1.90; strong bakers' \$1.70; XXXX 80 to 95c; superfine 60 to 70c. Brands of some mills sell at 5 to 10c under these prices, even in small lots.

**MILLSTUFFS**—A further decline has taken place in bran and shorts. The price to the local trade, less than car lots, delivered is \$9 for bran and \$11 for shorts.

**OATS**—Prices are about as quoted a week ago. Cars on track, country points, quoted at 23 to 25c per bushel of 34 lbs, though at some country markets there is some local demand, which induces higher prices than can be paid for shipping. Cars on track, Winnipeg, about 30c per bushel for ordinary feed quality.

**Barley**—Nominal. Cars on track, Winnipeg, 25 to 30c per bushel, local freights.

**GROUND FEED**—Firm in sympathy with oats, and held at \$15 to \$17 per ton, as to quality. Oil cake meal, sacked, \$26 per ton.

**OATMEAL, ETC.**—There is still considerable variation in price, rolled oats being quoted as low as \$2 per sack, while some brands are quoted \$2.15. Granulated varies from \$1.95 to 2.15; standard \$1.90 to 1.95; cornmeal \$1.69 to 1.65; beans \$1.50 to 1.90 per bushel; peas, \$2.49 to 2.50; pot barley \$2.40 to 2.50; pearl barley \$4 per sack.

**CURED MEATS**—Products are firmer again, and some hold higher. Inside prices are not so often reached. We quote:—Dry salt long clear bacon, 11 to 11½c; smoked long clear, 12 to 12½c; spiced rolls 10½ to 11½c; breakfast bacon 14 to 14½c; smoked hams, 13 to 14c; the lower price for heavy hams; boneless ham, 13 to 13½c; mess pork, \$20.00 per barrel. Sausage quoted: Pork sausage, 9c; bologna sausage,

9c lb; Gorman sausage, 9c; ham, chicken and tongue sausage, 9c per half lb. packet.

**LARD**—Pure held at \$2.60, in 20-pound pails, per pail; compound, lower at \$2.20 per pail.

**DRESSED MEATS**—Pork is rather firmer. Beef easy at quotations. Mutton unchanged. The usual price for beef is about 6c, and extra quality brings up to 6½c, with the downward range to 5½c. Mutton steady at 14c. Pork 7 to 7½c. Veal, 7 to 9c.

**EGGS**—Held steady. Dealers are paying 12½c nett for receipts, and selling about at 13½c.

**BUTTER**—Butter is decidedly easier. Prices are down, and a further sharp decline in price is thought to be quite possible any time, as receipts are now coming forward more freely. In this present situation it is not safe to expect over 18c per lb for dairy. Some dealers report 18c to be about the best they could make at the close of the week.

**VEGETABLES**—Potatoes are easier, the Winnipeg street market price being about 40c per bushel. There has been a considerable movement in car lots of potatoes for western shipment. Cars have been loaded at country points at 35c to 40c per bushel. Onions are scarce, imported selling at 4½ to 5½c per pound. Cabbage, new 4 to 5c pound, old, 3c per lb. Stocks of other old vegetables are about used up. Asparagus, 75c to \$1 per dozen bunches; onions, green, 25c per dozen; lettuce, radishes, 40c per dozen bunches; Rhubarb, \$2 to \$2.25 per box.

**POULTRY**—Chickens bring 75c to \$1 per pair, as to quality and size. Turkeys 10 to 12c per lb live weight.

**HIDES**—The outlook is very unsatisfactory, as prices are lower everywhere, while local dealers are still paying the old prices, which are too high to leave them a profitable margin. Jas. McMillan & Co., of Minneapolis, speak as follows of the situation in their last circular: "The decline continued during the month of May and we were compelled to issue two special circulars to shippers only during the month, advising of the same and reducing our quotations for a good many articles. While the uncertainty exists as regards finances and the tariff legislation we cannot encourage our customers to hope to receive anything but low prices, and we as conservative business men will not pay cash for goods under the present conditions unless we can buy them low. A good many firms in our line of business have stopped buying of their customers, but we thought it would be more satisfactory to our customers to continue in the market even at low prices. The receipts of sheep pelts have been large, and even at the reductions that we made during the month our prices are still too high for the depressed wool market. We may have to reduce our prices still more, therefore advise frequent shipments because nothing will be gained by holding. The aggregate receipts of hides have been large for all classes, both green and dry. There is scarcely any demand, and it is about the same with hides as with everything else—the lower the prices go the less the demand becomes. There is no prospect of any immediate improvement." We quote Winnipeg inspected here as follows: No. 1 cows, 3½c; No. 2, 2½c; No. 3, 2c; No. 1 heavy steers, 5c; No. 2 steers, 4c; No. 3, 3c lb. Real veal 8 to 13-lb skins, 6 to 7c per pound. Kips about same as ides. Sheepskins worth 60c to \$1 for full wool skins, the top price for very large. Tallow, 4½ to 5c rendered; 2 to 3c rough.

**WOOL**—The extreme range of quotations is 8 to 11c, or graded at 8c for very coarse, 9 to 10c for ordinary Manitoba fleece, mixed quality, and 11c for straight pure downs. Not much offering yet. McMillan & Co. say of the wool market in the States: There is no demand for wool and prices are nominal. When there is any demand it will be at very low prices. We are buying our receipts at our quotations, but we may have to reduce our prices somewhat more without the demand improves. Wool



growers will have to depend for their profit on the sale of their mutton and stock sheep, and what they get for their wool will be that much extra.

**HAY**—Baled held at \$6.00 to \$7 on track at point of shipment, equal to \$7.00 to \$8 here.

**SKNAGA ROOT**—Very little in yet. Country dealers should not pay over 25c per pound for good, cleaned dry root.

**LIVE STOCK**—There has been some movement in hogs, and a few car loads have been shipped east to Montreal, drawn thither by the high prices there, and the lack of summer packing facilities here, though some hogs are still being packed here. As soon as the new packing house is ready to operate, shipments eastward will stop, as there is not a surplus of hogs in the country at present. Some car lots have also been shipped from Manitoba points westward. Beef cattle continue low in price. There is no competition for shipment, owing to the poor outlook for export. Some consternation was caused by a cable stating that an animal in the first Manitoba shipment to reach a British port, had been held for examination, as there were suspicions of lung disease. Nothing authentic, however, has yet been reported, and it is believed to be only a case of "suspicion." Some Manitoba cattle have been shipped westward to British Columbia points. Hogs quoted at 5c Winnipeg.

**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 103 pounds.

There was considerable doing on Monday in wheat, at lower prices. Prices declined 2½ to 2¾ under Saturday, recovered slightly and closed 2½c lower for July and 1½c lower for September than Saturday. Oats were 1c to 1½c lower and corn ¾c to 1½c lower. Provisions declined sharply, pork losing \$1.20 per barrel. Closing prices were:—

	June.	July.	Sept.
Wheat .....	64½	66½	70½
Corn .....	37½	38½	40½
Oats .....	27	27½	25½
Pork .....	—	20 20	20 70
Lard .....	—	9 95	10 33
Ribs .....	—	9 17½	9 40

On Tuesday wheat was unsettled. Prices advanced ½c, then declined 1½c to 1¾c, but again advanced 1½ to 1¾c, closing 1c higher for July, and 1½c higher for September option. Closing prices were:—

	June.	July.	Sept.
Wheat .....	65½	67½	71½
Corn .....	37½	39½	41½
Oats .....	27½	27½	25½
Pork .....	—	20 20	20 70
Lard .....	—	10 07½	10 57½
Ribs .....	—	9 45	9 70

On Wednesday wheat was unsettled and lower, declining 1½c, then advanced 1c, declined again and closed about 1c lower for July and ¾c lower for September. Oats advanced ¾c. Closing prices were:—

	June	July	Sept.
Wheat.....	64½	66½	70½
Corn.....	37½	39½	41½
Oats.....	28½	29½	25½
Pork.....	—	20 20	20 70
Lard.....	—	10 07½	10 60
Short Ribs.....	—	9 30	9 60

To-day, Thursday, may be remembered as a day of note, in that all previous records in the line of low prices have been smashed, though the low record of to-day may be eclipsed by a still lower one ere long. Cash wheat sold at 63c per bushel, 65c in the year 1862, being the lowest record previous to to day. Prices recovered some and closed ¾c to 1½c lower. Closing prices were:—

	June.	July.	Sept.
Wheat.....	63½	65½	70½
Corn.....	37½	39	41
Oats.....	29	29½	25½
Pork.....	—	—	20 80
Lard.....	—	10 00	10 55
Ribs.....	—	9 25	9 67½

Wheat advanced sharply on Friday, closing firm at about 2c higher. Closing prices were:—

	June.	July.	Sept.
Wheat .....	65½	67½	72½
Corn .....	38½	39½	41½
Oats .....	27½	27½	25½
Pork .....	—	—	21 00
Lard .....	—	10 20	10 70
Ribs .....	—	9 47½	9 75

On Saturday wheat opened at 67½c, held fairly steady and closed at 67c per bushel for July option, No. 2 regular.

**Duluth Wheat Market.**

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

Monday—July 63c; September 60½c.
Tuesday—July 63½c; September 67½.
Wednesday—July, 62½c; September, 60½c.
Thursday—July 61½c; September, 60c.
Friday—July 63½c; September, 65c.
Saturday—July 63c; September, 67½c.

A week ago July wheat closed at 63c, and September delivery at 69½c. A year ago cash wheat closed at 80c, and July at 80½c.

**Forcing Sales of Canned Goods.**

It is now the season for more or less speculation in canned goods which always occurs, but in some striking respects the present season, in Montreal at least, is an exceptional one, that is so far as tomatoes and salmon are concerned. Very low offers have been made of the new pack of both, very much lower in fact in the minds of conservative buyers on that market than the natural conditions call for. It is claimed that the agent for a western cannery has been making free offers of tomatoes at 87½c for delivery shortly, which is fully 7½c under the basis of last season, the opening price on new pack then being 95c. Everyone admits that tomatoes are in a more or less unsettled condition owing to the low offers that are being made by some dealers in Montreal, but in spite of these business is being done in prime brands at considerably over 80c, at which stock is offered by some Montreal wholesale houses. In fact, for prime brands 85c to 90c is a juster quotation, and for some pet canneries \$1.05 to \$1.10 is what holders ask. It is argued, therefore, that with an unusually excessive supply on hand there is no reason for these low offers so far ahead, and that besides the canneries are injuring themselves to a certain extent as the very fact of these low offers being made makes it harder to do business, and so work off what supplies of old stock there is before the new pack becomes a genuine factor in the situation. It is held that it would be far more business like therefore for the packers in question not to force trade so much, but wait and see what the natural price is and not try and make one before there is any absolute necessity on their part for doing so.

In canned salmon the case is even worse. The market here is fairly well cleaned up, there being no red sockeye to be had at all. The canners on the coast however have in the opinion of dealers here absolutely gone mad, for they are making free offers everywhere at \$1 a dozen on the coast. A comparison with the opening price last year shows how low the above figure is. Last season the opening figure was \$1.32½ and it worked up in the first portion to \$1.35, gradually stiffening on that until the minimum was reached in the face of \$1.55 to \$1.60. In the face of all this the canners are to-day quoting excessively low prices before they actually know what the run is going to be. In fact they are making a bigger gamble than usual on the future, and the possible solution of it is that some of the canners who were disappointed last year in not making as many sales as they wished are determined to get orders this season willy nilly without any regard to the fish may cost them or to what the prospects of a large run. If the run is a small one the consequences will be decidedly unpleasant to them, for it is needless to remark that they are getting all the

orders they want at the above price and they are booking them right and left, in fact six and eight weeks ahead. This is making a regular plunge of it, and it is more than probable that there are lively times ahead for some people when it comes to a question of delivery.—Toronto Grocer.

**President Van Horne Interviewed.**

President Van Horne and party arrived at Winnipeg last week on the return trip from the annual run over the Canadian Pacific Railway. The great railway man was subjected to the inevitable newspaper interviews, and as usual was asked about the alleged rumors that the company would abandon the North Shore route. Mr. Van Horne replied years sarcastically to this interrogation. It seems silly that this question should always be asked, as it is about as absurd as to ask when the company intended building to the north pole. The company is spending millions of dollars on this portion of the road, in replacing the temporary wooden bridges with iron structures, filling in trestles, etc., and it shows stupidity, or lack of knowledge of what is being done, to ask if the company intends abandoning this portion of its line.

Mr. Van Horne spoke as follows regarding the proposals that the company should go into the binder twine trade: "There has been considerable talk among certain classes about the action of the company on the binder twine question and I believe that no blame can be attached to anybody. We have based our action on the general policy of the road and I don't consider that it would be legitimate on the part of the company to go into a business of this kind. We might as well start in the dry goods or grocery business." Mr. Van Horne intimated further that the Selkirk branch would perhaps be extended next year to the Lake Dauphin country; and that a new freight tariff would shortly be issued, giving greatly reduced rates, but did not intimate what reduction would be made upon present rates.

**M. & N. W. By. Troubles.**

Chief Justice Taylor, of Manitoba, Thursday morning made an order appointing H. Montague Allan, of Montreal, receiver of the Manitoba and Northwestern Railway company. The order was made on the application of the Messrs. Allen, of Montreal, who hold judgments against the road aggregating \$800,000, and who are also holders of the debenture stock of the road and the bonds of the Shell River branch and Saskatchewan and Western railway company.

The real object of this liquidation, is to prevent the confusion that will arise if a large number of creditors obtain executions against the company. The bill alleges that the earnings of the road, if a receiver is appointed, would be sufficient to meet current expenses and put the road in shape for the increased business of the fall and winter months.

**The British Grain Trade.**

The *Mark Lane Express* of June 5, in its weekly review of the British grain trade, says: "English wheat during May averaged in value 26s 6d, being 4s 9d lower than the same month last year. The foreign wheat trade is dull, being 3d lower on the week. The principal cause of the dullness has been the improved accounts of the condition of the Russian crops. The holdings of flour are still extensive. Foreign receipts of wheat are heavy and of flour moderate. The wheat on passage to Great Britain, June 5, amounted to 3,195,000 quarters. Corn is cheaper in seventeen markets owing to favorable advice."

Wm. Hargraves, representing G. F. Stephens & Co., Winnipeg, starts this week on a western trip, and will do British Columbia pretty thoroughly, both coast and interior, before returning.

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### British Columbia Furs.

Marus Baldeo, of Vancouver, has the following to say about British Columbia furs: The principal furs handled are marten, otter, mink, wolverine, coon, bear, deer, wild cat and muskrat. Otter skins handled, 700 per annum, 3,000 for entire Province. Principally caught by Indians along the Fraser river, and Canadian Pacific railroad, as far as Donald. They are same size as those caught in the east, but not so dark. The great difficulty traders have here with otter, as well as other skins, is that they are carelessly prepared by the Indians. The red men, however, are willing to learn and the difficulty is being overcome, but threatening, coaxing or persuasion will not prevent them from killing fur animals out of season, hundreds of skins are discarded every year for this reason.

The beaver are hardly as good color, but rather larger than in the east, 1,200 pounds were handled last season by Mr. Baldeo, about 6,000 pounds in the Province. Beaver are very plentiful on Vancouver Island in uninhabited districts, and in Queen Charlotte Sound up to Alaska. Jack Tompkins, a white trapper, made a catch of 500 at Kowse Lake in one tramp this season, selling them to Mr. Baldeo in a lump.

Thirty-five hundred marten, fisher and mink were handled in the past twelve months.

The total provincial catch being 15,000. These furs are found along Fraser River, from Donald to Comox, in Queen Charlotte Sound to Bella Bella, and up the Skeena River. They are nearly all light in color. Wolverine are scarce, not over 300 being handled in the Province last year.

Cougar are large, numerous and excellent for mounting; very large quantities of mountain goat skins come in but are not easily dealt with, not being in fashion.

Hair seals are sold us numerously in the province and east for gun cases and trunk covering. They bring from twenty-five cents to seventy-five cents each.

Deer skins come in by the thousands, eight tons passing through Mr. Baldeo's hands last

season, as none can be legally shipped from the province for four years and they find such a ready sale in Victoria, British Columbia, and elsewhere. It is difficult to know just what becomes of them unless the officials in authority "wink the other eye."

For British Columbia with 100,000 inhabitants cannot readily utilize thirty or forty tons a year.

Large quantities of black bear skins are shipped to New York and Boston, but a dreadful waste of these skins is constantly going on through bruin being slaughtered out of season. Grizzlies and browns are also numerous.

The Eldorado for hunters is Cox Island, composed of rocks, covered deep with generations of bird's nests and guano.

The tide drops forty feet in Queen Charlotte Sound approaching this island, so that only the reckless Kitkatla Indians dare venture near its treacherous, rocky shores. It is here the sea otter congregates, secure in their retreat, except when a stray hunter, taking his life in his hands, shoots the rapids and secures a foothold on the island. Two Kitkatla Indians did this last season and bagged sixteen sea otter which they sold from \$30 to \$300 each.—*Fur Trade Review*.

### Silver.

The week has been devoid of incidents calculated to affect silver, the quotations for bars in London being practically unchanged at 37½d per ounce, while the figures here show an advance from 82½ to 83c on the resumption of the government purchases for the current month. The easier tone of the London money market has not been without an effect on India exchange, and it is rumored that the forthcoming report of Lord Hirscholl's committee on Indian finances will be more favorable to the views of the bimetallicists than had been anticipated. Bullion certificates have been utterly neglected. Silver prices, June 2, were: London, 37 13 16d; New York, 83c.—*Bradstreet's*.

### The Fall-off in Cattle Exports.

Exports of live cattle have so far shown up much lighter this year than in the corresponding time a year ago, and those most conversant with the condition of the foreign live stock trade are of the opinion that some measure of decrease will continue throughout the entire year. When it is remembered that foreign regulations affecting the admission of American cattle have all the time been against us for a number of years, it would seem that our export trade in live cattle has been of larger dimensions than would naturally have been expected, and the shortage now taking place is not to be wondered at under the circumstances.—*United States National Stockman*.

Samuel Clay, grocery and saloon, Victoria, assigned in trust to R. W. Higginbottom.

R. J. Ferguson, saloon, Victoria, chattel mortgage in possession. Meeting of creditors called for 31st inst.

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## Future of the Fur Seals.

From the London Spectator.

A modern Aristophanes would find congenial material for poking fun at international tribunals in the judicial assembly now gathered at Paris to decide on the great seal case between Great Britain and the United States. Instead of the dog and her puppies, the seal and her "pups" might appear to modify the too rigid application of the unbending principles of international law, and plead for the introduction of a little human feeling into a case in which, however the verdict may be cast, the welfare and continuance of an humble and innocent race of great antiquity and historic interest trembles in the balance.

We write not without feeling, for it is the hard fate of the seals to have a good cause and bad advocates. The case for the seals is as good as a case could be, yet their counsel too often abandon argument to abuse the plaintiff's attorney. American diplomatists, in defending their clients, seem often to forget the duty of international courtesy while urging points of international law; and though the published matter bearing on the subject in hand already fills many thousands of pages, it is difficult to avoid the conclusion that even now, between the sober covers of a Blue book, the counsel retained on behalf of the persecuted animals have continued to raise questions of personal voracity and national good faith with a persistency and ineptitude sufficient to ruffle the feelings of the least interested diplomatist on the other side. This is the more to be regretted because in the last documents published by the United States authorities on the sealing question, a summary of the case to be presented on their behalf before the arbitrators sitting at Paris, the claim to consider the whole of Behring Sea private waters owned by the United States, and liable to closed at will against the world, which was so hotly urged by the late Secretary Blaine, has been for the moment abandoned. The "main object of the Government" is stated to be "the protection and preservation of the seal herd which has its home in the Pribilof Islands, and to save the seals from extermination." Such an object must command sympathy if urged in the proper spirit and with due regard to any interests which may have accrued to others in the fishery, from previous neglect to consider the chances of such a result in the past.

In the quaint language of international law, it is urged that to encourage practices which must destroy a useful and valuable industry is *contra bonos mores*; that the profit made by killing female seals before the birth of the young, on the way to the islands which have from time beyond memory been their nurseries, is an act of international unfairness, analogous to the destruction of the shoals of fish by Americans off the Canadian shore by poison in order to gain a small profit—such destruction of fish off the Cornish coast, by dynamite, being illegal by English law. Perhaps a closer instance would be the wholesale capture of female salmon on their way to spawn in English rivers, when out at sea, supposing that the habits of salmon made such an enterprise possible to Dutch or Norwegian fishermen. The précis of the case, now being urged by the United States counsel at Paris, is too condensed to contain the flowers of rhetoric which adorned the despatches of Mr. Blaine; for instance, we no longer find the necessary but unpleasant business of knocking the seals on the head with clubs, and then skinning them, described as a "peaceful and secluded field of industry," and the like. But the gross allegations of dishonesty and chicanery, then made in public despatches against Lord Salisbury, are now repeated with a curttness and sordid insistence against the English Commissioners who spent some three months among the seal islands and in the Behring sea in order to report their impressions gathered on the spot, which oversteps all the

deencies of international controversy. This is the more to be regretted, because the report of the Commission lends itself readily to criticism without such allegations. The claim to close the Behring Sea was one which Great Britain was competent to hold with on the evidence of existing documents and national usage. But the statements as to the permanent damage inflicted by seal catching in the open sea demanded some investigation on the spot, either to controvert or confirm the angry protests of the American Government.

The British commissioners spent some three months in cruising in the Northern Pacific and Behring Sea. They visited the islands and took much evidence, admittedly of an interested character, from the captains of vessels and others engaged in the "pelagic," or, as the Americans would prefer to call it, the "poaching" seal fishery; and the result is a report which puts the case of the Canadian and Victorian sealers in a rather better position to go to arbitration, but which, based as it is on surmises as to the habits of the seal, unsupported by sound observation, and contrary to the natural instinct of animals, which is asserted with such uniform predominance in the care of their young, invites criticism, and is repellant to the *bonos mores* which in such matters may be credited to seals equally with man. The report is, in fact an apology for the practices of our colonists at sea, and endeavors to show that the proportion of female seals destroyed on their way to the "rookeries" to give birth to their young, is not large; that the "pups," as the infant seals are called by the traders, do not die of starvation when the mother seals are killed, when at sea seeking food, by the sealers who prowl round the islands outside the three-mile limit; and that the decrease of the herd is due to the over-killing of male seals by the American company on the islands themselves, and to the mismanagement in details of the seal preserve. Here is certainly ample ground for comment and confutation without calling names. Taking the conclusions of the Commission in the reverse order to that in which they are enumerated, it may be assumed that, in managing so extremely valuable a property, the American Company may be trusted to look after their own interests. The Commissioners admit that the management is "transcendentally perfect," whatever that may mean. As to the conjecture that the diminution of the herd is due to the over-killing of the young male seals, the American counsel urges fairly enough that the seal is a highly polygamous creature, the strong old males or "rock-masters" appropriating as many as thirty or forty females to their own establishment, and keeping all others at a distance. Photographs were produced of the scenes on the rocks, in which groups of disconsolate bachelor seals were gathered outside the married quarters, unable to obtain the society of a single "eligible female." Against this we have the assertion of the British Commissioners that the numbers in the seal "harems" have increased from four to eightfold. We do not find any evidence in proof of this view; but as Henry Elliot stated that in 1874 the number in each "harem" averaged from five to twenty, and that in "many instances forty-five to fifty females were in charge of one male"—an increase of "eightfold" in such an existing disparity of the sexes must be matter of common knowledge, if it exists. But even in some small part of the decrease in the seals is due to the system in force on the islands, it can hardly be contended that the wholesale killing of the pregnant seals on their way to the shore, and the slaughter of the nursing females in the water; round the islands, is not replete with cruelty and waste. No more wanton crime can be perpetrated by man against the brute creation than the killing of a mother with unweaned young. Even if due to accident, it would be matter for deep regret. In the case of the fur seals, the act is deliberate, and its object profit. Many of the ships engaged in this odious traffic are owned by American subjects, who share the blame

equally with Canadian and Victorian sealers. It is not without regret that we find the British commissioners alleging an excuse, and a poor one at best, for such practices.

They have persuaded themselves that when a mother seal is destroyed, the orphan is adopted by others in the herd, and that the shocking mortality among the "pups," whose bodies were counted by the hundred, must be due to an "epidemic." All the bodies of these dead "pups" which were examined were found to be terribly emaciated, and without food in the stomach, they had, in fact, been starved; and we agree with the remark of the American Commissioners, that it "seems an extraordinary circumstance that all the young seals destroyed by stampedes, epidemics, or raids, if any of these were the cause, should be starvelings." The evidence which has convinced the Commissioners that the shooting of the migrating females does not cause a large percentage of loss is hardly more convincing; while the cruelty involved needs no demonstration. We hope that the result of the Paris Arbitration will be the total cessation of "pelagic" sealing in Behring Sea. The "industry" is self-destructive, and must cease, even if continued for a few more years, owing to the destruction of the seals. Common sense and common humanity alike suggest the obvious remedy.

## Montreal Iron and Hardware Market.

In shelf hardware, etc., business has been good in a sorting up way for gardening tools, fishing tackle, sporting goods, etc., and cutlery. For heavy hardware, however, the same dull market is to report, while in pig iron no round transactions of any moment ex wharf have transpired.

Bar iron is quiet and unchanged, jobbers having nothing special to report.

There is no change in the price of tin plates, nor any large business to mention, but an offer for a round lot would likely lead to shading in prices.

Galvanized iron has been moved at former prices, and copper, lead and other metals are easy and unchanged. Advances from primary markets on everything from pig iron downwards are easy and buyers have nothing to induce them into any urgency about purchasing. We quote: Summerite, \$18.50; Eglinton, \$17.25; Carubro, \$17; Slemons, No. 1, \$18; Langloan, \$19; wrought scrap, No. 1, \$15 to \$16; bar, \$1.90 to \$1.95. Tin plates, coke, \$3.15 to \$3.20; I. C. charcoal, \$3.75 to \$4.25; Canada plates, \$2.50 to \$2.69; terrae plates, \$7.25 to \$7.75. Orford copper, 11½ to 12½; ingot tin, 21½ to 22c.

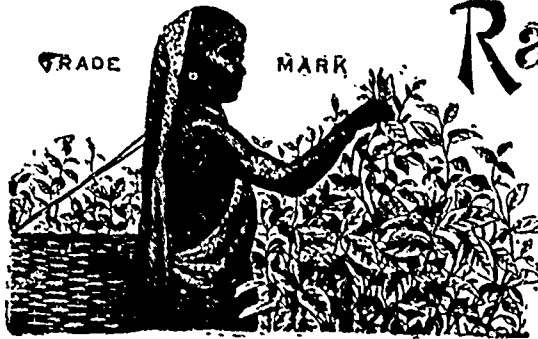
Lead and Oils.—There has been no marked change in the lead market, but so new a more business has been doing. Values are unchanged on the old basis of \$4.75 to \$5. Government standard.

Glass is quiet and steady at \$1.35 and putty at \$1.85 in bulk.

Lined oil in round lots has sold at 60c for raw and 63c for boiled, but the market is quiet on the whole.—Gazette, June 2.

## Canned Salmon.

About two months ago considerable sales were made of British Columbian salmon at \$4.40 to 4.50 for favorite leading brands for July and August delivery, and at \$4.20 to 4.30 for second brands, at which prices nearly every one filled up. Now, however, canners are offering at quite a decline on those figures, offers being made at \$4.00 to 4.15 as to brand, which is very annoying to all those who bought at the higher range of quotations, more especially as no deliveries have yet been made. The low prices which have recently been quoted at the Coast are probably due to prospects of a large run of salmon.—Montreal Trade Bulletin.



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GUARANTEED ABSOLUTELY PURE  
AS MANUFACTURED ON THE  
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The most perfect Flouring Mill in Canada. CAPACITY 2,000 BARRELS A DAY.

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See it before Purchasing Spring Goods

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**FALL TRADE, 1893.**

Our Mr. MATTHEWS is now on his usual trip and will show our Western friends all the LATEST NEW GOODS. Special value in Underwear, Shirts, Half Hose, Rubber Coats, Umbrellas, Mufflers, etc., etc. MAGNIFICENT RANGE OF TIES in latest shapes OUR OWN PATENT IN BRACES particularly desirable.

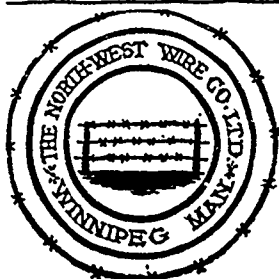
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WHOLESALE MEN'S FURNISHINGS,

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— MONTREAL.



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We have added to our manufacture of BARBED and PLAIN TWISTED WIRE FENCING and STAPLES, that of STEEL WIRE NAILS, and are now prepared to furnish Wire Nails, equal, if not Superior to any in the market, on as favorable terms as any other Canadian manufacturer.

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## THOS. CLEARHUE,

BROCKVILLE, - ONT.

—WHOLESALE DEALER IN—

GLOVES,

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NOTE.—My travellers will have the pleasure of calling upon you shortly with a full range of samples for the season of 1893.

## HOPE & CO.

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Feathers AND  
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## Improving Farmers' Credits.

The time has not very long gone by since the business credit of American farmers was ranked second to none. To lend to a farmer was always reckoned entirely safe, and mortgages on farm real estate were sought for as unimpeachable securities of the very highest value. It is idle to deny that a considerable change in this desirable condition has been brought about. Part of it is due to causes that farmers could not control. But whatever the reasons for this state of thing, a return to the old condition is desirable. It may not be best for farmers ever to borrow money; but if they do, they least of all can afford to be discriminated against by high rates of interest. It is notorious, especially in the south and west, that farmers are obliged to pay often much more than the legal rates of interest for the money required to carry on their operations.

Part of the difficulty comes from farming too large areas of land. It is a relic of early times, when those who first secured large tracts of land made enormous profits as it came into cultivation and became productive. No such increase of values of large tracts of land for farm purposes can now be looked for. As a rule, the man who takes up a homestead soon begins to depreciate rather than to increase its valuation. Often after three or four years the loss of fertility is greater than all the improvements made in a cheap dug out house, and possibly a still cheaper and poorer barn. The money lender who has advanced financial aid, with a vague idea that the land would at least be always there, finds, indeed, that the land is on his hands—but it is a corpse. The fertility that alone made it valuable, has taken flight.

There needs to be in commercial phrase a new re-rating of various kinds of farm credits. Some are still as good as they ever were. Whether they are or are not depends a little on the location, but, as in other things, more upon the man. It is hard in a neighborhood where the exhaustive policy is pursued, to follow any other. But as a rule the best farmers do not choose such neighborhoods. A good farmer makes more when all his neighbors are making money also. This is different from most other kinds of business, where a fierce and often ruinous competition seems to be the necessary price for occasional successes.

Money in commercial centres on real estate securities can be had for long terms of years for three to four per cent. National and state semi-annual bonds at three per cent can generally be sold at a premium. No farmer of our acquaintance has ever been able to borrow at so low a rate as this. Why should he not do so? If he could the value of farm property would at once greatly increase.

We take it as reasonably certain that farm land in the older sections of the country, if kept up to its present basis of fertility, must hereafter be higher than it has been. The new virgin lands of the far west have mostly been taken up. The tide of emigration for farmers that has rolled westward so long to the disadvantage of the east is about to be turned back. It means smaller farms. This, of course, must greatly lessen the demand for borrowing. Each new farmer will bring some capital, and what he pays will enable him who sells a part of his farm to work the rest enough better to make his product more valuable and at less expense than before.

When once the new order of things is begun the long-ago advice of the Grange not to run in debt will seem more possible. It will cease to be a dead letter, as it has been since the Grange was organized. What is of more importance, debts, when incurred will be promptly paid, and interest, either annual or semi annual, will be promptly paid whenever it is due. This has been a fault of farmers nearly everywhere. The fact that their credit was good has tempted them to take liberties with it that they ought not to have done.

We do not take stock in the western demands for government loans to farmers at 2 per cent interest. We should have greater faith in it

if the demand came from men whose credit was good enough to give them loans at legal rates. A reduction of interest to these, or even to 4 per cent, based on the greater security of farm property, and greater promptitude of farmers in paying interest and principal of their debts, will do more for American farmers than any special aid the general government can be expected to furnish. The nation can only lend money by levying increased taxes to raise it. If there be any notion that government can by act of congress create money enough to make all rich, it surely ought not to stop with farmers. But that is a delusion that has had its day, and few thinking men and women ever were deceived by it. The improvement that we advocate is one that is not only practicable, but may be attained by efforts of farmers themselves without calling on the government for anything. *American Cultivator.*

## The Country Store.

It may seem to be a very simple thing to go into a small country place and open a store and succeed. But it is like all other undertakings, there are more than one way to run the country store. The man who thinks there is nothing in it that requires thought and brains will certainly not succeed.

The man who looks upon it as a simple business will open his store with just the most meagre line of the commonest necessities, heap the goods up anywhere out of sight, or in sight, and sit down to wait for a customer to come in and ask for just this or that specific article, get it and go away. That is not the way to run a country store. There is a knack in it.

The man who realizes that there is scope even in a small country store for the exercise of thought will see that his customers shall not enter his store and leave without at least seeing something that might be sold to the mutual advantage of each. He will not put his goods under the counter nor in the back room. He knows it would be as detrimental to his business as it was to the moralists' influence who put his light under a bushel. His goods are carefully displayed. A nice show window is a pretty cheap way to advertise and to attract the customer who comes to buy and also the one who passes by to go somewhere else perhaps.

The successful country merchant studies the best interests of his customers, and to this end he is always looking for something that he thinks might sell and make house-keeping a little easier. Articles not called for he will not order in quantity, but he will send for a small trial order, and he will display this in the most attractive way so as to attract the eye. If it is not noticed he may with perfect propriety call attention to it as a convenient or economical food, or for whatever purpose it is intended. In these days of canned goods, of nice little devices to make housekeeping easy, especially to people who do their own work, of cheap artistic notions that make a home pretty, there is a multitude of ways to increase trade, and to the benefit of the customer as well as to that of the merchant. Canned salmon is a most delicious luxury sold at the price of the cheapest necessity in its line. It is cheaper than butcher's meat, makes a very agreeable change, and is so easily prepared. The same is true of other canned goods.

These are simply suggestions. They may be multiplied at will, and it would take columns to exhaust the topic. The successful merchant will simply keep his eyes and ears open and all the same reach out in new ways to increase his trade. He reads advertisements and studies lists of goods to see what he can find to place before his customers to the advantage of them as well as of himself. And he will not neglect to let his neighbours hear from him from time to time as to what he has. We believe the columns of the little town paper is a better medium than all the circulars and handbills he can send out. We are a reading people and people of taste. We like pretty things, and will have them if not too dear. The same is

true of our eating. We like a nice dish. Let us know where to find what we want at a reasonable price, and we will go for it. Put it before our eyes and we will be tempted to try it. A very good plan is to put some such article in the window, and if it is not high cost to mark the price on it. Many people would buy a thing if they had any idea how inexpensive it is. They are afraid to ask the price lest it be too dear, and they think the merchant or some bystander will be apprised why they do not take it. For we are a proud people too.—*Grocer and Country Merchant.*

## Cost of Living in European Cities.

The *London Times* says: "A commercial return has just been issued showing the average retail prices per pound avoirdupois of various articles of domestic consumption, medium qualities, in some of the principal cities of Europe during last year. The cities selected are Paris, Lille, Berlin, Frankfort-on-the-Maine, Hamburg, Vienna, Budapest, Prague, Rome, Florence and Brussels. The prices of prime beef varied very much. In Prague it could be obtained for 7d a pound, in Vienna for 8d, in Rome and Budapest for 8½d, while in Paris the price fluctuated between 1s and 1s 4d, and in Lille as much as 1s 5½ had to be paid. Flour ranged from 1s 10d in Budapest to 2½d in Paris, Frankfort and Florence. It is curious to notice that while in Lille flour could be purchased for 2½d a pound and white household bread cost 1½d, in Berlin this was exactly reversed, bread costing 2½d and flour being ½d cheaper. Potatoes were under 1d per pound in all the cities except Hamburg. Rice ranged from 1½d (in Brussels) to 5d; sugar, good white lump, cracked or sawed, from 3½d to 7½d (in Rome and Florence), and coffee (Brazil or plantation, roasted and ground without chicory or other coffee substituted) from 1s 4½d in Berlin to 2s 6d (fresh roasted) in Paris. In Brussels coffee from the Dutch colonies can be obtained for 1s 2½d a pound."

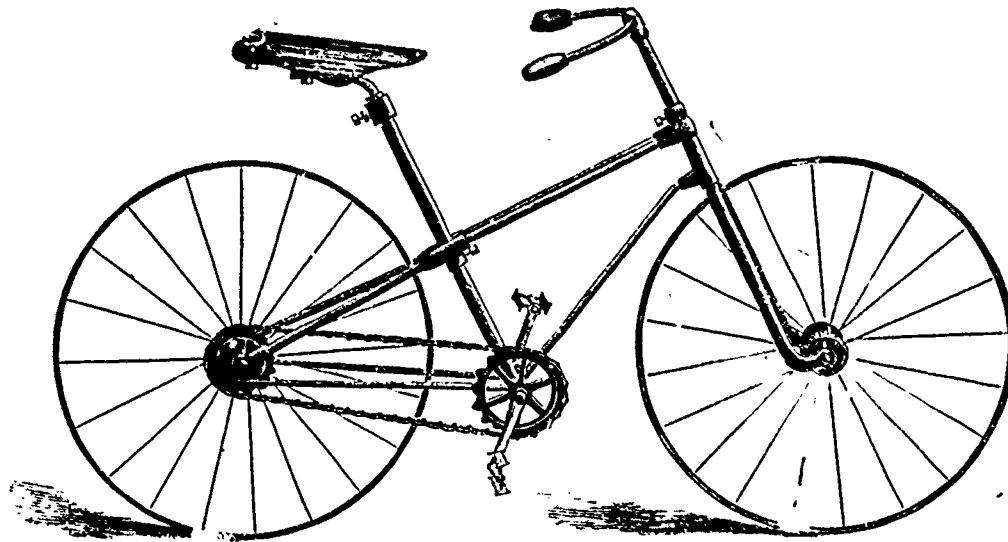
## Fur Trade Notes.

The *New York Fur Trade Review* for June says: "A number of important orders have been placed, making it evident that certain articles and styles will again be in favor. The demand for conveys is still active, even at the advanced prices. Raccoon sells somewhat slowly, but all coat skins will doubtless sell well later on. Possums are also quiet at the moment, but are expected to be in demand as the season advances. Astrakhans sell slowly, the demand being chiefly for flat skins, and the curly sorts suitable for edgings. The request for marten and sable is limited at present, but will undoubtedly revive if neck scarfs continue in fashion; skunk-dyed opossum and raccoon are in moderate demand; dyed opossum will be used; linings are dull. Muskrat is inactive, but holders manifest no desire to sell except at full market prices."

The catch of hair seals for 1893 is very small compared with other years, the total being under 140,000 seals, many of them being old and of little value; the price of seal oil, for which these seals are chiefly taken, is lower than usual, and consequently the catch is really a failure. The loss will be severely felt in all branches of business at St. Johns, Newfoundland.

The London Price Sales will begin on June 12. Lower prices usually prevail at the June Sale. Messrs. C. M. Lamson & Co. will offer: Raccoon, 120,000; Muskrat, 230,000; Skunk, 160,000; Opossum, 85,000; Mink, 60,000; Fox, Grey, 10,000; Fox, Red, 26,000; Fox, Cross, 400; Fox, Silver, 40; Fox, Japanese, 20,000; Beaver, 800; Bear, 2,000; Wolf, 9,000; Nutria, 100,000; Monkey, 2,000; Austr. Opossum, 50,000; Wombat, 68,000; Wallaby, 20,000; Kangaroo, 17,000; Marten, 4,200; Fisher, 500; Otter, 300; Lynx, 900; Russian Sable, 800; Lamb, Persian, 4,500.





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### Montreal Markets.

**Flour**—The past week has been even duller than that of the week previous, and prices are lower. Western millers have been in the city this week for the purpose of raising some flour, but dealers here say that no actual business was transacted, although lots of 1,000 bbls. were offered at very low figures. Straight roller flour is offered freely at \$3.35 laid down here on track, and one large lot was offered at \$3.32½. Dealers have sold at \$3.45 to \$3.55 delivered. There is no money in shipping to England, and consequently offerings from the west for delivery in this market are larger. Although at low prices, a fair business is reported on local account, as bakers have been compelled to replenish stocks. In strong bakers flour, choice city brands have been sold at \$3.90 to \$4 as to quantity, and some pretty good quality of Manitoba strong bakers has changed hands at \$3.75, with good medium selling at \$3.50 down to \$3.25 for common. Millers are evidently pushing sales, judging from the low prices that have been accepted during the past week.

**Oatmeal**—Oatmeal is very firm, the best brands of rolled oats and granulated being quoted firm at \$4.20 to \$4.25 per bbl. for first brands and \$4.10 to \$4.15 for seconds. In a jobbing way we quote prices as follows: Rolled and granulated, \$4.20 to 4.30; standard \$4.05 to 4.20. In bags, granulated and rolled, \$2.05 to 2.15, and standard, \$1.95 to \$2.10.

**Mill Feed**—Bran continues to maintain its firm position, sales being reported of car loads on track at \$15 to \$15.50, and shorts are quoted steady \$16.50 to \$17.

**Wheat**—Prices are lower all round on both sides of the Atlantic, and in this market, in order to make sales fully 2c lower prices would have to be accepted. No. 2 hard Manitoba is offered at 73c afloat Fort William, but that figure cannot be realized. It is said by exporters that they could not pay over 71c to day at Fort William nor over 81c afloat here.

**Butter**—The market for both creamery and dairy butter continues to lean towards ease, the sale of a lot of 50 pkgs. of choice creamery being made yesterday at 19½c for Newfoundland account, which is considered an outside figure for a round lot. A lot of 35 tubs of very fine, Eastern Townships dairy was also sold at 17½c. It is believed that the make of June creamery will be the heaviest ever known, judging from the number of new factories started and the magnificent prospect for pasturage. A fair quotation for creamery is 18½c to 19½c, and for Eastern Townships dairy 16½c to 18c, with possibly single selected tubs bringing a little more. Western is quiet at 15c to 16c.

**Oats**—The market keeps very firm, sales having transpired of about 30,000 bushels at 39c

in store, and 39½c afloat per 34 lbs for No. 2 white and mixed.

**Barley**—Feed barley is quiet, with last sales reported at 42c. No. 3 extra is quoted at 45c. Malting barley is quoted at 45 to 53c.

**Meats**—Regular mess pork advanced to \$23, but it has since receded to \$20.65. Inlard there is no change here, the lower grades of compound selling at \$1.90 to \$1.95 per pail and at \$2.20 for the best brands. Pure leaf lard is steady at \$2.45 to 2.50. In smoked meats there is little change, the sale of a lot of 100 hams being reported at 12½c, the average being on the heavy side. In other kinds the market is about as quoted a week ago.

**Cheese**—The feature of the market this week has been the active enquiry for full cream colored stock, which has sold at 9 11/16c, but owing to scarcity a number of orders had to go unfulfilled for this week's steamers. Sales of finest Western whites were made on this market at 9½ to 9¾c, with finest French changing hands at 9½ to 9¾c, and we quote French 9 to 9¾c. We learn of some forward sales of finest Western colored at 45s 6d c. i. f. London for next week's shipment. Several thousand boxes have changed hands on this market at 9 to 9¾c for French and at 9½ to 9¾c Western white, and 9 11/16c to 9¾c for finest Western colored.

**Eggs**—The market remains steady at 11½c, one or two round lots being reported at 11c. A few choice cases have sold at 12c. English buyers say that it is useless wasting money in cabling, as the market here is altogether too high for England.

**Wool**—The market continues firm although the mills are not buying to any extent. In Cape wool a few sales have transpired at 14½ to 15½c, as to grade, the inside figure being shaded for a not very desirable parcel. Scoured wool is quiet, but steady, and in North West wool there is very little doing, owing to lightness of supplies. We quote: Cyp., 14½ to 16½; scoured B.A. wool, 29 to 39; Canadian fleece, 19 to 21c, and Northwest wool, 12 to 13c as to grade.

**Leather**—The sale of a lot of 250 sides of No. 2 manufacturers sole was reported at 17c, and a smaller lot of No. 1 do, at 19c. Waxed upper is unchanged and quoted at 20 to 25c, and split at 11 to 19c. There is still a fair enquiry for Dongola and colored leather at steady prices.

**Hides, etc.**—The position of hides has undergone no very marked change during the week, the demand from tanners being exceedingly light. Prices are unchanged, although an easier feeling prevails, owing the accumulation of stocks in dealers' hands. Dealers are paying 5 to 5½c for No. 1 hides. We quote: Nos. 1, 2 and 3 hides to tanners 5½, 4½ and 3½c, and to dealers 5 to 5½c, 4 to 4½c and 3 to 3½c for Nos. 1, 2 and 3. Calfskins 8c; sheepskins, \$1.00 to 1.25,

and lambskins 20 to 25c. Clips 15c.—*Trade Bulletin*, June 2.

### Montreal Grocery Trade Notes.

The local sugar market is fairly active, and while the general tone of the raw markets hold firm, there is no further advance in refined here. It is said that offers of 4½c from the Trusts for Cuba centrifugals have been refused, the holders asking 4¾c. Local refiners are quoting granulated at 5 5/16c; but business is being done at 5½c, while the lowest yellows are at 4 5/16c.

Syrups are quiet, but firmly held at 1½c to 2c per lb.

The molasses market continues easy under heavy supplies. Three cargoes—nearly 2,000 puncheons—of Barbadoes have arrived this week, and there are several other cargoes close at hand. Sales are reported of 25 puncheon lots 30c. The price in the islands is unchanged at 12c.

The tea market is very quiet. No large transactions are reported, business being confined to a small jobbing movement. Low grades and medium Japans are receiving most attention.

A good distributive business is reported in rice at unchanged prices. We quote ordinary \$3.85 to \$4; Japan, \$4 to \$4.50; Patnas and Carolinas, \$4 50 to \$5.50.—*Gazette*, June 2.

### Inspection of Oats.

After consideration of the memorial to the Government on the subject of grain inspection sent by three members of the Montreal Board of Examiners, requesting the Government "not to allow the Inspector to pass any oats that he was cognizant had been deliberately mixed with barley; but to inspect according to the provisions of the Act governing the inspection," the Hon. J. F. Wood, comptroller of inland revenue has rendered a decision to the effect that the standard of No. 2 oats as fixed at the beginning of the present session must not be interfered with, and that there was no valid reason for acting upon the request of the petitioners.

Latest advices from England state that notwithstanding the large arrivals, an advance of 1.16d has been established in castor oil. The continued advance in the price is owing to the short supply of seed, which has not yet been felt to its fullest extent. In this market castor oil is firm at 7 to 7½c per lb, with a firm market and decidedly upward tendency in prices.

R. B. HUTCHISON,  
(Late of Mills & Hutchison, Montreal.)

EDWARD J. DIGNUM.

R. A. NISBET.

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# Gillies' Series of Pens.

NO.	DESCRIPTION.	PER GROSS
202	Railway Pen, fine point.....	40c
212	Peruvian Pen, medium point.....	70c
222	Queen Pen, fine point.....	70c
232	Lodger Pen, fine point.....	70c
242	Beaver Pen, turned up point.....	60c
252	Commercial Pen, medium point.....	60c
262	Electric Pen, fine point.....	60c
272	Public Pen, fine point.....	45c
302	Falcon Pen, medium point.....	45c
402	Lorne Pen, extra broad point.....	65c
502	Windsor Pen, medium point.....	50c

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# LIME JUICE.

About 1,000 gallons of Pure West India Lime Juice just received.

Leithead's Phenyle Disinfectant in stock.

Also receiving large shipments of Chloride Lime and Carbolic Acid.

For Soda Water Manufacturers and Confectioners: A full line of Essences and Extracts.

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# CONSUMER'S CORDAGE CO.

LIMITED.

BRANTFORD. PORT HOPE. MONTREAL. QUEBEC. HALIFAX

# BINDER TWINE

FOR 1893.

Prices and Samples can now be obtained from our Manitoba and N.W. Agents,

MERRICK, ANDERSON & CO., Winnipeg.

QUOTATIONS MUCH LOWER THAN EVER BEFORE.

### Reciprocal Arbitration.

The arbitration clauses in the constitution and by-laws of the Toronto board of trade are among the most useful that legislation has granted that body. Similar clauses were adopted by the Dominion Millers' Association at the time of their incorporation less than a year ago. The Montreal Trade Bulletin suggests that not only might disputes between individual members of the same board of trade be settled by arbitration, but that the disputes between members of different boards be settled in a like manner.

Of the suggested reciprocal arbitration the Bulletin says: "A case has been brought to our attention in which a Toronto firm sold 10,000 bushels of grain to a Montreal house early last winter, when prices were lower than they are to-day. After a good deal of delay the Toronto firm fulfilled part of the contract by delivering 5,000 bushels at the stipulated price, since which time it has been repeatedly requested to complete the contract; but as it refused to answer the letters of the Montreal firm, the latter communicated with the Toronto board of trade with a view to having the matter heard and adjusted before that body, the reply to which was as follows: "In reply to yours of 14th inst., I regret to say that our by-laws provide only for the settlement of disputes between members. There is no reciprocity between the boards of trade of the Dominion in the matter of arbitration." This was quite a surprise to the firm here, which thought the above case was just such a one as the Toronto board of trade would have recognized as within its jurisdiction, but it seems that it can only arbitrate in disputes between its own members; and if the same rule applies to the Montreal board of trade it is high time that steps be taken to bring about reciprocal action in matters of this kind, so that members of the Montreal board of trade are allowed to arbitrate with members of the Toronto board of trade, and vice versa.—*Canadian Miller.*

### The Toronto Boom

A bill to shorten the limit of time to ten years when action may be taken upon the covenant in a mortgage has been read a second time in the Ontario Legislature. The limit is now twenty years. And the promoters of the bill have no doubt been influenced by the experience of Toronto during the past year or two. To every mortgage there is a clause in which the maker covenants to see that the conditions there entered into are carried out. As everybody knows Toronto has during the last two or three years been reaping the whirlwind of a real estate boom. When the slump in values occurred many men found themselves burdened with property they could not realize upon, or for which, even did they find a purchaser, they could not get enough to retire the mortgage. Hundreds of them could not pay interest let alone principal. Then there was the consequent foreclosures. In many instances the land had passed through more than one hands since the mortgage was made. In such instances the mortgagee often looked to the original mortgagor for indemnity. If he failed to comply the land would be sold, usually at a sacrifice, and then the demand would be made upon the latter for the difference in the price obtained by the property at a forced sale and the amount of the mortgage, plus interest, cost, etc. In the event of non-compliance there was the inevitable writ. By this means numbers of men who thought themselves even wealthy suddenly found themselves penniless. Never dreaming in the boomtime, that there would be any difficulty, some speculators were on covenants for, in the aggregate, enormous sums. One well known legal man was reputed to have his covenants to the extent of over a million dollars. But whatever the amount might have been he found it necessary to take a trip to England to get the necessary assistance to tide him over. In other instances,

where the prospects were good, the banks came to the rescue by granting periods of extension spreading over one, two and three years. In the avalanche were swallowed up numbers of business men.—*Gaeocr.*

### Canada was the First

Toronto Mail. It is generally known that the first steam-driven vessel to cross the Atlantic was built in Canada. The information is not so general, however, that this same craft was subsequently converted into a cruiser and was the first steamship engaged in actual war.

The facts in the case are stated in Johnson's Alphabet of First Things in Canada. The ship was the Royal William. She was built at the Cove, Quebec, in the winter of 1830-31, and during the season of 1832-3 piled between Quebec and Halifax. In the latter season she was sent to London, and there chartered by the Portuguese government to transport troops intended for service of the late Dom Pedro to Brazil. Returning to London, she was sold to the Spanish government, by the latter converted into a cruiser, and employed against Don Carlos in the civil war of 1836—thus being the first steamer to fire a hostile shot.

There is still another curious fact that may have been overlooked—that troops withdrawn from Canada, upon the close of the American war of 1812-15, for the purpose of joining the army intended to crush Napoleon after his return from Elba, were transported down the St. Lawrence by a Canadian steamer! This was probably the first occasion on which a steam vessel was used for purposes of military transport.

Canada, therefore, not only furnished the world with the first steam war vessel, but she almost certainly provided the first steam troopship as well.

Henderson's directory for 1893 is out. It is a complete directory for Manitoba and the Territories.

"Six Thousand Miles through Wonderland" is the title of a very handsome publication recently issued by the Northern Pacific Railway Co., a copy of which has reached THE COMMERCIAL. It is a description of the region traversed by the Northern Pacific and connecting lines. The illustrations are very beautifully executed. Considerable space is given to a description of the famous Kootenay country of British Columbia.

Andrew Allan, President. John McKechnie, Supt.  
F. H. Brydges, Vice-President. W. R. Allan, Sec.-Treas.

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OF MANITOBA LIMITED  
MILL ROLLS GROUND & CORRUGATED.  
Architectural Iron Work.  
**ENGINE AND BOILER WORKS,**  
GENERAL BLACKSMITHING.  
POINT DOUGLAS AVE., WINNIPEG.

A very handsome little publication of the Wisconsin Central Railway has reached THE COMMERCIAL, giving descriptions of the many health, pleasure and sporting resorts of that region, beautifully illustrated. The publications of the Wisconsin Central are always unexcelled in beauty of print and illustration.

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Can have one at a great Bargain.

10 Horse Power, in Perfect Order.

GOOD AS NEW.

Apply at the Office of this Journal,  
James St. East, WINNIPEG.

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## Lumber, Shingles and Lath,

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### To Chicago and the World's Fair.

"The Northwestern Line" now offers the following improved train service from Minneapolis and St. Paul.

"The Badger State Express" leaves Minneapolis every morning 7:20, St. Paul, 8 o'clock, and arrives Chicago 9:35 p. m. This train is equipped with modern day coaches and luxurious parlor cars. By this train the traveler is enabled to see the beautiful scenery of Wisconsin with its hills, rivers and lakes, giving a most delightful daylight ride through a most picturesque and interesting region.

"The World's Fair Express" leaves Minneapolis every evening, except Sunday, 5:45, St. Paul, 6:20 o'clock, and arrives Chicago, 7:45 next morning. This train is equipped with vestibuled, Gas-Lighted Buffet Sleepers and Free Chair Cars; and because of the early arrival in Chicago is best train for World's Fair.

"The Northwestern Limited" leaves Minneapolis every night in the year, 7:30, St. Paul, 8:10 o'clock, and arrives Chicago 9:30 next morning. This is the only train west of Chicago equipped with Pullman and Wagner Private Compartment Sleeping Cars and Buffet Smoking Library Coaches, and is only train of its kind in America on which extra fare is not charged.

World's Fair Excursion Tickets now on sale, via "The Northwestern Line."

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HILLSBOROUGH, NEW BRUNSWICK.

**THE CONFEDERATION LIFE ASSOCIATION.**

**Twenty-first Annual Report.**

**ANOTHER YEAR OF SOLID PROGRESS.**

The Now Insurance Written Exceeds That of Any Other Year in the History of the Company—Increase Made in All Departments of the Company's Business.

The Twenty-first Annual Meeting of the Confederation Life Association was held on Tuesday, May 9th, at 3 o'clock in the afternoon, in the Board Room of the Company's new building in Toronto.

The Hon. Sir W. P. Howland, C.B., K.C.M.G., occupied the chair, and the Managing Director, Mr. J. K. Macdonald, was appointed secretary. There was a large attendance of policy holders and shareholders of the Association, among those present being:

Edward Hooper, vice-president; W. H. Beatty, Q.C., Walter S. Lee, W. H. Gibbs, George Mitchell (of Halifax, N.S.), S. Nordheimer, A. McLean Howard, J. D. Edgar, M.P., Alfred Gooderham James Beatty, Q.C., H. H. Ogden, J. S. Huston, I. Diamond, C. M. Gripton, R. R. Ganev, R. S. Baird, Alfred Myers, C. E. Hooper, W. A. Lamb, Dr. William Oldright, W. McGibbon, J. M. Richardson, J. P. Donald, Henry Harper, F. W. Green (provincial manager C.L.A., Halifax), W. R. Harris, D. McDonald (Inspector for Manitoba, the Northwest and British Columbia), J. Tower Boyd, Thomas Sanderson, F. H. Heath, H. C. Snow, F. H. Johnston, Rev. Mr. Ball, John Colridge, D. George Chesnut, A. W. R. Markley (Calgary), G. W. Parker (of St. John, N.B.), James Musson, P. D. McKinnon, E. H. Gamble, A. J. Russell Snow, R. J. Hunter, W. Macdonald, J. L. Kerr, etc.

The President opened the meeting by calling upon the Secretary to read copy of the advertisement and of the notices to the shareholders calling the meeting. The minutes of the last meeting were taken as read and formally adopted.

THE FOLLOWING REPORT AND FINANCIAL STATEMENTS WERE THEN SUBMITTED TO THE MEETING:

**REPORT**

Your Directors beg to lay before the shareholders and policyholders their Report for the past year. In doing so they take the opportunity to express the gratification at the striking evidences of the growing popularity of the Association, shown by the large increase in new business. It should be borne in mind that the business obtained by this Association is drawn entirely from the healthy lives of our Dominion, and has been secured without resorting to the far too common practice, on the part of some Companies, of granting policies for nothing, or for only a small portion of the premium for the first year. Nor has it been obtained by insuring lives in climates and countries where the mortality experience must prove unfavorable, and consequently injurious to the Canadian policyholders.

The question of extending the operations of the Association to points outside of Canada is one which may require more than a mere incidental consideration from your Board, and if at any time it should be decided to go outside, the operations will be restricted to countries where the mortality will not injuriously react upon our home policyholders. There is, however, very much to be said in favor of confining the business to Canada, and growing with its growth.

The new business is much the largest of any year in the history of the Association. There were 2,353 applications for \$3,815,050. Of these 2,259 for \$3,590,150, were approved, and the balance declined or withdrawn. Adding to the new issue the revived policies of previous years and bonus additions, the total new business was 2,291 policies for \$3,072,591 of insurance.

The total insurance in force at the close of the year was \$2,585,752, under 14,074 policies on 12,914 lives.

The death claims which arose during the year aggregated the sum of \$173,751, under 105 policies on 86 lives. The mortality continues favorable, and the amount of the death claims conforms very closely to that of the previous year.

The financial statements herewith submitted exhibit fully the Company's position at the close of the year. The audit has been made in a thorough, prompt and satisfactory manner. The report of the auditors will be found following the financial statements.

The handsome head office building is now almost finished. The Association took possession of that part occupied for the business of the Company on October the 11th, and the first meeting of the board was held in the new board room on the following day. The Association's offices are handsome, commodious and well lighted, and are in every way suited for its present and future business. A considerable portion has been rented, and very much more would have been but for the great and unlooked-for delay in completing it. The western block will soon be ready, when it is anticipated satisfactory arrangements for renting will be made. Your Directors believe that already the Association has derived great benefit from the erection of our Head Office building, as there is no doubt it has had the effect of giving a feeling of increased security, and its future as a paying investment is assured. The future of the city of Toronto is the best guarantee of the future of our building. Situated in the very centre of the city, the day is not far distant

when the demand for the spacious, airy and well lighted renting spaces will yield a better return than the best investment of the Association.

Under the Act of Incorporation all the Directors retire, but are eligible for re-election.

W. P. HOWLAND,  
President.  
J. K. MACDONALD,  
Managing Director.

**FINANCIAL STATEMENT**

Net Ledger Assets, Dec. 31, 1891..... \$3,483,017 39

**RECEIPTS.**

Premiums .....	\$710,018 24	
Annuities .....	6,411 75	
	\$721,459 99	
Less Re-Assurance Premiums .....	4,481 32	
		716,978 67
Interest and Rents .....	\$172,903 04	
Less Repairs and Taxes .....	12,371 31	
		160,531 73
		<b>\$1,361,128 43</b>

**DISBURSEMENTS.**

Expenses (Salaries and Commissions, Agents, Doctors, Solicitors, etc.) .....	\$174,947 54
Annuities (Late \$3,372 90), Temporary, \$20,021 59 .....	29,994 49

**To Policyholders**

Death Claims .....	\$163,950 14
Endowment Claims .....	17,737 00
Surrendered Policies .....	27,024 05
Dividends (Cash and T. R's) .....	65,789 10
	279,630 91

Dividends to Stockholders and Civil Tax .....	15,216 42
Balance to New Account .....	5,801,439 04
	<b>\$1,361,128 43</b>

**BALANCE SHEET.**

**ASSETS.**

Mortgages .....	\$2,008,483 01
Debentures .....	401,831 57
Real Estate .....	914,473 70
Loans on Stocks and Debentures .....	27,492 79
Government Stock and Deposit .....	4,824 70
Loans on Company's Policies .....	327,662 09
Fire Premiums due from Mortgagees .....	4,400 51
Furniture .....	4,912 29
Advances to Agents and Employees on Security of Salaries and Commissions, and for Travelling Expenses .....	4,310 77
Sundry Current Accounts .....	126 70
Cash in Banks, \$10,590 60; at H. O., \$213 08 .....	10,803 68
Outstanding premiums .....	\$101,972 75
Deferred Premiums .....	34,747 43
	\$139,720 18

Less 10 per cent. for collection .....	13,672 00
(Reserve thereon included in Liabilities .....	123,048 18
Interest and Rents due and accrued .....	90,426 41
	<b>\$4,115,170 60</b>

**LIABILITIES**

Assurance and Annuity Funds .....	\$3,000,700 00
Losses by Death accrued (not adjusted) .....	23,516 63
Fees, Doctors and Directors .....	7,474 01
Capital Stock paid up .....	100,000 00
Dividends due January 1st 1892 .....	7,500 00
To Policyholders for Balance Declared Profits (Cash and T. R's) .....	48,239 82
Current Accounts .....	34,216 97
Cash Surplus above all Liabilities .....	293,423 18
	<b>\$4,115,170 60</b>

Cash Surplus above all Liabilities .....	\$ 293,423 18
Capital Stock paid up as above .....	100,000 00
Capital Stock subscribed not called in .....	900,000 00

**Total Surplus Security for Policy Holders .....** \$1,293,423 18

J. K. MACDONALD, Managing Director.

**Auditors' Report.**

We beg to report that we have completed the audit of the books of the Association for the year ending December 31st, 1891, and have examined the vouchers connected therewith, and certify that the financial statements agree with the books and are correct.

The securities represented in the assets (with the exception of those lodged with the Dominion Government, amounting to \$34,500, have been examined and compared with the books of the Association, and are correct, and correspond with the Schedules and Ledgers.

The bank balances and cash are certified as correct. (Signed) W. R. HARRIS, WM. E. WATSON, Auditors.

Toronto, February 10th, 1892.

The President, Sir W. P. Howland, in moving the adoption of Annual Report and financial statements submitted therewith, pointed out that notwithstanding the increased competition encountered, the new business of the past year showed a gain over the previous year of \$755,363,

and there was in force at the end of the year the very large amount of \$22,665,752—an increase in the amount at risk over that at December, 1891, of close upon \$2,000,000, this being the largest business ever done in any year of the Company's history. The operations of the Company have extended and increased in every part of the Dominion, and as the report shows, it is rapidly gaining in public confidence wherever represented.

Mr. Edward Hooper, Vice-President, said that the magnificent business of the Company had placed it in the very first rank of Canadian companies. He referred to the organization of the Company and that he was one of the original stockholders. His confidence in its future was established when it became known to him that Mr. Macdonald, its present Managing Director, was to be at the helm. He expressed great joy at the unexpected pleasure of being present to-day. He had been present at the first meeting in connection with the formation of the Company, and had much pleasure in recording the Report.

Mr. Macdonald, the Managing Director, voluntarily offered an explanation in regard to one or two of the items contained in the report, and stated in conclusion that the business of the Association for the present year was, so far, eminently satisfactory. The applications for new insurance were over one-third greater than for the corresponding period of 1892, or any former year. The interest income shows an increase, up to the end of last month, of over \$4,000, and the Premium Income, speaking from memory, of over \$15,000. (Applause.)

The motion in regard to the adoption of the Report was then unanimously carried.

Mr. George Mitchell, of Halifax, N.S., in reply to a motion of thanks, which was duly passed, to the General and Local Directors of the Association, expressed his great satisfaction with the Company's new building after a thorough inspection of it. He also expressed his surprise with the growth and solidity of Toronto—his last visit to the city being made twenty-five years ago. Speaking for the maritime provinces, he said: "The Confederation Life has been steadily growing in public favor. The Manager for the Provinces, Mr. F. W. Green, has proved himself to be thoroughly competent and every where popular, and his early training at the Head Office and the knowledge gained while there concerning the affairs of the Company gives him a measure of confidence which proves invaluable to him and those under him in his field work. I am proud to feel that the maritime provinces are contributing largely to the success and prosperity of this great Company." He thought that all Canadians east and west should unite in sustaining our home companies instead of giving business to foreign ones.

Mr. W. H. Gibbs moved, seconded by Mr. Walter S. Lee, that the thanks of the meeting be tendered to the officers, agents, etc., of the Association for their efforts during the past year.

Mr. F. W. Green, manager for the maritime provinces, replying on behalf of the field workers of the Association, expressed his great pleasure at being present at the first annual meeting of the Association in its new head office building. Agents of some rival companies endeavor to depreciate the Association in connection with its building. His answer to these was, that the building was the outcome of the mature judgment of the same board of directors who had made the company such a phenomenal success from its formation, and which was in itself an evidence of the wisdom and enterprise of the management. Referring to the statement made in the report to the too common and pernicious habit of rebating, he said: "That although in the last four years several million dollars' worth of new business had been sent in from the maritime provinces, not a single policy had been obtained by a rebate or a concession of even so much as one single cent. The company had firmly fought the common practice of rebating, and he hoped it would continue to set its face against it."

Mr. A. R. Markley, of Calgary, and others, spoke in expression of their pleasure at being present at the meeting, and referred in complimentary terms to the high appreciation in which the Association is held by the insuring public.

After some further routine business a poll was duly opened for the election of directors. All the members of the old Board were re-elected.

**On His 55th Birthday**

Mr. W. H. Beatty then, at the request of the President, unveiled a portrait of the Managing Director, painted by Mr. O. A. Reid, of Toronto, and in a few graceful words presented it, on behalf of the Directors, to the Association. Mr. Beatty referred to the fact that he had attended the first meeting of the insurance committee, and that the first application offered was that of Mr. Macdonald's, and it was a coincidence that the first Board meeting in the new building was on the fifty-fifth anniversary of his birthday. (Applause.)

Mr. Macdonald, in acknowledging the compliment paid him in painting the portrait, referred to the many acts of kindness of the Directors, and to the agreeable manner in which all suggestions and recommendations made by him to the Board had been received, and he might say generally accepted. He stated that he would have been disinclined to accede to the request to having his portrait painted had it not been made at the suggestion of the President, and pressed upon him. He trusted that the remaining years of his life would be spent, as so many had already been given, to the building up of the Confederation Life Association, which had now become a part of his very existence. (Applause.)

The meeting adjourned, immediately after which a meeting of the new Board of Directors was held, and Sir W. P. Howland was re-elected president, and Messrs. William Elliott and Edward Hooper, vice-presidents, the remaining members of the board being W. H. Beatty, Esq., Hon. James Young, S. Nordheimer, Esq., ex-Ald. W. H. Gibbs, A. McLean Howard, Esq., J. D. Edgar, M.P., Walter S. Lee, Esq., A. L. Gooderham, Esq., W. D. Matthews, Esq., George Mitchell, Esq., Halifax, and J. K. Macdonald, Managing Director.

# NORTHERN PACIFIC R.R.

## TIME CARD.

Taking effect on Sunday, Nov. 20, 1892.  
Central or 90th Meridian Time.)

North Bound			South Bound		
Brand.	Ex. Tues., Th. & Sat.	Miles from Winnipeg.	STATIONS.	St. Paul Express, Daily.	Brand. Ex. Mon. & Wed. & Fri.
2.55p	4.10p	0	Winnipeg.....	11.45a	1.00p
2.45p	4.00p	8 0	Portage Junction.....	11.54a	1.10p
2.30p	3.45p	9 3	St. Norbert.....	12.03p	1.24p
2.17p	3.31p	15 3	Cartier.....	12.23p	1.37p
1.59p	3.13p	23 6	St. Agathe.....	12.41p	1.55p
1.50p	3.04p	27 4	Winnipeg Point.....	12.49p	2.02p
1.39p	2.51p	32 6	Silver Plains.....	1.01p	2.13p
1.20p	2.33p	40 4	Morris.....	1.20p	2.36p
	2.18p	46 8	St. Jean.....	1.35p	
	1.57p	50 0	Letellier.....	1.57p	
	1.25p	65 0	Emerson.....	2.15p	
	1.15p	68 1	Pembina.....	2.25p	
	9.35a	103	Grand Forks.....	6.00p	
	5.35a	223	Winnipeg Junction.....	9.55p	
	8.35p	470	Minneapolis.....	6.30a	
	8.00p	481	St. Paul.....	7.05a	
	9.00a	833	Chicago.....	9.35a	

### MORRIS-BRANDON BRANCH.

East Bound.			West Bound.		
Freight Mon., Wed. & Fri.	Passenger Tues. & Sat.	Miles from Winnipeg.	STATIONS.	Passenger Mon. & Fri.	Freight Tues. & Sat.
11.40a	2.55p	0	Winnipeg.....	1.00p	3.00a
7.30p	1.15p	0	Morris.....	2.30p	7.30a
6.40p	12.55p	10 0	Low Farm.....	2.03p	8.15a
5.40p	12.27p	21 2	Myrtle.....	2.31p	9.05a
5.24p	12.16p	25 9	Roland.....	2.43p	9.25a
4.46p	11.57a	33 5	Rosebank.....	4.02p	9.58a
4.10p	11.43a	38 0	Miami.....	4.15p	10.25a
3.29p	11.20a	49 0	Deerwood.....	4.38p	11.15a
2.55p	11.08a	54 1	Altamont.....	4.50p	11.48a
2.18p	10.49a	62 1	Somerset.....	5.10p	12.28p
1.43p	10.33a	68 4	Swan Lake.....	5.24p	1.00p
1.17p	10.19a	74 0	Indian Springs.....	5.39p	1.30p
12.53p	10.07a	79 4	Maricopolis.....	5.50p	1.55p
12.22p	9.40a	88 1	Greenway.....	6.06p	2.25p
11.51a	9.35a	92 2	Balder.....	6.21p	3.00p
11.04a	9.12a	102 0	Belmont.....	6.45p	3.50p
10.20a	8.55a	109 7	Hilton.....	7.21p	4.29p
9.40a	8.40a	117 1	Ashdown.....	7.35p	5.03p
9.35a	8.30a	120 0	Wawanesa.....	7.47p	5.16p
8.48a	8.06a	129 6	Rounthwaite.....	8.14p	6.02p
8.10a	7.48a	137 2	Martinville.....	8.35p	6.43p
7.30a	7.20a	145 1	Brandon.....	8.56p	7.30p

West bound passenger trains stop at Belmont for meals.

### PORTAGE LA PRAIRIE BRANCH.

Taking effect Tuesday, Dec. 20, 1892.

East Bound			W. End		
Mixd. No. 14 Mon. & Wed. Fri.	Pass. No. 118 Tues. & Sat.	Miles from Winnipeg.	STATIONS.	Pass. No. 117, Tu. & Sa.	Mixd. No. 114 Mon. & Wed. Fri.
12.15p	12.10p	0	Winnipeg.....	4.15p	3.40p
11.50a	11.52a	3.0	Portage Junction.....	4.25p	4.00p
11.18a	11.33a	11.6	St. Charles.....	4.45p	4.26p
11.07a	11.23a	14.7	Headingley.....	4.50p	4.35p
10.36a	11.12a	21.0	White Plains.....	5.07p	5.00p
10.05a	10.54a	28.8	Gravel Pit.....	5.25p	5.27p
9.55a	10.49a	31.2	Lanille Tank.....	5.31p	5.35p
9.38a	10.40a	35.2	Eustace.....	5.40p	5.49p
9.11a	10.23a	42.1	Oakville.....	5.50p	6.15p
8.25a	9.55a	65.5	Portage la Prairie.....	6.25p	7.00p

Passengers will be carried on all regular freight trains.  
Pullman Palace Sleeping and Dining Cars on St. Paul and Minneapolis Express daily.

Connection at Winnipeg Junction with trains for all points in Montana, Washington, British Columbia, Oregon and California. Close connections at Chicago Eastern Ins.

For further particulars apply to

CHAS. S. FEE, H. SWINFORD

G. P. & T. A., St. Paul. General Agt., Winnipeg.

H. J. BELCH, Ticket Agent, 463 Main St., Winnipeg.

# CANADIAN PACIFIC RY.

Quickest route to the

## WORLD'S FAIR.

Direct and Cheapest route to Toronto, Montreal, New York and all Eastern Cities

— ALSO TO —

Koot nay Mining Country, Spokane Falls and the

## PACIFIC COAST.

### C.P.R. LAKE ROUTE.

Sailing from Fort William

S. S. MANITOBA, every Tuesday.

S. S. ATHABASCA, every Friday.

S. S. ALBERTA, every Sunday.

Connecting trains leave Winnipeg Monday, Thursday and Saturday.

## EXCURSION TICKETS TO BANFF

— TO —

## EUROPE

From Montreal every Wednesday and Saturday, from New York every Wednesday, Thursday and Saturday.

## AUSTRALIA

From Vancouver to Honolulu and Sydney.

S. S. Miowera ..... June 14

S. S. Warrimoo ..... July 14

and every month thereafter.

## China and Japan

From Vancouver to Yokohama and Hong Kong

Empress Japan ..... June 26

Empress China ..... July 17

Empress India ..... Aug 7

And every three weeks thereafter.

For full information apply to Wm.

McLeod, City Passenger Agent, 471

Main street; J. S. Carter, Depot Ticket

Agent, or to ROBERT KERR,

General Passenger Agent.

## SPONGES!

A full assortment of Cased, Baled, Carded, etc.

LYMAN, KNOX and CO.,  
Wholesale Druggists,  
MONTREAL AND TORONTO.

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

CONDENSED JOINT TIME TABLE

R'd Up.		In Effect September 1st, 1892.		R'd Dow	
Going South.		STATION.		Going North.	
No. 5				No. 6	
Daily.	9 30a	Ar. Great Falls.....	De	11 00	Daily.
	8 50	Vaughan.....	De	11 40	
	8 15	Steel.....	De	12 20	
	6 50	Collins.....	De	00	
	5 20	De } *Pondera.....	Ar	3 40	
	5 00	Ar } Conrad.....	Ar	5 00	
	3 40	De } *Shelby Junct.....	Ar	6 00	
	2 20	Ar } Kevin.....	De	6 30	
	1 40	De } Rocky Springs.....	Ar	7 20	
	12 50	De } Sweet Grass.....	Ar	8 10	
	00p	De } (Intern'l bound.)	Ar	9 00	
	30	Ar } *Coutts.....	De	9 50	
10 40	De } Milk River.....	Ar	10 40		
9 50	De } Brunton.....	Ar	11 25		
8 20	De } Sterling.....	Ar	12 55p		
7 00a	De } Lethbridge.....	Ar	2 10		

Meals.  
Through trains leave Great Falls, Sunday, Tuesday and Thursday, at 11 p.m.  
Through trains leave Lethbridge, Monday, Wednesday and Friday, at 7 a.m.

### CONNECTIONS.

Canadian Pacific Railway. — Trains leave Dunmore Junction: For Atlantic coast at 10 25 a.m. For Pacific coast at 6 02 p.m.

Great Northern Railway. — Trains leave Shelby Junction. For Kalspell, Bonner's Ferry, Spokane, etc., at 10 48 a.m. For St. Paul at 2 32 p.m.

Great Northern Railway. — Trains leave Great Falls: For Helena and Butte at 10 42 a.m. For St. Paul at 1 45 p.m.

Macleod and Pincher Creek. — Stage leaves Lethbridge every Tuesday, Thursday and Saturday, at 3 a.m.

Choteau Stage for Choteau, Bellevue, Bynum, etc. connects with trains No. 5 and 6.

N.B. — Passengers to and from Kalspell, Bonner's Ferry, Spokane, etc., will note that close daily connections are made with Great Northern Railway at Shelby Junction.

E. T. GALT. W. D. BARCLAY. H. MARTIN.  
Gen. Manager. Gen. Super't. Gen. Traffic Agent

## ALL ABOUT WORLD'S FAIR.

"The North-Western Line" has just prepared a splendidly illustrated World's Fair Guide, replete with information about "The White City."

This book will tell you a great deal about the Fair in Chicago, and what to see and how to see it when you visit it. It will be mailed to any address on receipt of two cents in postage.

T. W. TEASDALE,

Gen'l Passenger Agent,

ST. PAUL, MINN.