

TRADE



REVIEW.

A FORTNIGHTLY JOURNAL DEVOTED ENTIRELY TO THE COMMERCIAL, AGRICULTURAL AND MANUFACTURING INTERESTS OF THE PROVINCE.

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ALEXANDER BEGG.
Editor and Proprietor.

NOTICE.—Mr. James Henderson who is the only authorized Agent for the TRADE REVIEW in the United States and Canada will shortly visit St. Paul, Hamilton, Toronto, and Montreal on behalf of this Journal.

Mr. John G. Geddes is empowered to act for the TRADE REVIEW in Manitoba.

The TRADE REVIEW is for sale at the stores in the Province.

THE TRADE OF MANITOBA.

At one time the trade of the North-West was held exclusively in the hands of the great fur companies, and a prohibition at that period was placed by them on all freetrading. This state of matters gradually changed and several of the settlers commenced business in a small way by bringing in their goods from England and Scotland via York Factory. As the commerce of the country increased and as the prohibitory powers decreased in proportion it was found not only inconvenient but very expensive bringing in goods by Hudson Bay and the attention of the traders was turned towards the route through the United States. At first this was a tedious means of transportation although less costly than via York Factory as the ox carts had to go as far as La Crosse for the goods, but as railways extended towards this country our carts in proportion had a shorter distance to travel until at last they were altogether supplanted by the steamboats on the Red River and river transport will ere long have to give way to the iron horse.

Fur at that time was and is even yet the great article of exchange but as the country opens up the wild animals of

the prairie and forest will retire before civilization and the products of the farm and our mineral resources will take the place of fur.

Not long ago goods were only received in the settlement twice a year, spring and fall, merchants had therefore to order heavily so as to carry them over from one season to another. Long credits had also to be given to the Indian traders to enable them to realize and the only feature in this state of affairs that at all tended to equalize those disadvantages was the large advance on cost put upon their merchandise by the traders here, and there was little if any competition then between merchants so far as prices were concerned. All this has been changed within the last two years, now goods are arriving almost daily from abroad, competition is becoming greater amongst our merchants, and prices are consequently lowering, our traders have now to buy more carefully than in previous years and therefore they have to pay up more promptly than formerly. Cash being the basis of trade it stands to reason the man who pays up well will be able to buy better than the one who is negligent in this respect. Long credits are dying out in Manitoba and a cash or short credit system gradually taking their places.

Not very long ago the Canadian bank note was almost a curiosity in Red River, to-day it is the chief means of circulation in our Province. The imports for the last year into Manitoba, are as follows:

Total invoice value of goods imported from 1st January, 1871, to 1st January, 1872	\$1,066,810.00
Total amount of Duty collected thereon	39,228.00
Total amount of Freight paid thereon	186,327.00
Total value of goods imported during 1871	\$1,292,365.00

The weight of the above amounted to 2,614 tons.

This not a very poor record from our small town, and our small Province.

We wish to see the trade between Manitoba and the other portions of the Dominion increase,—but at the same time, we must say, that there is just a chance that trade may be over done here. At present we have a sufficient

number of merchants for the business doing, and it is our duty to warn parties not to be hasty in coming here to trade, until there is more scope for them. One of the greatest evils that a new country has to contend against, is, that everything is likely to be overdone. We hope however to see our young Province increase rapidly, and it will be our duty to point out from time to time, any opening for new-comers in trade that may turn up. At present we advise caution. A bird in the hand is worth two in the bush.

STEAM COMMUNICATION WITH THE ROCKY MOUNTAINS.

There are now building at the Stone Fort, two boats, one a propellor 115 feet long with twin screws, and the other a stern wheeler 125 feet in length. The former of these vessels is intended by the owners (the Hudson's Bay Company), to ply on Lakes Manitoba and Winnipegoses, between Portage la Prairie and Cedar Lake Portage. The Stern Wheel boat will then connect at the latter place with the propellor, and run on the Saskatchewan as far as the Rocky Mountains. The Hudson Bay Company will also have several steam tugs plying on the Assinaboine next summer, from Fort Garry to Portage la Prairie, there to connect with the propellor. Mr. Kittson is also building a boat to connect with the steamer International from the railway terminus of the Northern Pacific on the Red River, and Messrs Hill Griggs & Co., we understand are adding another boat to their line next season. The only break in this chain of steam communication will be two land portages, 4 or 5 miles each in length. These arrangements are all to be carried out on the opening of navigation, so that any one in search either of pleasure or business, will be able to start from the Atlantic coast and travel comfortably from there to the Rocky Mountains through a region for years past thought to be almost impenetrable to civilization. It