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The Commercial

A JOURNAL DEVOTED TO THE FINANCIAL, MERCANTILE AND MANUFACTURING INTERESTS OF THE CANADIAN NORTH-WEST.

Published by James E. Steen - Every Tuesday - Subscription, \$2 per annum.

VOL. II.

WINNIPEG, FEBRUARY 12, 1884.

NO. 20.

The Commercial

Journal devoted to keeping a comprehensive record of the transactions of the Monetary, Mercantile and Manufacturing interests of Manitoba and the Canadian Northwest.

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WINNIPEG, FEBRUARY 12, 1884.

W. H. BOYD, gunsmith, Winnipeg, is in the hands of the sheriff.

S. A. SMYTH & Co., photographers, Minnedosa, have dissolved.

GEORGE WRIGHT, butcher, Winnipeg, has removed to Oregon, U. S.

KELLER & FISCET, hotel, Winnipeg, have been sold out by the sheriff.

A four feet seam of lignite of good quality has been discovered near Nelson.

H. S. & L. MASTERMAN, wholesale provisions, Winnipeg, have given up business.

JOHN HANNA, formerly of Portage la Prairie has opened a harness shop in Minnedosa.

MOWAT BROS., general store, Regina and Qu'Appelle, sold out their Qu'Appelle business.

WM. BROWN, general store, Prince Albert, contemplates removing from there to some other point.

ROBERT S. ALEXANDER will continue the general store business of Archibald & Alexander, Broadview.

ARNAUD & OGBURN, cigars, etc., Calgary, have dissolved. The business will be continued by R. J. Ogburn.

THE *Canadian* says that Neepawa wants a bank, a lawyer, a harness shop, a tailor, a brick-yard, a bakery and a barber.

BUSINESS is said to be brisk at Manitou. About 100,000 bushels of grain have been shipped from there this season.

DART, BURKHART & Co., publishers of the *Siftings*, Winnipeg, have dissolved. The business will be continued by H. A. Dart & Co.

THE Davis House, Winnipeg, had a scorching by fire on Thursday night. The loss on furniture, buildings, etc., amounted to about \$2,500. Partly insured.

STEPS are being taken to separate West Lynne from Emerson, and a bill for that object is to be introduced into the Legislature during its next session.

WORK has been commenced on the addition to the Government dock at Port Arthur by the C. P. R. Co., who will use it as a passenger depot next season.

THE C. P. R. rate on oats for shipment by all rail to St. Vincent or Grétna, will, until the 10th of April, be the same as the present traffic rate for frozen wheat. This ought to encourage farmers to get rid of the oats they have on hand.

JACOB Y. SHANTZ, from Berlin, Ont., who has been buying grain in the Mennonite settlement, has purchased altogether 243,500 bushels of wheat, and 20,000 bushels of flax. The price paid for the wheat ranged from 60c to 75c per bushel. The Mennonites have retained 100,000 bushels for food and seed.

THERE were 365 failures in the United States reported to *Bradstreet's* during the week ending February 2nd; 53 more than the preceding week, and 89 more than the corresponding week of 1883. The largest previous report was 345 for the week ending January 12, 1884. About 87 per cent. were those of small traders whose capital was less than \$5,000. Canada and the Provinces had 37, a decrease of 1.

THERE have been some changes in trains on the Main line of the C.P.R. west. The daily service between Winnipeg and Brandon remains as it was. Between Brandon and Moose Jaw

there now three trains a week each way; trains leave Brandon on Mondays, Wednesdays and Saturdays for Moose Jaw, and returning will leave Moose Jaw on Tuesdays, Thursdays and Sundays. There will only be a weekly service between Moose Jaw and Calgary. The train which leaves Winnipeg Monday morning takes a through Pullman and makes close connection to Calgary. The train from Calgary arrives in Winnipeg every Saturday night.

At a public meeting held on Saturday evening, in this city, a resolution was passed endorsing the Hudson's Bay scheme, and urging the extension of the boundaries of the Province of Manitoba to the 60th parallel north, and that all the public land within the boundaries of the Province, so extended remaining undisposed of at the time of such extension, shall become the property of the Province of Manitoba. The Secretary was instructed to forward a copy of the resolution to the reeve of every municipality and the mayor of every city and town in the Province, with the request that it be submitted to a public meeting, to be held in the municipality: and if passed by said meeting, that a copy of the same be forwarded to their representatives at Ottawa. Messrs. H. J. Clarke, J. H. Brock and Ald. Mulvey were elected delegates to attend a meeting to be held in Brandon on Monday.

At a meeting of the Council of the Board of Trade on the 4th inst., the following resolution was passed, which the secretary was instructed to telegraph to Capt. Scott, M.P., at Ottawa: "That the Council of the Winnipeg Board of Trade, recognizing the necessity for rapid railway construction throughout the Province, and especially in Southern Manitoba, expresses its firm conviction that in any new arrangements to be entered into between the Dominion Government and the Canadian Pacific Railway Company, the extension of the C.P.R. Southwestern lines during the coming summer, to at least 300 miles southwest of Winnipeg should be made one of the conditions of these arrangements." Capt. Scott replied as follows: "The arrangements only refer to the main line, and Mr. Van Horne informs me that 110 miles of rail are ordered for the Manitoba Southwestern extension, and that at least 100 miles of road will be constructed this year.

Business East. ONTARIO.

Nicholas Brady, hotel, Forest, has sold out.
George Lozar, hotel, Ridgetown, has sold out.
N. Thompson, butcher, Ridgetown, has sold out.

C. Froy, general store, Crosshill, has assigned in trust.

James Newell, wagons, Alvinston, has been burned out.

Isidore Beauino, grocer, Curran, has been burned out.

Walker & Son, tins, Highgate, have moved to Comber.

George Rowe, shoes, Herwood, has been burned out.

John Dawe, blacksmith, Mitchell, has assigned in trust.

M. McPhadden, tins, Sunderland, has assigned in trust.

H. B. Seely, saw and grist mill, Bardolph, has been burned out.

James Hamilton, general store, Uxbridge, has assigned in trust.

Barber & Leslie, gents' furnishings, Belleville, have been burned out.

The American Lumber Company, Toronto, have assigned in trust.

J. C. Hurst, dry goods, Brantford, has called a meeting of his creditors.

Edwin Chalcraft, stoves and tins, Woodstock, has removed to Brantford.

Samuel Raper, general store, Cedar Grove, has sold out to Hovey Bros.

Hewitt & Raymond, pianos, Brantford, are about dissolving partnership.

J. A. S. Stewart, publisher, Richmond Hill, has sold out to T. F. McMahan.

Alex. McMillan, knitting factory, Rockwood, has called a meeting of his creditors.

The premises of Angus McFee, jeweler, Belleville, were recently damaged by fire.

Octave Latremouille, dry goods and groceries, Ottawa, has called a meeting of his creditors.

The Union Supply Co., Toronto, have admitted Samson Bone into partnership under the same style.

QUEBEC.

F. X. Robert, grocer, Vercheres, is dead.

Charles DeVillers, general store, St. Ours, is dead.

Gauvin & Mailloux, Fraserville, have been burned out.

Louis Bethraune, baker, Montreal, has assigned in trust.

Jackson Bros., last manufacturers, Montreal, have suspended.

G. W. Moore & Co., tobacco, Quebec, have assigned in trust.

Sifroid Desjardins, general store, Chicoutimi, has assigned in trust.

P. Donovan, wholesale lumber, Montreal, is retiring from business.

Relit. Constantino, upholsterer, Montreal, has been partially burned out.

Pierre Bourdon, general store, Contrecoeur, will shortly remove to Lavaltrie.

Charbonneau & Co., confectionery, etc., St. Hyacinthe, have assigned in trust.

John Ferguson & Co., pulp manufacturers, Sherbrooke, have been succeeded by Symmes Bros.

Chapdelaine & Carlin, carriages Sorel, have dissolved. Arthur A. Chapdelaine, continues the business.

E. Bernier & Co, roofers, etc, Montreal, have admitted Pierre Leclerc as partner under the same style.

Gault Bros. & Co., wholesale dry goods, Montreal, have admitted Robt. W. McDougall and Leslie Hamilton Grant as partners under the same style.

Alex. McArthur & Co., paper, Montreal, have dissolved. J. Widmer Nelles, the special partner retires, and Alex. McArthur continues under the same style.

The Sheffield Hardware Trade.

The *Ironmonger* of January 5 has the following regarding the condition of certain branches of the hardware trade in Sheffield :

Sheffield manufacturers are this week suffering some of the inconvenience which arises from good-naturedly adhering to the old custom of employing their hands during the week preceding Christmas as long as they choose to work. This year the order books by no means justify the amount of work put in hand, and as a consequence there is something approaching a famine in many establishments now that the holidays are over. Few houses have sufficient unexecuted orders on hand to relieve them of their anxiety for the next few weeks, and unless there should be a sudden change in business the first month of the new year is not likely to prove very prosperous. A large number of cutlery, electroplate, and tool firms are fairly prosperous; tool firms are devoting the best part of the present week to stocktaking, and for the time of the year, stocks are in many cases found to be somewhat heavy, partly owing to the shortness of orders during the last quarter of the year, and partly through the desire to keep the hands employed as fully as possible. Some of the foundries and rolling-mills have not resumed operations, being still engaged on repairs to boilers, machinery, etc., and there is but small encouragement in the way of orders to push on the work. While the new year opens gloomily in the saw, file, cutlery, electro-plate, and some other portions of the edge tool trades, in a few smaller branches there is a better outlook.

The agricultural-tool makers are pretty well supplied with work, the orders for scythes, reaper-sections, and machine-knives are very promising; the garden tool firms report the receipt of a fair crop of orders, and shipping-lines for sheep shears are, so far, satisfactory. The mildness of the season dissipates the hopes of the skate-makers, who have barely booked any orders at all; but on the other hand the builders' and contractors' tools manufacturers and other dependents upon outdoor operations are reaping additional advantage. The preliminary business under the new patents act has been rather heavy in Sheffield this week. A large number of firms have been reserving their novelties and inventions for some time back until the new year, and ironmongers and other retail dealers may expect a heavy crop of circulars and novelties claiming their attention during the next few weeks. At Rotherham the retrospect is bad and the prospect but little better. In the stove-grate trade it may be

doubted whether the outlook is at all encouraging, as the Scotch houses on the one hand and the Birmingham on the other are cutting deeply into districts which used to be almost the preserves of Rotherham. This latter still has, however, abundant energy and great resources and advantages, and will not give up the trade without a severe struggle.

General Notes.

SUPPLEMENTARY letters patent have been granted to A. Harris, Son & Co. for the purpose of increasing their capital stock from \$250,000 to \$750,000.

A leading American Watch Company proposes to make dials numbered consecutively for twenty-four hours. The idea meets with popular approval, and applicants to patent this scheme in American have been refused.

The total yield of the gold mines of Nova Scotia during 1869, it is stated, was 14,800 ounces, the value being about \$300,000. The highest yield in any year was in 1868—27,314 ounces, and the lowest in 1874—9,140 ounces.

RECEIPTS of butter at New York in 1883 were 1,554,519 packages of which 386,228 were exported, against 1,339,901 packages received in 1882. Of cheese, 2,426,323 packages were received, and 1,957,958 exported, against 2,350,559 received in 1882.

Lager beer, which thirty years ago, was practically unknown, in the United States, is now made by 2,500 establishments in that country, with more than \$150,000,000 capital invested. The value of the production each year is said to be over \$200,000,000.

The Director of the United States Mint has informed Congressman Bland that there are between 5,000,000 and 6,000,000 trade dollars still outstanding. The remainder of the 35,000,000 originally coined is thought to have been exported or remelted.

The nominal capital of the various companies brought before the British public last year was much less than in the previous year, being only £35,801,500, against £84,391,047 showing a decrease of £49,089,547. The capital offered amounted in aggregate to £25,626,330, against £52,113,560.

A NEW departure in American railroad practice has been taken by the Gould lines, which are reported to be on the point of establishing a school of telegraphy for young men who are in the service of the companies, or who intend to enter it. This will have the effect of supplying this important branch of railway work with well-trained hands.

JOHN L. McMILLAN, who is making a type-setting machine in Illinois, N. Y., with which he expects to set 5,000 ems an hour, says that \$500,000 was spent on the Alden type-setting and distributing machine before it was given up as impracticable, and that \$1,000,000 was wasted on the Page machine, whose patent right was subsequently sold for \$10,000.

The firm of P. Lorillard & Co., New York, tobacco manufacturers, believe in sharing their prosperity with their operatives. Acting upon this belief, they distributed to their employees on last Christmas Day \$16,500, divided in proportion to the average earnings of each

during the year. Of such "conflicts" between capital and labor it is pleasant to write.

The following were the cash prices of grain and pork in Chicago on the first and last days of January:

	Jan. 2.	Jan. 31.
No. 2 wheat	\$0.94½	\$0.90½
No. 2 corn	0.54½	0.52
No. 2 oats	0.32½	0.32½
Pork, per bbl. . . .	14.12½	16.20
Lard	8.75	9.15

The great intensity and large territorial sweep of this winter's big cold spell is indicated by the fact that in Alabama the orange trees have been badly damaged by frost. In some sections whole groves of young trees are killed, and the total damage is estimated at a million or two of dollars in the State of Alabama alone. In some southern cities, where what we call cold weather is hardly ever known, there has been severe suffering among the poor from the extraordinary weather of this season.

A STEAMER sailed from New York recently with 10,000 barrels of petroleum for Italy. Heretofore sailing craft have monopolized this trade. The dullness of the export trade in grain is causing tramp steamers to seek cargoes in other branches of commerce. It is estimated that there are one hundred steamers for sale in British ports now, the building of them has been greatly overdone in the Clyde, and petroleum merchants think some of them may be utilized in their business, especially as New York is gradually absorbing the petroleum traffic of this country.

The Secretary of the American Iron and Steel Association, says that the year's production of pig iron is equal to that of 1882—4,623,323 tons while the consumption of pig iron has been about 4,948,323 tons. The year was commenced with 383,655 gross tons of domestic pig iron unsold. There were imported during the year 325,000 gross tons, all of which has gone into consumption. Adding the estimated production of 4,233,323 gross tons to the estimated importation and taking no account of the balanced stock at the beginning and end of the year, the total 3,948,323—the year's consumption—is found to be the result.

Few people have any idea of the almost insurmountable difficulties in the construction of some portions of the Canada Pacific Railway. From the *British Colonist*, of Victoria, B.C., we learn that much of the work done in the canyons of the Yale-Savona division aggregated \$200,000 to the mile. For nearly twenty-five miles the road bed is cut out of solid granite rock, and there are no less than thirteen tunnels in as many miles. During the summer season the number of men employed was 7,500, and the average monthly pay roll was \$200,000. The total amount of Mr. Onderdonk's contract, which extends from Port Moody to Savona's Ferry, a distance of 213 miles, is considerably over ten million dollars.

A NUMBER of Chinese merchants recently tried to "corner" the silk market. They found that the home crop had been over-estimated and ran up prices sharply. The European supply, which they had left out of their calculations, proved full enough, however, to send the quotations down with a crash. When settling day came the speculators learnt that there were two

corners in the commercial game—one where you corner the market, and the other where the market corners you, and nearly one half of the usual dealers had to suspend payment. At the time of the last report the enterprising mandarin, who headed the scheme, was the owner of some 15,000 bales of silk, representing a capital locked up of a million and a quarter pounds sterling.

THE *British Trade Journal* says the progress of the trade in frozen meat from the Colonies during the past twelve months has been very satisfactory, and it is quite an ordinary event to notice the arrival of 12,000 sheep per month from New Zealand in splendid condition, together with large quantities of butter, cheese, etc. About 130,000 sheep have been brought from Australia and New Zealand during the past twelve months, preserved in transit by the Haslam refrigerator. The Haslam company have fitted up freezing stations in various parts of the world, which are able to freeze about 3,000 sheep per day. During the coming year it is expected that the Haslam machines will bring not less than half a million sheep to England from the colonies.

THE annual message of the President of Mexico speaks of the progress of railway building as being very marked, the Mexican Central having over 930 miles finished, and the Mexican National over 620 miles. Altogether there are at present contracted, in all parts of the republic, over 2,976 miles of railroads. The telegraph system has also been rapidly extended, and the federal lines now comprise a network of some 11,169 miles. Other internal improvements are the projects for the development of the industries of mining and agriculture. Manufactures are also making headway. A Belgian colony for the cultivation of flax has been contracted for. Immigration is assured to a large extent by the contract with the New Mexican Transatlantic Company, which will bring at least 1,000 immigrants on each of its steamers every voyage.

WOODEN ties for railways are becoming more expensive every year, and the time is coming when possibly some substitute will have to be devised for them. The Chief Engineer of the Reading Railroad is about to try some experiments with steel ties. They would be the same in size and shape as the present wooden ties, except that they would be hollow; and they would probably last until they rusted away; while the best oak ties last only about eight years. Some of the advantages claimed for the steel ties are that the expense of maintaining the track would be largely reduced, the road-bed would be firmer and smoother, and trains could run at much higher speed over them. The wear and tear on track and rolling stock would also be lessened, because the track is smoother. For these reasons trains could run faster without increasing the expense proportionately.

Heavy Lumber Failure.

The American Lumber Company, of which the headquarters are in Toronto, and its operations chiefly carried on in Michigan, has assigned. This company was formed about two years ago,

with a subscribed capital of \$1,111,000, the principal shareholders residing in Scotland. Mr. H. H. Cook was the principal promoter, and the Hon. Mr. Mackenzie was induced to take a place on the Board. Mr. Lockie was manager. There are various rumors as to the causes of the assignment, one of which is that a dispute about the kind of timber it was entitled to cut had much to do with it. The company claims a surplus, consisting chiefly of timber limits, difficult to realize upon. All the facts connected with the assignment will doubtless be revealed in time.—The British Canadian Lumber and Timber Company, which started into being under the same promotion, and found stockholders in Scotland, has been placed in the hands of trustees. The Bank of Commerce is said to have obtained a mortgage on the company's timber limits and timber. The Quebec and Toronto banks are also interested. Mr. Lockie was also manager of this company. Last year, the Scottish stockholders sent out an agent to Canada to look after their interests; and it is understood that he did not find things altogether to his liking. One difficulty seems to be that too much was paid for the timber berths, mills, etc. It is understood that operations will be suspended till the Scottish stockholders can be satisfied that it is best to resume.

Taxing Commercial Travellers.

A growing disposition is apparent on the part of the business men of the South to do away with the system of taxing commercial travelers which has obtained there to so great an extent. This is as it should be. The mistaken system has been in operation too long already, and has done the cities of the South much harm at a time when every influence making for increased commercial and industrial prosperity should have been enlisted in their favor. The taxes on commercial travelers are in theory repugnant to our political and economic system and should have no place in it in practice. They are based on ideas which are among the few surviving relics of the dark ages. One of the controlling reasons which led to the adoption of our Constitution was the general desire to unify the whole country commercially. Whatever may be thought about the policy of endeavoring to protect the country industrially and commercially against other countries, there can be no two opinions about the attempt to protect one city or one section of the country against another city or section. Such a notion if generally adopted, would bring back to the condition of the degenerate age of feudalism, when every petty subdivision of a country levied its toll upon commerce. Trade is a sensitive thing in its way, and it is not a very difficult thing to drive it from a particular locality by taxation. It is, of course, implied in what we have said that, as an attempt to get revenue, the system of taxation under discussion must be regarded as worse than futile. The source of the revenue being driven away, the revenue itself will not be forthcoming. In short, no valid reason can be urged in behalf of the system, and the cities of the South would do well to abolish it without delay.—*American Stationer.*

The Commercial

WINNIPEG, FEBRUARY 12, 1884.

THE MONETARY TIMES AND THE HUDSON BAY ROUTE.

In the *Toronto Monetary Times*, of the 1st inst., appears a most extraordinary article, under the heading of "Manitoba and Northwest Complaints." The article in question is extraordinary, not on account of any merit as a literary production it can lay claim to, but for the remarkable amount of ignorance displayed by the writer regarding the subject in hand; and it is all the more extraordinary from the fact that it appears in the columns of a journal, as a rule, well and carefully edited. After dealing with one or two matters of minor importance, it launches forth with all its vigor into a tirade upon the Hudson's Bay Railway, which it characterizes as "among the wildest of all the wild schemes which speculation has brought to the surface within the last few years." This assertion it bases upon an idea which it must have conjured up out of its own fruitful imagination. The writer, whosoever he was, must have been as devoid of knowledge regarding the navigability of Hudson's Bay and Straits, as the whole article in question is deficient in common sense. Had he taken the trouble to read the evidence that has appeared in the columns of the daily press of this city for the past six months, he must certainly have known better than to give to the world such balderdash as he has chosen to do. The navigability of the Hudson Bay is a question which no one, outside of a few who are interested in some scheme to whose advantage it might not contribute, for a moment doubts. So overwhelming in its favor is the preponderance of evidence from those who speak from actual experience, and long years of residence in the district, that it is impossible for any unbiassed mind to reach any other conclusion than that, if not for the whole year, for six months at least, vessels can navigate both the Bay and Straits with as much, if not greater, safety than the route from Montreal. In the course of a few weeks, a pamphlet will be issued, under the auspices of the Winnipeg Board of Trade, which will show that navigation can be carried on in every month of the year. We commend it to our contemporary for his careful perusal. To any

one acquainted with the navigation of the Northern seas, it must be patent that if sailing craft, of a common class, can make their way in and out at all during nearly every month of the year, there can be no difficulty in the way of steam navigation for at least six months in the summer. This way, perhaps, seems strange to our contemporary, but will in no way astonish one more conversant with nautical affairs.

With an unblushing impudence, equalled only by the egregious ignorance which is displayed in the treatment of the whole question, the *Times* concludes by making an assertion that the Hudson's Bay Railway, when built, would not pay running expenses, and speaks in slighting terms of the interest felt in the scheme by the people of Dakota and Minnesota. This leads us to the belief that our contemporary's stock of geographical knowledge is about on a par with his total ignorance of matters pertaining to navigation. When the Hudson's Bay Railway is built, a very large proportion of the carrying trade for the vast territories, that lie to the south of the boundary line, will pass over this road. It is their shortest route to the markets of the old world, and will, on that account, afford the cheapest transportation. Being the natural outlet for the vast products of that country, the course of commerce cannot be diverted from it, no matter how much it may grate on the feelings of eastern cities to see the trade, which was wont to pass through their hands, finding its way through the city of Winnipeg on its way to the ports on Hudson's Bay. It will deprive them of some of the pickings upon which they have fattened and grown rich in the past, but we can't help that.

As regards the importance of the carrying trade of the Northwestern States a few figures may not be uninteresting. Already some ten million bushels of wheat of the crop, of 1883, have been carried over the St. Paul, Minneapolis and Manitoba Road, and the Northern Pacific shows figures quite as large. The total carrying of that crop will reach over sixteen millions. If the production increases in the same ratio for the next three years, as it has in the past three, the hard wheat grown in these two States alone will exceed eighty million bushels, or nearly three times the present milling capacity of Minneapolis. Of this, over fifty million bushels will be available for export. Supposing that only one

half of that were carried over the Hudson's Bay route at ten cents per bushel, the railway would be able to pay dividends such as few eastern roads can show. When to this foreign trade is added all the products of our own Canadian Northwest, which will find their way to market by that route, all chances for its not being a paying investment vanish into thin air. Already British steamship companies are figuring upon securing the carrying trade between Hudson's Bay and European ports. The management of these companies are thoroughly posted on the practicability of the route they propose to navigate, and would not go to any expense had they any doubts regarding it.

In one paragraph our contemporary states that it knows of no opposition to this railway. From this we may infer that it does not seek to dignify its own vaporings on the subject with the name of "opposition," but is only trying to see how much nonsense it can crowd into a given space. The effort has been fairly successful, and the article will, no doubt, before long, appear in dime novel form, with a glaring yellow cover, embellished by a wood cut depicting the author in the terrible mental throes which must have agitated his brain at the time the wonderful production was evolved.

As to the sneer at the revenue of Manitoba, which is cast in to brighten up the closing paragraph, we are not astonished, nor could we expect that a representative of commercial fossilism should foresee what it is possible to accomplish with the undeveloped resources of a new and rich country like Manitoba and the Northwest.

CAPT. SCOTT'S RAILWAY ACT.

Capt. Scott, M.P., for Winnipeg, proposes at the present session of the House of Commons, at Ottawa, to introduce a general Railway Act, applicable to the Province of Manitoba and the Northwest Territories. An outline of the principal features of the proposed Act is embodied in a circular letter which has been issued. It is set forth in the circular referred to that "the object of the Act is to encourage the construction of a proper system of local or interprovincial railways in the Northwest, so as to furnish transportation facilities as far as possible, equally to all sections of the country." It is contended that such Act "should emanate from the Federal Parliament rather than the Local Legislature, because the former alone has

the power to grant charters for the construction of roads running through or connecting with roads in more than one Province, and because such an Act should provide material assistance for the construction of the road it authorizes." The Act is also to provide for the organization of railway companies, the means by which, under reasonable conditions, Government aid at the rate of so much a mile would be granted, and such restrictions as would protect the farmers from exorbitant freight rates.

THE COMMERCIAL has no desire to throw any obstacle in the way of the construction of railways throughout the country, as we are thoroughly satisfied that there can never be too many. Upon the development of the means of transportation in all directions, and placing the people of the country within easy access of markets for their products depends, in a very large degree, the progress and prosperity of Manitoba and the Northwest Territory. But we contend that the power to charter such railways should be vested in the Legislatures of Manitoba and the other Provinces which will be formed west of us. A Bill of the character of that proposed by Capt. Scott would knock the feet from under provincial charters, from the fact that it would provide aid for railways chartered and encouraged by the Dominion, and would refuse aid to those chartered by the Provincial Legislature. This would be a direct blow to Manitoba's claim to charter railways in her own province, a right for which we have long been asking. It must be considered as but another effort to centralize power in Ottawa, where, less than in any other part of the Dominion, the wants of this new and growing country seem to be understood; it is another tightening down to the idea that only the Dominion Government have the right to charter railways, and that all power in that direction should be vested in them.

While we have admitted the supremacy of the Federal Government in regard to the construction of the great trans-continental railway, and have even supported the Government in some of its most objectionable conditions, we, at the same time, maintain that the Dominion Government's railway management should cease with the completion of that line. The people of each province know best their own railway wants, and are in the best position to judge as to what lines

should be subsidized. It is impossible, in a country of such vast extent as the Dominion, that everything connected with railway management can be satisfactorily administered from Ottawa. In order that the best results may be obtained and perfect justice done to all sections of any one province, it is essential that the people of that province should have control of all such public works.

While we admire the assiduity with which the member for Winnipeg is applying himself in this matter, we cannot hide from ourselves the fact that in this proposed general Railway Act, he (unwittingly, we believe) is striking at the very root of the rights of the constituency he has the honor to represent.

GROWING CONFIDENCE.

It must be a source of gratification to everyone interested in the development and prosperity of Manitoba and the Northwest, to notice the gradually growing confidence which pervades commercial and financial circles in the country. We have passed through a heavy period of depression, and it is a credit to the business capability of the mercantile community of the Province that they have so successfully weathered the trying ordeal. The death of real excitement or any feeling of a panicky character may be dated as far back as the beginning of October last. But all through the winter there has existed a closeness in money matters, owing no doubt, in a large measure, to the belief that had taken deep root in the public mind that parsimony and safety were inseparably combined. It was probably wise that such a course was deemed the best to pursue, and it seems now as if the rewards of prudence and economy were to be reaped. During the latter months of the past year the policy of retrenchment was somewhat increased, owing, probably more than anything else, to outside pressure consequent upon the depression which prevailed in Eastern Canada and in the United States. Now, although hard times still continue to exist, and trade is generally at a standstill in the East, even this sympathetic feeling is beginning to lose its hold on the body commercial, and trade circles of the Northwest are beginning to breathe the air of inspiring hope. How long the depression in the Eastern Provinces of the Dominion and the United States may last, we will not attempt to predict, but we

feel perfectly satisfied that recovery in the Northwest will be much sooner and more rapid than in either. During the wild days when "boom" held sway, all were more or less inclined to boastfulness, while during the period of depression all were inclined to grumble, and often when there existed but little reason for their doing so. This, perhaps, was only what might be expected of human nature. Now we have had the sunshine and the storm, and a period of tranquility and consequent prosperity must follow in the natural course of events. The gloomy prognostications and current complaints of dissatisfied and chronic grumblers have not been realized, and there can be no doubt that the opening of spring will usher in a period of steady prosperity. The year upon which we have entered promises most auspiciously for all classes of the community in the Northwest. With the extension of the Manitoba South-western and Canada Pacific Southwestern railway lines, which will open up some of the richest parts of this province, and with the almost certainty of some move towards the construction of the Hudson's Bay Railway being inaugurated, we feel safe in predicting that 1884 will be one of the most progressive years that has yet dawned upon the Northwest. Pessimists there may be and always will be, whose only pleasure seems to be in picturing to themselves some dark picture even when the sun of prosperity sheds its most brilliant rays; but for ourselves, and we think we voice the opinion of the active business life of the Northwest, when we say that the future of this great country never looked brighter than it does to-day. And there is not one who has viewed the situation from an unbiassed standpoint but will unite with us in saying that notwithstanding the somewhat dull times of last year, we have faith, unbroken and undiminished, in the maintenance and the rapid extension of our position commercially, agriculturally and in every other wise that tends to prosperity hitherto unequalled in the history of any country. Our resources are boundless and but await the hand of industry to convert them into blessings for millions of the world's population. Indications point to a larger immigration to this country during the coming summer than has yet been seen, and the class of people who will seek our shores will as a rule be possessed of considerable means, and be able at once to put themselves in a good position. The more that the possibilities of the Northwest become known to the people of the old countries of the world, the greater will be the number of immigrants who will make their homes amongst us, and the more quickly the country settles up the more rapid will be the complete recovery from the depression which has existed.

WINNIPEG MONEY MARKET.

There is a better feeling in the money market than for some time past. There was quite an improvement in the manner in which paper maturing on the 4th of this month was met, as compared with a month or two previous. The proportion of notes met was fully ten per cent. larger than on the same day in January. This was more than had been generally expected. The amount of paper maturing on that date was also considerably less than the previous month. There were, however, quite a number of renewals, but very little paper went to protest. The week has been one of increased confidence in monetary circles, and the opinion is general that from this time out there will be less stringency than heretofore. The discount rate of 8 per cent. for the best commercial paper is still maintained. Ordinary is negotiated at from 10 to 12 per cent. The loan companies report business much as before. They have plenty of funds to invest, on good mortgage security, at from 8 to 10 per cent. Funds from private sources, for speculative purposes, are also more easily obtained. Money for use in that way seems to be more plentiful; or it may be that those in possession of funds are feeling more confident, and are relaxing their tight grasp on their purse strings.

WINNIPEG WHOLESALE TRADE.

Business in wholesale circles, during the week under review has been about as quiet as any of its predecessors for the past month. In the majority of lines there is scarcely anything doing, while in others there is only a moderate amount of activity. No general revival of business is expected until towards the middle end of next month, when travellers will take the road with samples of spring goods. The season will be later in opening up than it has been in the past, neither wholesalers nor retailers caring to do anything until immediately before the opening of the spring season. By that time stocks on retailers shelves will have been reduced to the lowest limit, and a good start will be made on a fresh basis. It is expected that business in the spring will be quite brisk, and, judging from present indications, there is not likely to be any disappointment. Money does not flow much more freely than it did. Notes maturing on the 4th of the present month were fairly well provided for, but as a whole they were hardly up to what had been anticipated. Paper is now, however, generally in what is considered good hands, and it is thought that the period of insolvency tribulation has passed away; and it is to be hoped that it will be a long time before such another ordeal has to be passed through.

AGRICULTURAL MACHINERY.

The leading houses report money considerably easier than it has been at any time during the season, and the general outlook is much more hopeful. There is scarcely anything doing in the way of actual sales of implements at present. A good season's business is expected next summer.

BOOTS AND SHOES.

Business in the boot and shoe line is very quiet at present, but not more so than was expected at this season of the year. Country

dealers have about all the stock they require to carry them through till spring, and until then orders will be very light. Collections are reported fair to middling.

CLOTHING.

The leading establishments are doing little, if anything, at present, and expect to rest on their oars for six weeks to come. Money is still tight.

DRUGS AND CHEMICALS.

Business in the drug line keeps up very well, and most of the houses are fairly busy. Collections have been fairly satisfactory.

DRY GOODS.

There has been no improvement in the business situation so far as dry goods is concerned, during the past week. The wholesale houses will, as a rule, not send out their travellers to solicit orders for spring goods until the middle of March. Retailers are determined to defer giving their orders as long as possible, which displays commendable caution on their part, and the wholesale men are not disposed to press sales at present. As regards money, there is much the same condition of things to report which has existed for the past two months. Payments are slow, but the prospect for more prompt settlement in the future is improving.

FANCY GOODS AND SMALL WARES.

In these lines business is as quiet as ever. A few sorting-up orders keep coming in, but the total of sales does not foot up to much at the end of the week. Collections are only fair.

FISH AND POULTRY.

The supply is heavy large quantities being brought into the market every day. The demand is fairly good. White fish are worth 7c per lb.; Lake Superior trout 8c; Oysters are in fair demand at 70c for counts, 60c for selects, and 50c for standards. Poultry is inclined to be scarce, and worth from 17c to 20c per pound for turkeys and geese.

FRUIT.

Business in the fruit line continues to be moderately brisk, although hardly so lively as it was a few weeks ago. Good stocks are held in the city, and considerable consignments are on the way. Lemons are easier at \$8 to \$8.50, and the probability is that that they will be lower before long. Valencia oranges have dropped to \$12.50 to \$13 per case. Malaga grapes are still held at \$9.50 to \$10.50 per bbl., according to weight and quality. Apples are firm at \$7 to \$7.50 per barrel. Figs in 14lb boxes are worth 12c per lb.; Eleme layers 19c. Nuts are steady at old quotations, viz: peanuts 20c per lb; almonds 20c to 22c; brazils 22c; cocoa nuts \$9.50 per hundred. Loose muscatel raisins are steady at \$3.25; black baskets \$4.40; dates are worth 10c per lb.

FUEL.

The cold weather serves to keep the demand for both wood and coal up to about what it has been all winter. The market is very well supplied with wood, and prices have dropped considerably. Saskatchewan coal is still held at \$9 per ton in the yard or \$10 delivered. Anthracite coal is easier at \$14. Wood is quoted as follows: tamarac, \$4.50 to \$5 per cord; oak, \$6; poplar, \$3.50 to \$4.50.

FURNITURE.

There is very little movement at present, and collections are not more than fair.

GROCERIES.

The grocery trade continues about as it has been for a month past. There is a fair, steady trade, but not anything approaching activity. Quotations are as follows: Sugars—Yellow 9½ to 10c; granulated 10½ to 11½c; Paris lumps 12c; Coffees 15 to 18c for Rios; 22 to 27c for Javas; teas—Japan 20 to 45c, Moyuno gunpowders 30 to 75c; Young Hyson 25 to 70c; now season Congous 24 to 55c; last season's do 18c to 35c. Tobaccos have advanced—Prince of Wales is quoted at 30c to 40c per lb.; A. Navy \$10 per caddie. Syrups are quoted at \$3.50 per keg; half barrels 90c per gallon. Boneless fish is worth 9c per lb for 40 lb boxes; 10c for 5 lb boxes. Common salt \$3.25 per barrel; 5 lb bags \$5.40; 3 lb bags \$6.00.

HARDWARE AND METALS.

Business in this line, especially in the heavier classes of goods is very dull, and collections have not been good. Prices remain firm at the following quotations: Tin plate 14x20, \$7.50 to 7.75; 20x28, \$14.25 to 14.75; bar iron \$3.50 to 4.00; sheet iron \$3.50 to \$7.00; iron piping, 25 per cent. off price list; ingot tin, 32c to 35c; pig lead, 6½c to 7c; galvanized iron, No. 28, 8c to 9c according to quality; cut nails, tenpenny and upwards, \$4.25 per 100 lb keg; casing nails, \$5.00; finishing nails \$1.50. Bar iron is quoted at \$3.50 per 100 lb to the trade and \$4 to blacksmiths.

LEATHER AND FINDINGS.

The volume of trade has been rather on the short side of late, but with the approach of spring a revival is expected. Quotations are:—Spanish sole 33c to 35c; slaughter sole 35c French calf, first choice, \$1.40 to 1.50; domestic 85c; B Z calf \$1.00 to 1.10; French kip \$1.00 to 1.25; B Z kip 85c to 90c; slaughter kip 65c to 75c; No. 1 wax upper 55c; grain upper 55c; harness leather 34c to 36c for plump stock; English oak sole 65c.

LUMBER.

The demand is very light and hardly worth speaking about. Quotations are: Pine lumber, 1st. common boards, dressed \$26.50; 2nd, dressed \$25.50; 1st dressed rough, \$26.50; 2nd do. \$25.50; sheathing, rough, \$25; timber 16 feet and under, \$24; do. over 16 feet, for each additional 2 feet, \$1; dimension and joists 16 feet and under, \$23; do. over 16 feet for each, \$1; fencing, \$25; 2 and 3 inch battens, \$30; A. stock boards, all widths, \$50; B do., \$45; C do., \$40; D do., \$35; 1st clear, 1, 1½, 2 inch, \$60; 2nd do., \$56; window and door casings, \$50; base boards, dressed, \$50; 1st pine flooring, siding and ceiling, \$40; 2nd do. \$35; 3rd do. \$30; ½ inch split siding, dressed, \$30. Spruce lumber—timber 16 feet and under, \$22; do. over 16 feet for each additional 2 feet, \$1; dimensions and joists, 16 feet and under, \$23; do., over 16 feet, for each additional 2 feet, \$1; boards, \$22; 1st flooring, siding and ceiling, \$28; XX shingles, \$5.25; Star A shingles, \$5.25; X shingles, \$5.00; A do, \$4.50; lath, \$4.50

STATIONERY AND PAPER.

Business continues fairly good, and collections are tolerably satisfactory.

WINES AND SPIRITS.

The demand for the common grades of liquors is moderately good, but there is only a light enquiry for finer qualities. Quotations for jobbers and purchasers of quantities are: Hennessy's one star, \$13 to \$14; in wood, \$4.50 to 5.00 per gallon; Imperial, cases, vintage of 1878, \$5.50; Martel, in case, one star, \$13 to \$14; Renault, 1-star, \$12, \$16 and \$20; Boleyn, in wood, \$4 to \$5.50; Rouet, in cases, quarts, \$8.50; flasks, \$10, half flasks, \$11; Pinetto, in wood, \$4 per Imp. gal.; Louis Freres, in cases, qts, \$10; flasks, two dozen in a case, \$11; half flasks, four dozen in a case, \$12; M. Dubois, in wood, \$3.50 per gallon; cases, quarts, \$8; flasks, \$9; half flasks, \$10. Gin, Holland, in wood, \$3 per gallon; red cases, \$10.50 to 11.50; green cases, \$6 to \$7; Old Tom gin, Bernard's, in wood, \$3.25 per gallon; Booth's, in wood, \$3.25; Ford's Acadia gin \$2.25 to 2.75; Booths, in cases, quarts, \$8.50; Scotch whisky, Ramsay's in wood, \$4.00; Caol-Ila Islay, in wood, \$3.50; Stewart's, in cases, quarts, \$8.50; flasks, \$9.50. Irish whisky, John Jameson & Sons, in wood, \$4.50; Bernard's, in cases, quarts, \$8; flasks, \$9.50. Jamaica rum, \$3.50 to \$4.00 per gallon. Champagne—Pomeroy, quarts, \$34; pints \$35 per case; Bollinger, quarts, \$33; pints \$34; Moet & Chandon, quarts, \$27; pints \$28; G. H. Mumm, quarts, \$28; pints \$30; Piper Heidsieck, quarts, \$27; pints \$29; Carte Blanche, quarts, \$20; pints \$21. Sherry from \$2.50 to 8.00 per gallon, according to quality and brand; ports \$2.50 to 7.00, according to quality and brand; claret in cases \$5.00 to 7.00; Dewry's ale \$13 per hrl; Bass's ale in quarts \$4 per doz; pints \$2.50; Guinness's porter in quarts \$4.00; pints \$2.50. Domestic whiskies, Gooderham & Wort's, in wood, \$1.65 to 2.25 per gallon; 65 o. p. rectified, in wood, \$3.50; W. F. L. five-year old, \$2.50 per gallon cases, quarts, \$7.50; flasks \$8.50.

THE MARKETS.

WINNIPEG.

GRAIN AND PROVISIONS.

There has been a moderately active movement of grain throughout the country during the week. The provision trade has been rather on the quiet side, and money is reported as being harder to get than it has been this winter so far.

WHEAT.

Considerable quantities are still being received at points on the C. P. R. Southwestern. West along the main line receipts are light. No doubt a very large percentage of the good wheat in the country has already found its way to market, and it is expected that receipts will soon begin to be lighter at all points. Shipment east to Port Arthur, and to Montreal and Toronto goes steadily on. Prices are well maintained, considering the unsettled state of the outside markets. Wheat that will grade as No. 1 hard is worth 89c per bushel in Winnipeg, and very fine samples will command a shade higher price. The prices paid for frozen wheat ranges from 45c to 65c per bushel.

OATS.

The demand for oats does not improve. Offerings on the street have been fairly liberal, and some car lots have been brought in. Good samples are worth from 18c to 20c in Winnipeg.

BARLEY.

Offerings on the street have been very light, but considerable quantities have been brought in from Southern Manitoba. The brewers are the only purchasers outside of what is taken by the mills for feed. The ruling price is from 25c to 30c per bushel.

FLOUR.

The local demand is fair, but outside enquiry is very light. Quotations are: Patents, \$2.80; strong baker's, \$2.60; superfine, \$2.

BRAN.

The local demand is easily supplied, and the mills have considerable stocks on hand. It is quoted at \$8 per ton on track.

SHORTS.

There has been some little shipment east. The local demand is light. Quotations are \$10 per ton on track.

CHOPPED FEED

is not much enquired for, but steady at \$22 per ton.

POTATOES.

The supply is not over abundant, but still sufficient. Good quality are worth from 60c to 70c per bushel.

CHEESE

holds steady at the old figure of 16c per pound.

BUTTER.

The market continues to be well supplied. Prices are a little easier. Choice dairy is now quoted at 24c to 26c per pound; creamery, 28c.

BACON.

are firm with a tendency to advance. They are now held at 17c to 17½c per lb.

BACON.

The tendency in this as in all other lines of hog products is to increased firmness; owing to advancing prices in Chicago and other centres. Quotations are: long clear, 12½c; smoked 13c; breakfast bacon, 16c to 16½c; rolls, 15c to 16c.

EGGS

are very scarce and firm at from 35c to 37c per doz.

MESS PORK

is in fair demand, and has advanced to \$23.

MESS BEEF.

remains steady at \$18.

LARD.

Twenty pound pails are quoted at \$3; cases, \$9.

DRIED APPLES

are steady at 12c per pound.

CRANBERRIES

of good quality at \$14 per barrel.

WHITE BEANS

are worth \$3 to \$3.25 per bushel.

CANNED MEATS.

The demand for canned meats continue quiet. Quotations are: Corned beef \$4.25; brawn \$4.25; lunch tongue \$4.25 for 1lb cans; 2lb cans \$7.75; salmon \$2.15; lobsters \$2.00; California fruits, \$9.75; tomatoes \$4.50; 3 lb apples \$4.25.

MINNEAPOLIS.

The wheat market has been steady and strong the past week, closing a little above the opening. The volume of trading has been fairly

large, though other matters have transpired which greatly diverted the attention of members during several days. There have been some queer fluctuations in the difference in price of the various grades.

A monthly comparison on the crop of the three leading grades, show the following relative prices:

	No. 1 hard.	No. 2 hard.	No. 2 Northern.
Sept. 1	\$1.07	\$1.02	\$1.01
Oct. 1	1.04½	1.00	.99
Nov. 1	1.02½	.97½	.91½
Dec. 1	1.00	.93	.89
Jan. 199½	.92½	.89½
Feb. 198½	.95	.90

At the beginning of the crop No. 1 northern was but 6c, and No. 2 hard 5c below No. 1 hard, and on October 1 the difference was 5½c and 4½c. The difference widened rapidly during October, and on the 1st of November was 11c and 5c, and on December 1 it was 11c and 7c. From that time the difference in price between the three grades mentioned has been narrowing, and on Jan. 1 was 10c and 8c. During the month of January the difference has closed up to 8½c and 3½c respectively between No. 1 northern, No. 2 hard and No. 1 hard. That is in the last thirty days the price of No. 1 northern has narrowed the difference between it and No. 1 hard 15 per cent., and No. 2 hard has closed the gap between it and No. 1 hard to less than half of that of a month ago.

The only excitement in the coarse grain market during the week was a slight flurry in corn January 31. It appears that there has been some No. 2 corn sold for January delivery. Thursday was the last day of lawful delivery for that month. It was bid up on change to 60c a bushel, and the market closed with that price bid for spot. For February delivery it was offered at 53c without buyers. The bidder claimed to be short on the market, and would pay 65c rather than default on his contract for January, but said that to buy February corn would not help him out of his January deal.

No. 2 corn closed at 52 to 53c; No. 2 oats at 32c; No. 3 barley 55c and No. 2 rye at 47c to 50c.

The following were the highest and lowest prices by grade on change during last week, with Wednesday's closing prices:—

	Wheat.	Highest.	Lowest.	Closing.
No. 1 hard.....	\$0.99	..	\$0.98½	.. \$0.99
" 2 "	96	..	95	.. 96
" 1 northern..	91	..	90	.. 91
" 2 "	85	..	85	.. 85

No. 1 hard for May opened at \$1.05 and closed at \$1.06. No. 2 hard for May opened and closed at \$1.01½.

MILLSTOFF.—Bran has been in lighter demand, closing at \$11.50 to \$12.25 per ton in bulk; shorts have been scarce and firm, closing at \$13 to \$14 per ton in bulk.

FLOUR.—The market shows no signs of improvement and advices from abroad are far from encouraging. There is no export inquiry and the eastern demand is very light. A letter from Antwerp tells of an overstock and says the market is on the eve of a panic. A Bristol letter says the English and Scotch markets are loaded with flour, and sales almost impossible. Fluctuations in wheat seem no longer to affect the

price of flour. Quotations at the mills are as follows:

Patents, \$5.80 to 6.10; straights, \$5.10 to 5.40; first bakers', \$4.60 to 4.87½; second bakers', \$4 to 4.25; best low grades, \$2.25 to 3.25; red dog, \$1.60 to 2.00, in bags.

The water supply was lower than ever last week, and the mills made a light production, though not so small as was recorded in some weeks before steam power was employed in the Pillsbury mills. The total output of flour for the week ending Feb. 2 was 59,583 bbls., or an average of 9,930 bbls. per day, against 11,058 bbls. per day the previous week. The water does not show any signs of rising, though a few days of soft weather might work a great change. Judging from the feeling on the platform, however, there is water enough, the dullness in the markets of the whole world not causing an ardent desire to push things to manifest itself.

Our receipts and shipments were as follows for the week ending Feb. 5:

	Received.	Shipped.
Wheat, bush.....	294,000	36,800
Flour, brls.....	4,550	61,725
Millstuff, tons.....	12	269
LAST WEEK.		
Flour, brls.....	5,345	66,998
Wheat, bush.....	270,000	47,500
Millstuff, tons.....	288	1,864

The stock of wheat in store in the elevators (including the transfer) and mills of the city on Wednesday, was about 2,965,000 bush. At St Paul there were 1,192,000 bush., against the 1,220,000 the preceding week, and at Duluth 2,371,950 bush., against 2,333,260 bush. the previous week.—*Northwestern Miller.*

CHICAGO.

The market during the week has been moderately active, but developed no specially new features. On Tuesday wheat was slow and trade was largely of a local character. Corn was quiet and oats steady. Provisions were active, but the feeling was greatly unsettled, and prices ruled with considerable irregularity. Quotations towards the close were:

Wheat.....	Feb., \$0.92½	Mar., \$0.93
Corn.....	" 52½	" 53½
Oats.....	" 32½	" 32½
Pork.....	" 17.32½	" 17.32½
Lard.....	" 9.55	" 9.65

On Wednesday wheat was active, unsettled and excited. Corn was active, especially for May delivery, and oats were brisk. An active speculative business was done in provisions. Quotations towards the close were:

Wheat.....	Feb., \$0.93½	Mar., \$0.94½
Corn.....	" 53½	" 54½
Oats.....	" 33	" 33½
Pork.....	" 17.37½	" 17.37½
Lard.....	" 9.57½	" 9.65

On Thursday wheat was again active but unsettled and nervous. Corn was active and unsettled. Oats were quiet. Provisions were moderately active. Quotations towards the close were:

Wheat.....	Feb., \$0.93½	Mar., \$0.94½
Corn.....	" 53½	" 54½
Oats.....	" 32½	" 32½
Pork.....	" 17.37½	" 17.37½
Lard.....	" 9.55	" 9.60

On Friday the market generally was fairly active. Quotations towards the close were:

Wheat.....	Feb., \$0.93½	Mar., \$0.94½
Corn.....	" 52	" 54½
Oats.....	" 32½	" 32½
Pork.....	" 17.20	" 17.40
Lard.....	" 9.55	" 9.65

On Saturday a fair amount of trading was done. Quotations towards the close were:

Wheat.....	Feb., \$0.93½	Mar., \$0.94½
Corn.....	" 53½	" 54½
Oats.....	" 32½	" 32½
Pork.....	" 17.45	" 17.45
Lard.....	" 9.62½	" 9.67½

TORONTO.

STOCKS.

During the week stocks have been rather more active than for some time past, and also noticeably firmer. On Wednesday closing bids, as compared with the week previous were:

	Jan. 30.	Feb. 6.
Montreal	177	179½
Ontario	100½	100½
Molsons	112	113
Toronto	167½	168½
Merchants	108	107½
Commerce.....	117½	118
Imperial.....	129	127½
Federal.....	125½	127
Dominion.....	188½	188
Standard.....	109½	109½
Hamilton	113	113
North-west Land.....	60½	60

GRAIN AND PRODUCE.

There is no change to note in the local market, inactivity being still its characteristic. Offerings are very small. There has been a fair enquiry, but buyers and sellers are considerably apart. The stocks stood on Monday morning as follows: Flour, 500 bbls.; fall wheat, 44,895 bush.; spring wheat, 37,257 bush.; oats, nil bush.; barley, 154,442 bush.; peas, 23,398 bush.; rye, nil; against on the corresponding date last year; flour 2,555 bbls.; fall wheat, 195,173 bush.; spring wheat, 102,231 bush.; oats, 3,474 bush.; barley, 183,410 bush.; peas, 10,026 bush.; rye, 6,032 bush.

WHEAT.

The market is inactive. Sales are small and only for milling purposes. Quotations are: Fall wheat No. 2, \$1.07; No. 3, \$1.04; Spring do., No. 1, \$1.11; No. 2, \$1.09.

OATS.

Offerings are small and prices firmer. Average quality have sold on track at 32½c to 33c; heavy white, 35c. On the street from 37c to 38c is paid.

BARLEY.

Sales have been small, owing to light offerings. Prices are firm as follows: No. 1, 72c to 73c; No. 2, 67c to 68c; extra No. 3, 62c to 63c; No. 3, 53c to 55c.

RYE

is unchanged at 62c for car lots or on the street.

PEAS.

The market is quiet. Offerings are light and buyers are not anxious to purchase. Quotations are: No. 1, 76c; No. 2, 73c to 74c.

FLOUR.

Offerings have been light, but the demand has shown some signs of improvement. Quotations are: superior extra, \$5.05 to \$5.10; extra, \$4.75 to \$4.85; spring wheat extra, \$4.50 to \$4.70.

POTATOES.

Car lots are quoted at 72c on track, and 85c to 90c per bag on street.

BUTTER.

The situation remains almost unchanged. Choice dairy is in demand at 18c to 19c. There is but little enquiry for medium or shipping qualities; it is worth about 10c; inferior is slow of sale at 12c to 13c. Box lots of rolls sold readily at 15c to 17c. On the street pound rolls are steady at 22c to 25c; tubs and crocks, 17c to 19c.

EGGS.

Receipts have been light and insufficient to supply the demand. Really fresh have sold at 28c; limed, 24c to 25c per dozen. On the street new laid have brought 30c to 35c per dozen.

CHEESE.

Fine quality is firm at 13c to 13½c; no medium offering. Stocks are light.

PORK

is quiet and firm at \$19 to \$20.

BACON

has been quiet but advancing. Long clear is quoted at 9½c to 10c; Cumberland, 9½c; short rolls, 11½c; bellies, 13c.

HAMS.

The market is more active and prices firm at 13c to 13½c; smoked, 12c to 12½c.

LARD

is firmer at 12c to 12½c for tinnets; pails, 11½c to 13c.

APPLES

are inactive at \$3 to \$3.25 for car lots. Very few are offered on the street, and generally at 65c to 90c per bag.

POULTRY.

Receipts are light. Box lots of turkeys are quoted at 12c to 13c per lb; geese, 9c to 10c.

SUNDRIES.

Dried apples 9½c; white beans, \$1.75 to \$2; oatmeal, per 136 lbs, \$3.90 to \$4; corn meal, \$3.50 to \$3.75.

India as a Wheat Country.

India is coming to the front as a wheat-producing country. It is less than ten years that the first trial cargo was sent to England, and in 1875 the export was 1,500,000 bushels. In 1883 the quantity had increased to 35,000,000 bushels. Our own exports to Europe in 1883 were probably about 80,000,000 bushels.

It is at once seen that the United States must expect competition in this business of furnishing wheat to Europe. India is an immense country, and it is said that it has 150,000 square miles of land that has never been cultivated. The English Government is desirous of improving the condition of the Indian possessions as much as possible, and to that end has constructed, either directly or indirectly by subsidies and concessions, a railway system. Further extensions are contemplated, so that there may be a cheap outlet for the productions of every section. The natives are encouraged to better methods of agriculture by importations of improved machinery and applications.

Great Britain is of course interested in all that concerns India and would prefer to buy its food supply from its own colony, for it could make payment in articles of its own manufacture. Yet it must always be remembered that this is only one side of the question. India is a hot country and crops there, with few exceptions, are only raised by irrigation. Wheat grown in that latitude is of inferior quality, and we have heard that in England it is always

mixed with home or American wheat before it is ground.

If England is to import a large share of her wheat from India, instead of the United States, the principal effect will be to reduce the price by increasing the supply. At the same time the consumption becomes greater because the cost is lessened. It by no means follows therefore that less wheat will be exported from the United States.

Some think that the railway will be affected by reason of a reduction in the volume of exports. It must be remembered that the demand in the east for western wheat becomes larger every year, and so does the consumption in our large cities. The railways will have just as much grain traffic under any circumstances.

It would be well if our population should increase to such an extent that all our grain would be consumed at home, for then our people would raise their own supplies and export manufactured products instead of wheat. The time must come when we can manufacture more cheaply than they can in Europe, and it stands to reason that there is more profit in selling manufactured articles than in disposing of the raw materials and the supply of food to foreign manufacturers, only to buy it back in another shape.—*Railway Register.*

The State of Montreal Trade.

The general wholesale trade is still very quiet, more particularly so perhaps in dry goods, the past week's business in that line having proved quite disappointing, both as regards the amount of orders received from travellers and the nature of remittances. The snow blockaded interior of course affects adversely most branches of trade, as farmers cannot market their produce as freely as they would do were the roads in good condition, and consequently country merchants find their remitting power weakening by slow collections. One or two notable exceptions, however, must be taken to the general, mercantile lull, a large turnover having been experienced in sugars, the enquiry for refined yellows having proved quite active at firm prices which have a tendency to advance. Granulated has also met with improved demand at steady rates. Some business has also resulted in raw sugar, as we hear of the sale of a cargo on private terms. Quite a stir has been developed in the tea market, and considerable transactions have taken place, both in a speculative and legitimate sense. Speculatively within the past two weeks, several large lines of Japans and greens have changed hands at a profit of 2c. per lb. Montreal, however, has not fully responded to the sharp advance established in New York. The wool market has shown more activity during the week than for a long time, the easier terms offered by holders of both foreign and Canadian wools having had the desired effect of leading to more business, sales being reported of fully 250,000 lbs. greasy Cape and Sandwich Islands, besides several parcels of Canada pulled. The anthracite coal trade has been characterized by an unusually brisk demand, and a big hiatus has been made in the stocks of this city, the late extraordinarily prolonged spell

of intense cold having necessitated a lavish consumption of the black diamond. In raw furs the chief item of interest is the result of the London sales held yesterday, a cable despatch received to-day advising a considerable advance in beaver and a decline in squirrel, with muskrat the same as at last sale, but fuller particulars will be received later on. Although remittances in some departments have been disappointing, in others they have been as good as could be expected under the drawbacks which exist in many country districts.—*Gazette.*

Scotch Fife Wheat.

General Agent Hubbard, of the Minneapolis Millers Association, writes to the *Northwestern Miller* regarding Fife Wheat. He says:—"In all the talk about wheat and wheat grades, the fact should not be lost sight of that it has never been so clearly and forcibly illustrated as in the case of the present crop that the farmers sustain a direct loss and encounter additional dangers by not sowing hard wheat, instead of the soft varieties now most in use. Owing to the great increase in the amount of soft wheat raised in the northwest, hard wheat now commands a premium of 7 @ 10c. per bushel. In addition to this difference in value, there is the greater loss occasioned by the diseases to which soft wheat is susceptible and from which hard wheat is exempt. Scotch fife is now the only recognized standard hard wheat, and this variety has never been known to smut, is just as prolific as other varieties when properly handled, is better adapted to our climate, and is the wheat to which we are indebted for the world wide reputation attained by Minnesota flours. Would it not be wiser to sow such wheat as in demand rather than that which buyers and millers do not want? It is a fact well established that smut will reproduce itself, and the farmer who sows smutty wheat next spring will have no one but himself to blame if his crop is graded down on that account. The farmer ought to understand this, if he does not already.

"Now the millers are interested in the production of the best wheat. They are interested in it, if for no other reason in behalf of the success which brings prosperity and peace and harmony between the purchaser and buyer. A great deal of the trouble with the wheat dates back to poor seed. The association has purchased and will continue to purchase the best Scotch fife wheat that is to be obtained—the pure unadulterated, and unmistakable stuff. It is the best wheat in the world. We propose to offer it to the farmers for seed for just what it costs. If the farmers do not obtain it, it will not be our fault. Every facility will be offered them to produce it, and it will be sold for actual cost, for sowing purposes."

THE total number of failures in the Great Britain and Ireland in 1883 was 10,509. In 1882 there were 11,019 failures; in 1881, 12,055; in 1880, 13,147; and, in 1879, 16,637.

THE *Chicago Railway Age* says: It is already safe to predict that railway building will be active next season. Indeed, this cannot properly be called a prediction so much as a statement based upon the fact of the very large number of

new enterprises already under way and projected, and the fact that most of the rail mills already have orders which will occupy a good part of the coming year. It is stated that from 800,000 to 1,000,000 tons of steel rails have already been contracted for delivery during the year. Supposing these to be intended for new roads only, they will represent from 10,000 to 12,000 miles of track; but, of course, a considerable portion of the amount will be used in renewals. Rail manufacturers feel encouraged at the outlook and hope to make something even at the present low price of rails, which averages about \$25 per ton.

PORTAGE LA PRAIRIE.

The furniture of the Stickney House, has been seized.

J. Watson has been engaged as engineer of the Fire Brigade at \$80 per month.

A movement is on foot to start a Farmers Mutual Insurance Company for the purpose of insuring farmers and others horses against loss by death.

There is a considerable quantity of grain still coming into the market. Prices are Red Fife wheat 75c per bus. Other varieties wheat, 30c to 60c; barley 30c; oats 17c.

BRANDON.

No business changes this week.

Ogilvie & Co., are talking of buying oats here. Business has improved greatly during the week.

Mr. McBean, grain dealer of Montreal, has been in the city. He expects to do a large business, in his line, with this Province in the future.

A public meeting has been called by the Mayor, at the request of a number of prominent citizens, for Tuesday evening, to discuss the Hudson Bay scheme. It appears to be in the interest of the Province that the Railway to Hudson Bay be built west of the lake. This is to be one of the chief points of discussion.

MINNEDOSA.

On the M. & N. W. Railway only three trains per week, each way, will be run until spring.

Business is quiet, and large quantities of grain are being held by farmers in the hope of an advance in prices.

James McDowell's harness making establishment is in the hands of a bailiff, under chattel mortgage and for rent.

The plans for several fine buildings, to be erected here during the coming summer are now being prepared by the architects.

The Town Council will be interviewed at next meeting relative to granting aid to a twenty thousand dollar oatmeal mill to be started here.

A new harness shop, under the management of Mr. Hannah, late of Portage la Prairie, has been opened on Mill street, near the Grand Central Hotel.

J. D. Gillies has moved into his new store, on the corner of Main and Tilson streets. The store is very commodious (25 by 100), and will enable the enterprising proprietor to show his fine stock to advantage.

EMERSON.

J. P. Jalloway, watchmaker and jeweller, is selling out.

W. B. Robertson, has re-opened his grocery on the West Side.

John Taylor, butcher, is selling out preparatory to his leaving for Dakota.

Wm. Beech & Co., hardware, have sold out to R. Hamilton, who is continuing the business in the old stand.

Messer & Sparling, stationery, have removed their stock to Port Arthur, where they have opened a new store.

It is rumored that F. T. Bradley, collector of customs at this port, is to be superannuated, and that one of Winnipeg's favorite customs officers is to be appointed in his place.

Business this week has been quieter than it has been for the last month, little grain and produce being offered for sale, although there are a good many buyers on the market, and very fair prices are offered.

Pyke & Allan, boot and shoe manufacturers and dealers have dissolved partnership, Mr. Pyke continuing the business. Mr. Allan will in a few days start for Calgary, where he intends locating, and engage in the same line.

The financial difficulties of the city are still unsettled, and, although discontent is general, few, if any, have any suggestions to make which would better the situation. This state of affairs cramps business, ruins the reputation of our city, and discourages our merchants. Everybody is anxious for a fair solution of this vexatious problem. The question is being asked everyday, "How can we get out of it?" and remains unanswered. A few figures will give your readers a fair idea of the position we are in and which is generally misunderstood. To clear the city of all indebtedness \$320,000 are required, of which \$157,000 are in the shape of judgments against the city. The amount of debentures to be disposed of is \$386,000, which, sold at 55c on the dollar, the rumored amount offered by the Federal Bank and their agents, would net \$328,000, leaving the city a surplus of \$8,000. The interest, at 6 per cent, on debentures alone, not counting the sinking fund to be provided for, would amount to over \$23,000 yearly. To issue the debentures, under those circumstances, means ruin, possibly within the next six months. To keep matters in the present *statu quo* means little less. Such is the dilemma we are in. The Railway and Traffic Bridge, the cause of all our difficulties, is completed, and is unquestionably the finest structure in the Northwest. The loop line connecting Emerson with the Southwestern Branch of the C. P. R. is also in perfect readiness and it seems more than a misfortune that with every thing completed to give us the prosperity we have worked for we should be condemned to the stagnant position we are placed in. The Mayor is now framing a Memorial to the Dominion Government, which will be presented by our member, the Hon. Jos. Royal, asking the Government to take the bridge from the hands of the city, thus reducing the indebtedness to the amount of \$200,000, and great hopes are entertained that this effort, *in extremis*, will

be successful, relieve our now struggling population, and mark the commencement of a new era of prosperity.

Freight Rates and Exports.

In New York ocean freights have been very slow and lower, the market being unusually weak. The following rates, reported by Henderson Bros., agents of the Anchor line, were current on the New York market during last week:

Ports.	Flour, per 100 lbs.	Wheat, per bus.
Liverpool ...	14.06c	7.5c
London	14.06c	8.0c
Glasgow	16.88c	8.0c
Bristol	19.69c	8.0c
Leith	19.60c	9.0c

These rates are said to have been freely cut, a practice which has been in vogue of late among the steamship lines.

Exports from New York last week were 30,924 bags flour and 405,090 bus. wheat.

The regular tariff on flour is as follows:

To Chicago, per 100 lbs.	15c
To New York, "	45c
To Boston, "	50c

Cuts of 20c and over between here and New York and Boston are being made, so that these figures are no guide. The lake and rail route rate is lower. It is charged that a 20c rate has been made from St. Louis to the seaboard, and a campaign of cutting and irregularity seems to have set in.—*Northwestern Miller*.

Centrifugal System of Creaming Milk.

There has been introduced into the United States within the past year a principle of extracting the cream from milk which bids fair to revolutionise the dairy business in America. It does away with all methods of settling, dispenses with the use of ice, gives 10 to 20 per cent. more cream, enables the production of better butter, and leaves the skim milk fresh and sweet for cheese making or feeding to stock. It also saves much time and labour, as the cream is extracted as quick as the milk comes from the cow. A most important fact is that the system has been demonstrated to be in all respects what it is represented, and is in no wise an experiment, machines being in daily use in the best creameries and private dairies in America, and over ten thousand are in operation in Europe. The principal was discovered by Dr. Gustave De Laval, of Sweden, and is the application of centrifugal force. The machine stands about three feet high, and is two feet wide by eighteen inches deep at the base, and about fourteen inches in circumference at the top. A steel bowl twelve inches in diameter rests on a perpendicular shaft in the frame, and when in practical operation revolves at a speed of seven thousand revolutions per minute by the application of less than one horse-power. The milk flows in through a small faucet at the top, and two pipes conduct the cream and skim milk away. The supply and discharge are both continuous, and the capacity is seventy-five gallons or six hundred and fifty pounds of milk per hour. The machines are of great durability, never having yet worn out, although in use in Europe five years, nor is there anything about it to get out of order.

The United States Indian Office has received information of an ingenious method recently adopted by traders to evade the law against selling liquor to the Indians. A gallon of pure alcohol is flavored with extract of lemon and then placed in small bottles similar to those in which extracts are sold. The bottles have the regular label, bearing the inscription. "Jewel extract of lemon for flavoring ice cream, jellies, custards, sauces, cakes."

The Secretary of the Iron and Steel Association, in his review of the year's trade, estimates shrinkage in price of No. 1 anthracite foundry pig iron at \$4 per ton; gray forge pig iron, \$3 per ton; steel rails, \$5 per ton; bar iron, 40c per pound; nails, \$1. The secretary says: "It will be seen that the decline is very serious, much more so than is generally supposed. It would seem that prices cannot go lower than they now are, and this theory would appear to be sustained by the fact that the owners of furnaces, rolling mills and steel works have put out their fires because the future offered no hope of their realizing living profits."

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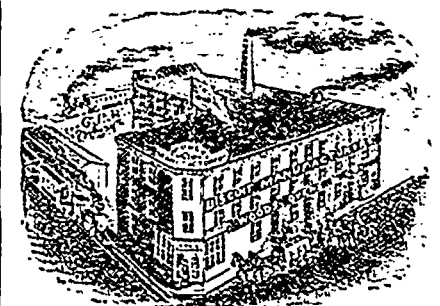
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SOLE AGENT FOR THE CANADIAN NORTHWEST FOR THE

DOMINION ORGAN AND PIANO CO., OF BOWMANVILLE, ONT.

AGENTS WANTED THROUGHOUT THE WEST.

P.O. Box 359. Office: Ontario Bank Building, Winnipeg.

C. W. GIRDLESTONE,
INSURANCE & GENERAL AGENT.

Royal of England, capital and assets, \$34,000,000
City of London, Insurance, 10,250,000
North-West Fire Insurance Company
of Manitoba 500,000
Life Association of Canada, 200,000

Fire, Life, Marine, and Accident Insurance.

CUNARD and ANCHOR STEAMSHIP LINES,
Passage Tickets Granted.

Goldie & McCullough's Safes and Vault Doors

MONEY TO LOAN.

OFFICE:—McArthur Block, cor. Post Office and Main St., next door to Federal Bank,

WINNIPEG.

LEE & HOOPER, DEALERS IN MONUMENTS, HEAD STONES, Mantle Pieces, Grates, etc. Special designs furnished on application Main St., Winnipeg.

WINNIPEG FURNITURE AND UNDERTAKING HOUSE

M. HUGHES,

Dealer in

HOUSEHOLD AND OFFICE FURNITURE.

Undertaking a Specialty. Coffin Caskets and Trimming Wholesale. Metallic Caskets in Stock.

D. SCOTT & CO.,

IMPORTERS AND DEALERS IN

FURNITURE,

—AND—

HOUSE FURNISHINGS!

276 Main Street,

WINNIPEG, - MANITOBA.

BISHOP & SHELTON,

Steam Cabinet Works.

WINNIPEG.

We are now prepared to fill all orders entrusted to us with dispatch.

MANUFACTURING A SPECIALTY.

298 MAIN STREET.

Plewes, Mann & Co

WHOLESALE & RETAIL DEALERS IN

Lumber,

Sash, and

Shingles,

WINNIPEG.

Office and Yard opposite C. P. R. Freight Sheds, North of Track.

ASSINIBOINE MILLS

—AND—

ELEVATOR "A."

PORTAGE LA PRAIRIE.

The Purest and Best Flour

That Modern Inventions can produce to be had in large and small quantities at said roller mills. Three grades. Also large quantities of SEED WHEAT, BARLEY, and OATS. Chop, bran and shorts constantly on hand.

Capacity Elevator.....115,000 Bushels
Capacity Mills.....200 Barrels daily

G. J. MAULSON & CO.,

Agents at Winnipeg.

Correspondence Solicited.

ENCOURAGE HOME INDUSTRY. THOMAS G. FLEETON, Manufacturer of Choice Havana Cigars. All orders promptly filled. 361 Main Street, opposite Dundee Block, Winnipeg.

OGILVIE MILLING CO.

Mill at Point Douglas.

Capacity - 750 Barrels per day.

OFFICE:—Corner King and Alexander Streets, Winnipeg.

A Full Stock of Patent Hungarian, Strong Bakers' and Spring Extra Flour; Oatmeal, Pot and Pearl Barley, Graham Flour, Cracked Wheat, Bran, Shorts, Ground Feed, Oats, Barley.

Wheat buyers at all Shipping C.P.R. Stations.

Geo. J. Maulson.

W. S. Grant.

GEO. J. MAULSON & CO.,

Grain and Flour Exporters

—AND—

GENERAL COMMISSION MERCHANTS.

Office: Cor. Main and Post Office Streets
WINNIPEG.

STEEL CUSHIONED

BILLIARD TABLES.

SAMUEL MAY, - Manufacturer.

W. O. ANDREW,

Sole Agent for Manitoba and the North-West Territories.

P.O. Box 1012, or Loom 52 Club Chambers
WINNIPEG.

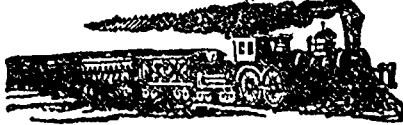
EDWARD TERRY,

PORTLAND, KEENS' and THORALD CEMENTS,

PLASTER PARIS.

Fire Brick and Clay, Sewer Pipes, Hair, Lime, White and Grey, Land Plaster, Salt, &c.,

23 and 25 GEORGE STREET, TORONTO.



Canadian Pacific Railway.
(WESTERN DIVISION)

CHANGE OF TIME

On and after Dec. 2nd, 1893, trains will move as follows:
Going West.
 7:30 a.m. leave Winnipeg arrive 6:30 p.m.
 10:00 " Portage la Prairie 4.50 "
 1:25 p.m. Brandon 1.45 "
 7:15 " Broadview 7:15 a.m. ¶
 13:15 a.m. Regina 11:20 p.m.
 6:30 " Moose Jaw 8:30 "
 8:30 p.m. av Swift Current lv 11:30 p.m.
 10:40 p.m. Maple Creek 4:30 a.m.
 2:40 a.m. av. Medicine Hat lv. *11:40 a.m.

Going East **Going West**
 7:30 a.m. leave Winnipeg arrive 8:30 p.m. ¶
 1:55 p.m. Rat Portage 11:40 a.m.
 8:55 p.m. Barclay 4:51 p.m.
 11:40 a.m. arrive Pt. Arthur leave 1:30 p.m.

Going South. **Winnipeg** **Going North.**
 Leave Arrive
 12:05 a.m. *7:35 p.m. 10:35 a.m. 17:00 a.m.
 Emerson.
 10:50 p.m. 10:10 p.m. 4:05 a.m. 4:10 a.m.
 Arrive. St. Vincent. Leave.
 10:00 p.m. 10:30 p.m. 3:45 a.m. 4:00 a.m.

SOUTHWESTERN BRANCH.

Going South. **Winnipeg** **Going North.**
 7:40 a.m. leave Winnipeg arrive 8:00 p.m. ¶
 10:05 a.m. Morris 5:30 p.m.
 11:50 p.m. Gretna 3:45 p.m.
 4:45 p.m. arrive Manitou City leave 3:30 a.m.

7:30 a.m. leave Winnipeg arrive 3:00 p.m. ¶
 10:30 a.m. Stony Mountain 2:00 p.m.
 10:55 " arrive Stonewall leave 1:30 "
 † Daily.
 * Daily except Saturdays.
 † Daily except Mondays.
 ¶ Daily except Sundays.

Sleeping Cars runs daily between Winnipeg and Moose Jaw. Sleeping car leaving Winnipeg Mondays runs through to Calgary without change. Returning arrives at Winnipeg Saturday evening.

Trains more on Standard time.

JOHN M. EGAN, Gen. Superintendent. W. C. VAN HORNE, Gen. Manager. WM. HARDER, Ass't Traffic Manager.

St. Paul, Minneapolis & Manitoba.
SOUTHEASTWARD.

Express leaves St. Vincent at 11.15 p.m. and 11.50 a.m. arriving at St. Paul at 6.20 p.m. and 8.10 a.m. the day following, making close connections with train running in all directions.

NORTHEASTWARD.

Express leaves St. Paul at 7.00 p.m. and 8.09 a.m., arriving at St. Vincent at 4.20 p.m. and 3.45 a.m. the day following, making close connections with the Canadian Pacific.

Trains run between St. Paul and Minneapolis almost every hour.

Sleeping cars on all night trains. Trains run on St. Paul time.

Chicago, St. Paul, Minneapolis, Omaha, & North-Western Railways.

GOING EAST.

Express trains leave Minneapolis at 1.00 p.m. and 8.00 p.m.; and St. Paul, 1.45 p.m. and 8.45 p.m., arriving in Chicago at 7.00 a.m. and 2.00 p.m.

COMING WEST.

Express trains leave Chicago at 11.30 a.m. (except Sunday) and 9.00 p.m. arriving at St. Paul at 6.15 a.m. and 12.45 p.m., and Minneapolis at 7.00 a.m. and 1.30 p.m.

This is the only line between St. Paul and Chicago running the Pullman Smoking Room Sleepers, and Palace dining cars.

GOING SOUTHWEST.

The Chicago 5 p.m., and Omaha trains leave St. Paul or Sioux City, Omaha, Kansas City and San Francisco at 7.10 a.m. and 3.30 p.m.

The Royal Route. — Chicago, St. Paul, Minneapolis and Omaha, and Chicago and Northwestern Railways.

Passengers over the Royal Route have all the luxuries of Modern Railway travel, Palace Dining Cars, Luxurious Smoking Room Sleepers and Elegant Day and Night Coaches for Passengers who do not ride in Sleeping Cars, with no change of cars for any class of passengers between Minneapolis, St. Paul and Chicago, also No Change of Cars between St. Paul and Council Bluffs, with Through Sleepers to Kansas City. If you wish the best traveling accommodation always buy Tickets over the Royal Route.

J. H. Hilland, T. W. Teasdale, Gen. Traff. Man., St. Paul. Gen. Pass. Agt., St. Paul. F. W. Cusack, Gen. Agt., 517 Main St., Winnipeg.

Albert Lea Route.

The favorite route from the North to Chicago and the East. Chicago "Cannon Ball" express leaves Minneapolis at 7.00 p.m. daily, arriving at Chicago 3 p.m. next day. This is a solid train, consisting of comfortable day coaches, Pullman sleeping cars, and our justly famous palace dining cars, running through without change.

Train leaving Minneapolis 7.40 a.m. has comfortable coaches, Pullman sleeping cars, and Horton reclining chair cars.

J. F. McFARLANE, Gen. Northwestern Agent, Winnipeg, Manitoba.

J. A. McCONNELL, Traveling Passenger Agent. S. F. BORD, General Traffic and Passenger Agent.

Chicago and Grand Trunk Railway.

GOING EAST.

Leave Chicago 0.10 a.m., 3.30 p.m., 8.30 p.m.; arrive at Port Huron 10.30 p.m., 5.30 a.m., 10.35 a.m., 10.10 a.m., 5.15 p.m.

Leave Port Huron 6.10 a.m., 7.55 p.m., 8.00 p.m., 4.15 p.m., 11.00 a.m.; arrive at Chicago 6.50 p.m., 7.45 p.m., 8.00 a.m., 6.40 a.m., 9.00 a.m.

Pullman palace sleeping coaches are run through with out change, between Chicago, and Bay City, Detroit, Toronto, Montreal, Boston, Niagara Falls, Buffalo, and New York via Port Huron, as follows:

GOING WEST.

Trains leaving New York 6.45 p.m., Buffalo 12.10 p.m., Suspension Bridge 1.00 p.m., and Port Huron 3.00 p.m., has through Pullman palace sleeping coach from New York, Buffalo, Suspension Bridge and Bay City to Chicago.

Train leaving Boston 7.00 p.m., Montreal 9.30 a.m., Toronto 11.45 p.m., and Port Huron 7.45 a.m., has through Pullman palace sleeping coach from Boston to Chicago.

Train leaving Montreal 10.00 p.m., Toronto 12.15 p.m., Port Huron 8.00 p.m., has through Pullman palace sleeping coach from Montreal to Chicago.

GOING EAST.

Train No. 3 leaving Chicago 3.30 p.m., has through Pullman palace sleeping coaches from Chicago to Niagara Falls, Buffalo, New York, and to Boston via Montreal.

Train No. 5 leaving Chicago 3.30 p.m., has through Pullman palace sleeping coach from Chicago to Montreal and Parlor car to Boston.

Train No. 1 leaving Chicago 9.10 a.m., has through Pullman palace coach from Port Huron to Toronto and Montreal.

The Chicago, Milwaukee & St. Paul Railway

Is the short Line from St. Paul and Minneapolis, via La Crosse and Milwaukee, to Chicago, and all Points in the Eastern States and the Canada.

It is the only line under one management between St. Paul and Chicago, and is the finest equipped Railway in the North-west.

It is the only line running Pullman Sleeping Cars, Palace Smoking Cars, Tourist Dining Cars, via the famous River Bank Route along the shores of Lake Pepin and the beautiful Mississippi River to Milwaukee and Chicago. Its trains connect with those of the Northern lines in the Grand Union Depot at St. Paul.

No Change of Cars of any class between St. Paul and Chicago.

For through Tickets, Time Tables, and full information apply to any Coupon Ticket Agent in the North-west.

S. S. MERRILL, General Manager. A. V. H. CARPENTER, General Passenger Agent.

W. H. DIXON, General N. W. Pass. Ag't., St. Paul, Minn. CHAS. N. BELL, Commercial Ag't., Winnipeg, Man.

Michigan Central Railroad.

Depots foot of Lake Street and foot of Twenty-second Street. Ticket Offices, 67 Clark Street, south-east corner of Randolph, Grand Pacific Hotel and Palmer House.

EASTWARD.

Express trains leave Chicago at 6.45 a.m., 9 a.m., 4.30 p.m., 9 p.m., and 10 p.m.; arriving at Detroit at 6.35 p.m., 6.50 p.m., 1 a.m., 6.40 a.m.; and 8.60 a.m.

WESTWARD.

Express trains leave Detroit at 7.20 a.m., 9.55 a.m., 8.20 p.m., 10.10 p.m.; arriving at Chicago at 6.50 p.m., 7.40 p.m., 7.30 a.m., and 8 a.m.

These trains take the through sleepers from the Canada Division, and make close connections at Chicago with the trains of other roads.

Dining cars on trains.

CANADA DIVISION.

EASTWARD.

Express trains leave Detroit at 1.10 a.m., 7.10 a.m., 9.05 a.m., 12.35 p.m., and 8 p.m.; St. Thomas at 4.20 a.m., 10.55 a.m., 1.45 p.m., 3.55 p.m., and 10.55 p.m.; arriving at Buffalo at 8.15 a.m., 3.25 p.m., 7.16 p.m., 8 p.m., and 4 a.m.

WESTWARD.

Express trains leave Buffalo at 11.55 a.m., 12.20 p.m., and 7.15 p.m.; St. Thomas at 1.35 p.m., 4.10 p.m., 6 p.m., and 11.35 p.m.; arriving at Detroit at 8.25 p.m., 9.15 p.m., and 3.15 p.m.

Close connections at St. Thomas with Credit Valley for Toronto, with all branch lines, and with other roads at Buffalo and Detroit.

Through sleepers and dining cars on all trains.

O. W. RUGGLES, Gen. Pass. & Tkt. Agt., Chicago.

H. B. LEDGARD, Gen. Manager, Detroit.

W. McLEOD, Manitoba Pass. Agent, Winnipeg.

The Chicago & Grand Trunk & Grand Trunk Railways

Will be seen by the following Map to be the most Direct Route between

CHICAGO AND ALL CANADIAN POINTS.



Having NO CHANGE OF CARS of any class between CHICAGO, PORT HURON, STRATFORD and BUFFALO. The only line running PULLMAN PALACE SLEEPING CARS from CHICAGO to SUSPENSION BRIDGE, BUFFALO, TORONTO, MONTREAL, NEW YORK and BOSTON through Canada without change.

This line is becoming the most popular route to all points East, via Montreal and down through the White Mountains, also via Niagara Falls, where its trains pass over the SUSPENSION BRIDGE, in full view of America's Greatest Cataract. During the Summer Season passengers going East have choice of Boat or Rail on the St. Lawrence River, where nature taken its way and crowned the river with the most beautiful scenery.

Always ask for Tickets via this Line.

GEO. B. REEVE, Traffic Manager

S. R. CALLAWAY, General Manager.

North Western Planing Mills

Main St., Opposite C. P. R. Station.

SASH, DOORS, BLINDS,
And General House Furnishing
Made to Order.

The Wholesale Trade supplied on the Best Terms. Orders attended to promptly.

PATERSON & MITCHELL.

D. S. BRIGGS,

Wholesale and Retail Dealer in

LUMBER, LATH AND SHINGLES,

ALSO

READY-MADE HOUSES.

358 Main Street, West Side, North of Track,
WINNIPEG.

H. R. BANKS & CO.

Manufacturers and Dealers in

**LUMBER,
LATH,
SHINGLES, Etc.**

Planing Mill and Factory,

Garland St., Portage La Prairie.

Branch Yard, Moose Jaw.

J. M. TAYLOR,

CITY PLANING MILL,

Manufacturers and Dealers in

All kinds of Sash Doors, Mouldings, etc.,

MILL AND FACTORY,

Dufferin St., Portage La Prairie.

West of Firo Hall.

G. F. STEPHENS & CO.,

Importers of and Wholesale Dealers in

PLAIN, FANCY AND PLATE

WINDOW GLASS

Mirror Plates, Paints, Colors, White Lead, Oils,
Varnishes, Brushes &c.

98 Portage Avenue, - - WINNIPEG.

CAMPBELL, SPERA & CO.,

WHOLESALE IMPORTERS OF

GENTS' FURNISHINGS, FANCY DRY GOODS,

SMALLWARES, ETC.

Manufacturers of White Dress Shirts, Colored Shirts,
Overalls and Woolen Shirts and Drawers.

Corner of William and Princess Streets, - WINNIPEG, MANITOBA.

R. BALFOUR,

MANUFACTURER OF

OAK DIMENSION TIMBER

SHIP AND BRIDGE TIMBER A
SPECIALTY.

P. O. BOX 32,

Emerson, Man.

PARSONS & FERGUSON,

Wholesale Paper Dealers.

SPECIALTIES:

BUILDING PAPERS,	PAPER BAGS.
WRAPPING " "	TWINES.
PRINTING " "	ENVELOPES
WRITING " "	ACCOUNT BOOKS.
BLOTTING " "	MEMORANDUM " "
WALL " "	SCHOOL " "

STATIONERS' SUNDRIES.

23 Sole Agents for Manitoba for ALEX. PIRIE & SONS,
Aberdeen, Scotland, the largest Paper Manufacturers in
the world.

RORIE ST., one block east of Main St.,

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W. J. GAGE & Co.,

WHOLESALE

BOOKSELLERS & STATIONERS,

STAPLE & FANCY STATIONERY,
PAPER BAGS, WRAPPING PAPERS, ETC
3 Notre Dame St. East, Winnipeg.

W. P. GUNDY, WHOLESALE ONLY.
Manager.

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THE PIONEER PAPER RULER,

AND

Blank Book Manufacturer,

Of Manitoba and the North-West.

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KILGOUR BROS.

MANUFACTURERS & PRINTERS,
Wrapping Paper, Paper Bags, Paper Boxes,
Twines, etc., etc.,
TORONTO, ONT.

LITHOGRAPHED PLANS,

Paper Ruling and Binding,

Fine Job Printing

AT REASONABLE RATES.

THE BISHOP

ENGRAVING AND PRINTING CO.,

(LIMITED)

20, 22 and 24 Post Office Street,

WINNIPEG.

GRAND VIEW HOTEL,

OPPOSITE NEW C. P. R. STATION.

BRANDON MANITOBA.

FRANK BOISSEAU, Proprietor.

LATE OF THE RUSSELL HOUSE, OTTAWA.

Strictly first-class in every respect. Commercial Sample
Rooms Attached.

GRAND UNION HOTEL,

WINNIPEG, MAN.

Douglas & Co., - - - Prop's.

The Largest and Most Popular House of the North-
west. Complete in all its appointments. Graduated prices.

THE QUEEN'S,

The Palace Hotel of the Northwest.

WINNIPEG.

O'CONNOR & BROWN, Proprietors.

The Manitoba Soap Works!

ST. BONIFACE, MANITOBA.

Wall, Bessette, Lecomte & Co., Proprietors.

The "Royal" Soap is strongly recom-
mended for family use, being the best
Soap sold in Manitoba.

TRY IT! TRY IT! TRY IT!

FULL STOCK

Teas, Sugars,
Syrups, Mollasses,
COFFEES and
General Groceries

MacNAB, MacLEAN & CO.,

WHOLESALE GROCERS,
OFFICE AND SAMPLE ROOM 3 and 10 James
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GOLDIE & CO.

BREWERS AND MALSTERS.

Portage Brewery,

PORTAGE LA PRAIRIE.

Ale and Porter in Wood
and Bottles.

Orders by Mail and Wire Promptly At-
tended to.

CARL KAUFFMAN,

Manufacturers Agent & Commission Merchant
SPECIALTY:
Cigars imported from Hamburg, Germany.
42 FRONT STREET EAST, TORONTO.

JAMES O'BRIEN & CO.,

WHOLESALE

CLOTHING

—AND—

GENTS' FURNISHINGS,
PRINCESS STREET,

D. FRASER, Manager. WINNIPEG.

EDDY & PALMER,

GREAT NORTH-WEST

Trades Protection, Gen'l Enquiry,

—AND—

DETECTIVE AGENCY,

Audit of Accounts,
Collection of Debts, Rents, Etc.
OFFICE OVER MONTREAL BANK,
346 MAIN STREET, WINNIPEG

N. B.—In addition to the above, being ac-
quainted with the leading citizens of this town,
we afford assistance to intending settlers,
giving such information as the necessities of their
business may require.

J. A. HEALY & CO.,
BROKERS

—AND—

Commission Merchants.

Agents St. Lawrence Sugar Refining
Company, Montreal.

Office: McArthur Block, Winnipeg.

James Park & Son,
PROVISION MERCHANTS,

MESS PORK, HAMS, BACON,

Butter, Lard, Cheese, Stilton Cheese, Canned
and Preserved Meats
of all kinds constantly on hand at Lowest Prices to the
Trade.
41 to 47 St. Lawrence Market, 161 King Street
West, and 95 Front Street East,
TORONTO, ONT.

HENRY, SNYDER & CO.,
PACKERS,

And Wholesale Dealers in Canned Goods, Jams, Jellies,
Fruits, Vegetables, Meats, Pickles, &c., &c.
Packing House and Head Office, 121 & 123 Front St. East,
TORONTO, ONT.
Highest Awards and Medals at Exhibitions of 1882.

GRIFFIN & DOUGLASS,

COMMISSION MERCHANTS,

AND WHOLESALE DEALERS IN

PRODUCE AND PROVISIONS.

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WINNIPEG, MAN.

A. R. JAMES BANNATYNE. ANDREW STRANG

BANNATYNE & CO.,

(SUCCESSORS TO A. G. B. BANNATYNE)

WHOLESALE GROCERS

AND DEALERS IN

Provisions, Wines & Liquors,

383 MAIN STREET, WINNIPEG, MAN

James Bissett & Son,

TEA IMPORTERS,

—AND—

General Commission Merchants.

All Supplies Brought Direct from

China and Japan.

Gerrie Block, Princess St., Winnipeg.

JAMES ROBERTSON & CO.,

—IMPORTERS OF—

TINSMITHS' AND PLUMBERS' SUPPLIES

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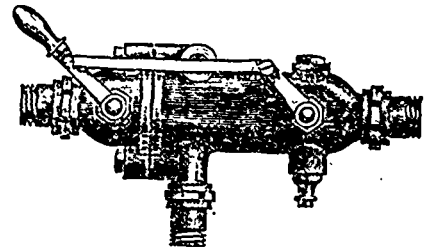
METAL MERCHANTS,

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JAS. THES, Manager. WHOLESALE ONLY.

THE KORTING INJECTOR !!

Acknowledged to be the
Best Boiler Feeder in the World



Will lift 25 feet and take water at 160 degrees. Only
one handle to start and stop. No valves to regulate.
Cheaper than any other injector in the market.
Prices and particulars on application to

R. MITCHELL & CO.,
St. Peter and Craig Streets, MONTREAL.

GEORGE IRVING, Jr.,

Importer and Commission Merchant.

AGENCIES:

Dominion Paint Company.—Fine Mixed Liquid and
other paints.
H. B. Newhall Co's, New York.—Heavy Hardware,
Ship Chandlery, etc.
W. Barwell, England.—Bolts, Nuts & Rivet Works.
C. H. Handasyde & Co., Scotland.—Boiler Purger.
Dealer in Railway, Machinists and Mill Supplies,
Oils, etc., etc.
17 ST. PETER STREET, MONTREAL

RAILWAY SUPPLIES!

ANTHONY FORCE

78 ST. PETER ST., MONTREAL,

AGENT FOR

VICKERS, SONS & CO. (Limited),
The River Don Works, SHEFFIELD,
Manufacturers of Crucible Cast Steel Tyres, Cast,
Shear and German Steel, Tool Steel, Crossings, Horn-
blocks, Axle Boxes, Axles, Piston and Connecting Rods,
Slide Bars, Marine Shafts and Cranks, Bells, etc.

MESSRS. P. & W. MACLELLAN,
Clutha Iron Works, GLASGOW,
Engineers and Machine Makers, Manufacturers of
Railway and other Bridges, Iron Girders, Iron Roofs,
Railway Plant and Furnishings of every description.
Warehouse, 225 Wellington Street, MONTREAL.

—THE—

Railway Supply and Manu'g Co.,

F. JOSEPH, Manager.

Manufacturers of

GOTTON AND WOOLLEN WASTE

For Packing and Cleaning purposes.

RAILWAY BRASSES & BEARINGS

THE BEAVER METAL A SPECIALTY.

Factory 12, 14, 16 and 18 Church Street.
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All Orders promptly attended to.

NOTHING LIKE LEATHER.

W. N. JOHNSTON & CO.,

Importers and Dealers in

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HIDES AND OIL.

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