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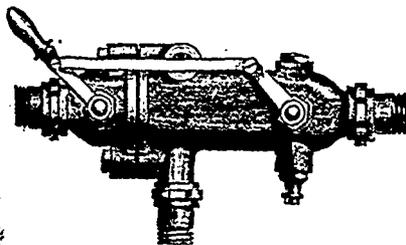
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Ex S.S. "Alternay," 405 packages "Moynne" & "Kaisow"  
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**DIRECT IMPORTATIONS**

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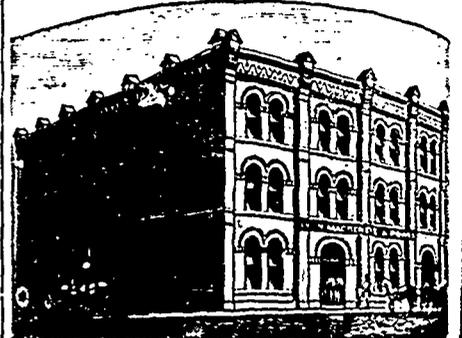
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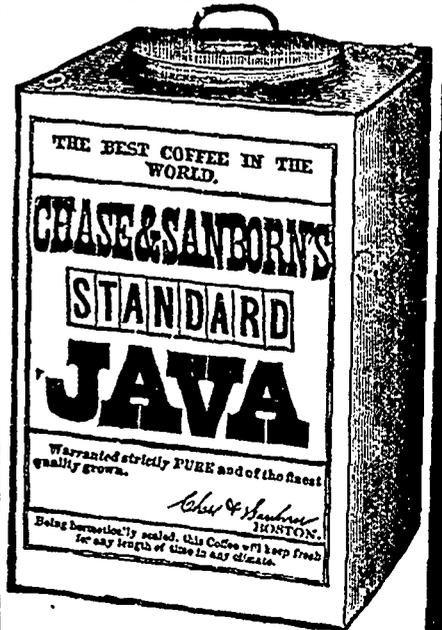
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# The Commercial

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. 3

WINNIPEG, FEBRUARY 17 1885.

NO. 21.

## 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.

ISSUED EVERY TUESDAY.

THE COMMERCIAL will be mailed to any address in Canada, United States or Great Britain at \$2.00 a year in advance.

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Book, Newspaper, Railroad, Commercial and Job Printing specialties.

27 Office, 4 and 6 James St. East.

JAS. E. STEEN,  
Publisher.

WINNIPEG, FEBRUARY 17, 1885

THE town-site of Letnerbridge is shortly to be laid out.

THE new Round House at Dunmore has been completed.

THE Rapid City mills have stopped running for the present.

IT is reported that Stonewall is about to have a street railway.

R. SCOTT, general storekeeper, Shoal Lake, has assigned in trust.

MR. M. S. SMITH, president of the Temperance Colonization Co., is dead.

A CHEESE factory is about to be started at the Mennonite village of Schaufeld.

MR McCROSSEN has been appointed a Dominion inspector of public works.

D. P. McLAURIN, lumber merchant, Brandon, has sold out to Hughes & Patrick.

A. BETHUNE, general storekeeper, Manitou, is opening a branch store at Glendenning.

THE stock of W. Whitehead & Co., druggists, Winnipeg, is advertised for sale by tender.

ROBINSON & RUMSEY, general storekeepers, Moosejaw, contemplate dissolving partnership.

HEAD & WINSTANLEY, publishers of the Standard, Rapid City, have suspended publication.

GOLDSTINE, ZINKAN, & Co., general storekeepers, Troy, contemplate dissolving partnership.

THE stationery stock of Andrew Freeland, Brandon, has been secured by Freeland & Christie.

NEIL McLEOD has leased the Grand Central hotel, Medicine Hat, O. G. Ogburn having retired.

IT is probable that work will be resumed upon the N.W.C. & N. Co.'s Ry. about the first of April.

THE contract for the boring of a deep well at Norden has been awarded to John Piper, of Winnipeg.

IT is reported that George Agnew, general storekeeper, Dominion City, contemplates giving up business.

D. BRYCE, hotelkeeper, Neepawa, has gone out of the business. He will be succeeded by John McKenzie.

BEDFORD Bros., grist-millers, Mountain City, have dissolved partnership. F. H. Bedford will continue the business.

THE contract for the carrying of mails between Manitou and Clearwater has been awarded to Messrs. Maxwell and Beggs.

A PETITION is being prepared at Medicine Hat, and will shortly be circulated for signature, praying for the appointment of a resident judge.

THERE are reports of another snow storm in Illinois and in parts of Ontario. Several roads are blocked, and among others the Grey & Bruce.

SAMUEL KYLE, formerly of the Nickel Plate saloon, Winnipeg, is reported to have left the city for good rather than face the maze of his financial difficulties.

PAULIN & WARD, bakers and confectioners, Winnipeg, have compromised at 25c in the \$, and dissolved partnership. W. H. Paulin will continue the business alone.

MR. CHAFFEY has sent out a party of experienced miners to test his seam at Big Hill. If the result proves satisfactory, it is his intention to have coal at Medicine Hat in three weeks.

C. W. HANSCOMBE, a reporter of the Winnipeg Times, was, last Friday, brought before Messrs. Moore and Tupper, magistrates, at the Provincial Police Court, on a charge of criminally libeling George Percival, by publishing in that journal an article accusing him of committing forgeries on the Merchants' Bank. Hanscombe was committed for trial, but admitted to bail.

NEELANDS & Co., druggists, Winnipeg, are in trouble at present. Some misunderstanding has occurred between Neelands and H. N. Jackson, from whom the stock and business were recently purchased, and the latter, with a bailiff's assistance, seized and removed the stock. An action has recently been entered by Neelands against Jackson for \$10,000 damages, for alleged illegal seizure.

ON Friday last ex-alderman G. M. Wilson was arrested at the instance of D. H. Mills, who assigned to him on behalf of his creditors last summer. Mills alleged that Wilson had misappropriated over \$1,000 of the funds to his own use. When the case was called yesterday the prosecution failed to put in an appearance. The undertaking of Mills was a grave mistake, as under the present law there are no means by which a trustee can be compelled to give any statement as to the proceeds of the estate in his charge.

THE report of Lieutenant Gordon on the Hudson's Bay and Straits has made its appearance, and has dispelled many of the imaginary terrors connected with the navigation of these waters. Lieutenant Gordon declares the minimum of open navigation to be four months, and the maximum five. Icebergs, field ice, and other obstructions, he makes very light of in his report. He considers the navigation of the Straits no more difficult, and quite as practicable as of the Straits of Belle Isle. Altogether the report should effectually silence the interested croakers against the opening of this route, and give capitalists fresh confidence in the construction of the Hudson's Bay railway.

## Business East.

## ONTARIO.

J. S. Deacon, shoes, London, has sold out.  
 George Harding, plumber, Toronto, is dead.  
 J. T. Brown, general store Cottan, has sold out.  
 C. E. Ray, hotel, Whitby, has assigned in trust.  
 A. C. Jones, groceries, Staffa, has assigned in trust.  
 T. A. Bourko, dry goods, Windsor, has assigned.  
 J. R. Easton, books, Lindsay, has assigned in trust.  
 A. B. Flint, dry goods, Toronto, has assigned in trust.  
 Henry Bros., grocers, Toronto, has assigned in trust.  
 — McKinnon, grocer, Toronto. Stock seized by bailiff.  
 Kittridge Bros., bankers. Sold out to W. B. Tisdale.  
 J. Wilson, drugs, Simcoe, has sold out to J. R. Kestell.  
 World Publishing Co., Toronto. Sheriff in possession.  
 Mrs. Peene, millinery, Hamilton. Sheriff in possession.  
 — McEachern, fancy goods, Barrie, has been burned out.  
 Farley & Co., dry goods, Toronto, are asking an extension.  
 Duncan B. Campbell, liquors, Strathroy, have sold out.  
 Joseph Roy, general store, Beaver, has assigned in trust.  
 Alex. Reid, general store, Coldwater, has assigned in trust.  
 Graham Manufacturing Co., London have removed to Galt.  
 Buckley Bros., general store, Marthaville, have dissolved.  
 S. McCabe, boots and shoes, Hamilton. Bailiff in possession.  
 S. Weaver, general store, Lyndhurst, has been burned out.  
 Wm. Parr, general store, Cartwright, has assigned in trust.  
 W. O. Garner, stationery, etc., Toronto, is trying to sell out.  
 J. P. Crocker, general store, Barrie, has been burned out.  
 Wilson & Munro, groceries. Sold out to Frank Smith & Co.  
 Robert Jolly, general store, Monckton, has sold out to I. Hold.  
 A. W. Jackson, general store, Orangeville, has assigned in trust.  
 Pae Bros., dry goods, Barrie, have dissolved. W. A. Pae continues.  
 Stewart & Quilan, contractors, London, have assigned in trust.  
 G. H. & J. A. Snyder, flour mill, Hamilton. Stock damaged by fire.  
 C. B. Hunt, flour mill and coal, London. Style is now Hunt Bros.  
 J. C. Diggins, jeweller, Strathroy. Trustee advertises stock for sale.  
 Miss J. Backsey, millinery, London. Stock advertised for sale by trustee.

Howland, Robson & Co., grist mill, Waterdown, has been burned out.  
 J. F. Wood, of the firm of J. F. Wood & Co., grocers, etc., Sarnia, is dead.  
 Charles Stock & Co., grocers, etc., Stratford, has sold out to C. McIlhargy.  
 Samuel Stern, wholesale fancy goods. Stock advertised for sale by trustee.  
 Yager & Ratz, sawmill, Browster, have dissolved. John Yager continues.  
 C. Laidloy, dry goods and shoes, Omemece. Advertiser selling off and retiring.  
 Miller & Greene, grocers, Harriston, have dissolved. John Miller continues.  
 F. A. Shirriff, Essential oil, Toronto, succeeded by the Imperial Extract Co.  
 George Ross, gents' furnishings, Bigden. Stock advertised for sale by trustee.  
 Mitchell & Raven, general store, Eden. Style is now changed to Raven Bros.  
 Ellis & Stokes, woollens, Port Dover, have dissolved. Jonathan Ellis continues.  
 Mara & Co., bankrupt stocks, Galt. Advertiser selling off and giving up business.  
 J. McMechan, boots and shoes, London, has admitted his son, J. H., into partnership.  
 Crane & Baird, Toronto and Montreal, produce commission. James Carruthers retires.  
 Bryce Bros., lumber, etc., Toronto, has admitted H. H. Williams as partner—style same.  
 Wm. Robinson & Son, painters, etc., Kingston, have dissolved. Style now is Robinson Bros.

Hinch, Perry & Co., dry goods, etc., Napanee, are offering to compromise at 70c in the dollar.

Briggs & Dunnett, wholesale hats, etc., Toronto, have dissolved. John Briggs retires and Thomas Dunnett continues.

The following were burned out recently at Parkhill: Henry Bishop, hardware; J. & N. Phelan, grocers; John Watson, tailor; Thomas Watson, harness.

## QUEBEC.

John Tweddell, shipsmith, Quebec, is dead.  
 Kimball & Coate, Montreal, have dissolved.  
 P. F. Jobin, dry goods, Quebec, has assigned in trust.  
 L. P. Bilodeau, dry goods, Quebec, has assigned in trust.  
 Henri Baril, general store, Iberville, has assigned in trust.  
 Wm. F. Beck, crockery, Montreal, has assigned in trust.  
 J. H. Houde, general store, St. Wenceslas, has compromised.  
 N. Decuene & Co., books and frames, Quebec, have dissolved.  
 J. U. Vaudry, general store, Baie St. Paul, has assigned in trust.  
 Isidore Trepannier, dry goods, Three Rivers, has assigned in trust.  
 L. A. Champagne, general store, St. Clothilde, has assigned in trust.  
 Suprenant Moise, general store, West Farnham, has assigned in trust.  
 John Taylor & Bro., wholesale hardware, Montreal. Style now changed to J. & H. Taylor.  
 Prior & Randall, manufacturer agents, Montreal, have dissolved. H. S. Randall continues.

Loudon Bros., sash and doors and contractors, Valleyfield, have sold out sash and door factory to Emile Provost.

## NOVA SCOTIA.

J. B. Godfrey, Windsor, has assigned.  
 D. M. Dickie, shipping, Canning, has assigned.  
 J. C. Holdon, Church Point. Bill of sale given.  
 James McPherson, dry goods, Halifax, has assigned.  
 Robert Hunter, founder, Bridgewater, has assigned.  
 D. T. Butler, groceries and liquors, Caledonia, has assigned.  
 Pat O'Connell, general store, etc., Mira River, has assigned.  
 James Lane, stationery, Halifax, has been burned out. No insurance.  
 J. Bates & Co., corn mill, Dartmouth, have dissolved. G. A. Crathorne continues.

## NEW BRUNSWICK.

T. W. Peck, general store, Peck, has gone out of business.

## PRINCE EDWARD ISLAND.

Archibald Shaw, general store, Crapaud, has been burned out.

The failures in the United Kingdom for the week ending January 17, reported to *Kemp's Mercantile Gazette*, numbered 102, as compared with 114 and 226 in the corresponding weeks respectively of 1884 and 1883. England and Wales had 71 failures, as compared with 93 and 215 in the weeks specified; Scotland had 24, as against 15 and 11, and Ireland had 7, as against 6 in 1884 and none in 1883.

## Overwork.

A large amount of sentimental rot gets into print about men killing themselves by overwork. In nine out of ten cases of this kind the true cause of death will be found to be something besides overwork. We all know professional and business men who work harder than they ought, and yet by taking good care of themselves in the way of diet, exercise, etc., manage to enjoy good health and wear a cheerful, hearty look. Those who die from "overwork" generally use liquors and tobacco without moderation, keep late hours, and indulge in hazardous speculations outside of their legitimate business. Late hours, liquors, and tobacco engender weak nerves, and upset the functions of the body, while anxiety over speculative schemes acts upon the brain. With these evil agencies working against a man, some slight exposure brings on an attack of illness, and the whole body being weakened gives way in a very short time. The sudden illness and speedy demise baffle medical skill, the stricken family and shocked friends are told that overwork was the cause of death, and the press deplores the tendency of our civilization to kill people by overwork, when the real cause of nine-tenths of these deaths is as outlined above.

—*The Manufacturer and Builder.*

NEXT to California, Kansas is the largest wheat producer of the States. This year's crop is probably in excess of 40,000,000 bushels.

**H. SHOREY & CO.,**

WHOLESALE

**CLOTHIERS,**

—AND—

**Mantle Manufacturers,**

32 to 40 NOTRE DAME STREET WEST,  
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# The Commercial

WINNIPEG, FEBRUARY 17, 1885.

## DISCRIMINATION FREIGHT RATES.

In connection with the demand of Winnipeg importers for redress of the discrimination in freight rates which is maintained against this city, there is a manifest desire on the part of the C.P.R. managers to make all the traders outside of Winnipeg believe that our importers are asking for a table or scale of rates, which will discriminate in their favor, and against all points west of this city. They have so far succeeded with this misrepresentation, that a few unwary people have fallen into their trap, and have utterly failed to see the movement of our merchants in its proper light, namely the first organized step in the direction of opposing and if possible breaking up that unjust system of railway management or rather manipulation which throws the whole mercantile interests of the Northwest at the mercy of Eastern cities. Parties who have fallen into this foolish belief have certainly not watched carefully the struggle between the Winnipeg Board of Trade and the General Manager of the C.P.R. Had they done so they would have noticed that the former have been careful to urge no claim that meant any detriment to our Western towns. They have seen clearly from the beginning that the trade interests of the whole Northwest are mutual and their demands have been clearly pointed against the unjust advantages granted to shippers in Eastern Canadian cities. We will take for example an instance which shows clearly how Northwest trade interests are mutual on this question. One class of goods can be shipped from Montreal to Winnipeg for 90c per 100 lbs or to Brandon for 95c whereas the Winnipeg importer has to pay the 90c to this city and when he re-ships to Brandon a local rate of about 20c making a discrimination of 15c per 100 lbs. and as we reach points further West the discrimination increases until in many instances it goes far beyond the profit in many classes of heavy goods. In winter, when navigation is closed, even the heavy Western buyer who purchases in car lots finds it to his advantage to purchase in Winnipeg from stocks which have been imported during the time of low summer freight rates. It may be possible to find

a merchant who would rather pay this extra local rate than allow Winnipeg importers to secure the advantages they now ask, but we are certain that ninety-nine per cent. of our Western merchants would look such a man as a fool and a bigot and who was fighting against the best interests of himself and the class he belonged to, and right into the hands of a tyrannical railway corporation from which every concession approaching to justice to our Northwestern trade interests has to be forced.

The merchant must be blinded indeed who cannot see the advantages to be gained to traders in the far West by having a first-class wholesale centre within their own country from which supplies can be promptly drawn at all periods of the year. It is undoubtedly to the interests of prominent members of the C.P.R. Syndicate to obstruct and retard as much as possible the growth of mercantile centres in the Northwest. They have themselves large trading interests in the East and opposition here they certainly do not desire. To them the Northwest is of most value while it is one huge wheat field in which grain supplies can be secured and Eastern manufacturers and merchandise sold, and any trade institution there beyond the ordinary village store is to them an eyesore. It may be that there are a few Western merchants who have a similar desire but they are so few that their opinion need not be respected very much, and we have no doubt but the great mass of the three thousand traders throughout the Northwest will look upon this move of the Winnipeg importers as a well directed and commendable blow at a Government, bolstered Railway monopoly from which many concessions to the commerce of the Northwest have yet to be wrung.

## THE NEW MILITARY HIGHWAY.

Since the present Syndicate took over the construction of the Canadian Pacific Railway from Government, its utility has figured before the public in a variety of forms. Following their first efforts, came the time when Eastern Canada suddenly seemed dazzled by the pictures of untold agricultural wealth in the Northwest. The excitement at the prospects in store in this El Dorado led up to the boom, which at its height and subsequent collapse will make the early history of Winnipeg memorable while one of the unfortunates is left to tell the "corner lot" tale. Lately the

enterprising General Manager of the road has been entertaining the world with "Magic Lantern Views" (some might call them "dissolving views") of fleets on the Atlantic and Pacific whose only business would be the carriage of ocean freights, which would, from East to West tax the rolling stock of the C.P.R. to its utmost capacity, ere yet the last spike was well driven home.

It must be admitted, however, that all the General Managers views, wild though they may seem to sober sense, have steadily kept in sight a definite and practical end. Even though he may fall a good deal short of the control of the traffic from half a world which he seems to be aiming at. But while we give him all the credit due for the practical and commercial bent of his magician's wand, we must ask him to step down and out. The ultra-ministerial press is not satisfied with his common commercial flights. It wants to fly higher; something new must be displayed to keep up the popularity of the enterprise. The Government organs must speak; Mr. Van Horne can now in quiet and retirement follow out his shop-keeper calculations on freights of teas, and spices from China or Japan. The Canadian Pacific appears now on the ministerial press as the great Military Highway to the East, over which Great Britain can transport her armies, without hindrance and with matchless speed to quell future uprisings in Her Majesty's Indian empire. Sir John's faithful followers, taking up the great idea already feel themselves permeated with the military spirit, and from lance-corporals to lieutenant-colonels, the latest and the correct idea of the C.P.R. is that of "The Only and Original Military Road to India"

Let us hope that the C.P.R., whose construction has caused such a strain upon Canada and especially on the Northwest, will never require to be used for such a purpose. Let us not be mistaken in so speaking. We have no desire to discourage loyalty to the Old Flag, far from it, under its safe shelter we work, and under it alone would we fight; but we keep in mind that Great Britain has been able to discharge her responsibilities in India in the past without the C.P.R., and we believe she will be able to do so in the future. Being disposed like the General Manager of the road to look at things from a commercial standpoint, we do not take much stock in the dividends that

will accrue from the transport of troops, and would rather see this item of profit kept out of the prospective earnings of our great trans-continental highway.

Let us look upon the Canadian Pacific Railway not as a Military Route, but rather as a link in that all-powerful chain of commercial unity, with which the nations of the earth are generally becoming bound together, a unity which, because peaceful and profitable, will be the best preventive of wars and discordance in the days to come, between the nations of the earth.

### SPECULATIVE BUBBLES.

In Manitoba we had nearly all come to the conclusion that speculation was for a time dead, and that the efforts of all well-meaning people, and some of those whose intentions were rather questionable, would be directed towards the building up of our legitimate commercial and industrial affairs. The lessons of the past three years would certainly lead all thinking people to believe that such was the case. Real estate speculation had its day, and the long lists of unproductive property which are periodically advertised for sale for taxes in the *Manitoba Gazette*, are strong proofs of the foolish extent to which this speculation was carried. With the utter collapse of real estate speculation, attempts were made to revive the reckless mania in connection with gold mines, timber limits, and such other allurements. Unfortunately quite a number of unwary people were captured with the same, and not a little money squandered in connection. Gold production did not pan out very well, and the dead state of the lumber trade all over this continent, has put an end to dreams of wealth in connection with our timber resources. But in this great land of undeveloped resources, the chance for speculation is kaleidoscopic in its nature, and some new hallucination is ever, and anon, displaying its alluring colors to the possessor of limited means and a speculative predilection. Unproductive real estate, imaginary gold mines, and unrealizable timber limits have certainly lost their charm for the speculative adventurer; but oil wells, coal mines, copper, iron, and even tin mines, are now being trumped up to allure the unemployed dollar. We are not prepared to state that every investment of this nature now being offered is a bubble. There may be, and doubtless are, some of them which

with good management and capital prudently invested might yield large returns. This we will say, however, that to men engaged in mercantile and industrial pursuits, the most alluring should offer no temptation to investment.

It has taken now three years to purge legitimate commerce of speculation, and the work is not yet complete, although the process has been a severe trial to the former. The trader, therefore, who draws from his legitimate business funds to invest in speculative undertakings, no matter how brilliant a prospect be put forth, has certainly not profited as he should have done by the experiences of the past three years. Judging by results, which, as a rule, furnish the most convincing argument to ordinary minds, legitimate trade certainly shows more attractions than speculation. Not ten per cent. of the speculative class, who were rolling in imaginary wealth during the winter of 1881-82, are now on the surface and are prepared to pay a hundred cents on the dollar on their debts. In fact, the proportion might be safely limited to five per cent. Trade in the Northwest has certainly passed through a severe ordeal since the winter of speculative boom; but at least seventy-five per cent. of the traders of the Northwest have withstood the long strain of depression, and are still facing and paying their creditors, though they may yet feel keenly the pressure of commercial and agricultural depression. They have, with few exceptions, the clear hope of being able to weather the remainder of the storm and glide into days of prosperity. These records of trade and speculation should furnish an unmistakable warning to men in legitimate business not to touch the latter in any shape or form. There may be in this country a few idlers possessed of some loose cash, which may as well be squandered in bubble speculations as in any other way. But to the man engaged in a regular business the very touch of speculation at present is dangerous, and to indulge in it to any extent is the most suicidal folly.

### BANKRUPTCY LEGISLATION.

It is to be hoped that the appointment of a committee of the House of Commons, to inquire into and report upon the necessity of bankruptcy legislation, may mean that the Government has at last seen that the very strong representations of several Chambers of Commerce in Britain,

coupled with those of our own Boards of Trade, are pregnant with reasons why such measures should be passed by the present session of Parliament as will ensure an equal distribution of insolvent debtors' estates. It is not reasonable that the British export merchant who sells largely to Canada should be placed at a disadvantage, as compared with the home manufacturer, in cases of the inability of his customer to pay in full. Yet such is undoubtedly the case as the law at present exists. Can it be wondered at, therefore, when we learn that Mr. Leaf, chairman of the deputation from the London Chamber of Commerce, which waited upon Sir John A. Macdonald during his recent visit to England, informed that right honorable gentleman that he (Mr. Leaf) was "ashamed to offer a Canadian bill for discount at his banker's?" Words like these, coming from such a source, cannot be overlooked by those who have the credit of the Dominion at heart: for if the credit of our importing merchants is affected, the evil results will not stop there, but are bound in time to be felt by all enterprises which require to raise money in England for their development. Canadian credit, from numerous causes, has never stood particularly high across the Atlantic. There is, therefore, all the more reason why the complaint of the want of proper bankruptcy legislation should not be allowed to continue to add to the number of English grievances.

We are aware that the recent act passed in England has not been a success, and notice that Sir John was 'cute enough to point out that fact to at least one deputation while there; but that is no excuse why we in Canada should be without any act at all. No doubt our old law was defective in many points; but we have no hesitation in saying that with the experience which its defects afforded, a really serviceable act could now be passed. What is really wanted is the prevention of undue and fraudulent preferences: an act which would prevent these should not be difficult to draft, and its passage through the House should entail very little trouble to a Government so powerfully supported as the present one.

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CHINA,  
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Foot of Princess St., - WINNIPEG, MAN.

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Delivered anywhere in the City at \$3.50 per keg  
EQUAL TO ANY IMPORTED BEER.

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EXTRA PORTER AND STOUT  
In Wood and Bottle always on hand.

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Corner of William and Princess Streets  
WINNIPEG.

## WINNIPEG MONEY MARKET.

A very slow feeling has been general in connection with commercial monetary affairs in the city during the past week, which has not been unexpected. After the special and successful effort which was generally put forth to meet the obligations falling due on the fourth, there has been a general lull, and the demand for commercial discounts has been rather light. The small volume of business done in lines of goods where short credits are given, has also contributed to lessen the demand upon the banks, which profess to have plenty of funds for all the wants of legitimate trade. Obligations to be met by small traders have also been light, so that funds have not been so eagerly in demand by that class. All these circumstances have contributed to the lull, and lessened temporarily the demand upon the banks. Rates of discount remain unchanged, and are: First-class paper, 8 per cent.; ordinary, 9 to 10; and one-name, 10 to 12. Loans on real estate mortgage have been in fair demand, and quite a few were made during the week. Further improvement is looked for with the approach of spring, and many of the inquiries now being made will no doubt develop into transactions. Payments of due and overdue interest have been reasonably kept up, so that this branch of the city's financial affairs is in a healthy state, if the activity is not so great as could be desired.

## WINNIPEG WHOLESALE TRADE.

The wholesale trade of the city during the past week has been exceedingly dull, and considerable complaint has been heard from almost every branch. There seems to have been an effort in trade circles all over the country to make the best possible showing for the fourth of this month with its heavy payments, and since that time there has been a general lull. The advent of cold weather early in the week has had its effect also, and has to some extent nipped in the bud the demand for season's goods for spring trade which had begun to set in. Reports from travellers now on the road are not very encouraging, and the irregularity of mails from the west has contributed to this state of affairs. No renewal of activity in sales of spring goods is looked for until milder weather can be depended upon. It is therefore certain that in such lines of goods spring trade will be very late this year, and a large share of February's business will have to be done in March. In lines dependent upon building and outdoor contracts there is as yet no new move towards activity, and none is looked for during this month. Even in goods of everyday consumption matters have been very quiet, and it is generally believed that these lines have reached the lowest point, and early improvement is looked for. The most encouraging feature of trade is still to be found in collections. The report of the week in this respect is still encouraging, although a few complaints are still to be heard. Payments during the week have added to the proportion of obligations met on the fourth; but the quantity of paper falling due since that day has been too small to admit of an estimate as to how obligations are being met. Altogether wholesale business has been

very slow during the week, and a great share of this slowness may be attributed to the absence in both wholesale and retail circles of any desire to rush matters.

## AGRICULTURAL MACHINERY.

As yet very little progress has been made in this line in the canvass for spring sales. Dealers are proceeding very cautiously with the business of 1885, and they find a corresponding inclination on the part of purchasers. A few good spring orders have been received during the week, but the trade have not yet entered into general spring work. Collections are reported coming in slowly, but on the whole fairly satisfactory. The improved tone of January is still kept up, but there are, nevertheless, quite a large proportion of slow payments reported.

## BOOTS AND SHOES.

In this trade all is quietness as yet. There is no movement of any consequence toward spring trade, and the returns received from travelers on the road are not doing much to swell the value of sales. Consignments of spring stocks are being received, and in a few days wholesalers will have their season's supplies completed. Toward the close of this month some improvement is looked for, but the real activity of the season is not expected until March. Collections are reported much better than might be expected.

## CLOTHING.

There is no improvement to report in this trade. The bulk of the first orders from spring samples has been received, and until the weather gives some more evidence of approaching spring no renewed activity is expected. So far the sales to date show a falling off, when compared with those of last year, and judging from the low state of retailers' stocks all over the country, a good trade in spring goods must yet be done. Collections are reported good.

## CROCKERY AND GLASSWARE.

Literally there is no wholesale business doing in this line at present, and the past week has been one of the dullest ever felt in the city. Collections are reported exceptionally good, and with a continuance of the present state of affairs clean ledgers would soon be the result.

## DRY GOODS.

In our last report we noted a slight movement toward the opening of spring trade; but this has since fallen off greatly, and affairs are back to a very quiet state. Returns from travellers on the road are very light, and so far spring sales have made but little headway. A gradual improvement is looked for from this onward; but there will be no real activity until March opens up. Collections are reported good, and decidedly better than might be expected in the present state of trade generally.

## DRUGS AND CHEMICALS.

This business maintains its steady, even flow, the past week's sales being about a fair average. No unusual activity is looked for until the demand for spring outfits sets in.

## FANCY GOODS AND SMALLWARES.

There is no improvement to report in this line, and the past week has been as slow as its

predecessor. There may be some slight appearance of activity as the end of this month is approached; but the regular spring trade is not looked for until March is fairly entered upon. Collections are reported good, although the volume of obligations falling due has been light.

## FISH.

The shipping demand during the week has been very light, while receipts have been equally so. Jack-fish are reported very scarce, and white-fish are not any too plentiful. Prices are unchanged and as follows: Jack-fish in car-lots 2½ to 2¾c, and in small lots 3c; white, in car-lots 5½c and small lots 6c. The quotations given last week for oysters are unchanged, being 3½ to 3¾c for standards, and 4¼ to 4½c for selects.

## FUEL.

The demand still continues good, and has, if anything, increased. Prices are unchanged and as follows: Tamarac in round lots from \$3 to \$4, and poplar at \$2.75 to \$3.25 on track. Coal delivered: anthracite, \$12; bituminous, \$10.50, and Saskatchewan lignite, \$7.50 per ton.

## FRUIT.

Trade in this line during the week has been very satisfactory, and there has been quite a demand from the west. A slight advance in apples is the only change as to price that has taken place. Collections have not, however, been quite so satisfactory, but still there has been no actual complaint. Quotations are as follows: Prime winter apples \$4.50 to \$5 a bbl. Palermo oranges, \$5 to 5.50 a box, and Palermo lemons at \$5 to 5.50; grapes, \$8.50 to 9 a bbl; Eleme figs in boxes, 16 to 20c, and in kegs 13c; Malagas 11 to 13c; prunes, in 100 lb kegs, \$7.50, and in 50 lb boxes \$8 to 8.50. Currants and raisins unchanged.

## FURNITURE.

During the past week there were a few wholesale orders, and though still quiet, this business shows a slight improvement over the month of January. No real activity, however, is looked for before spring.

## GROCERIES.

There has been no improvement in this line over last week's report, and collections are still slow. Sugars are firm at last advance, and are quoted: Yellows, 6¼ to 7c; granulated, 8 to 8½c; Paris lumps 10c and a further advance is still looked for. Coffee and Teas are firm and unchanged quotations being as follows: Rios, 14 to 16c; Javas, 22 to 25c; Jamaicas, 17 to 20c; Mochas, 30 to 34c. Tea, still ranges as follows: Moyune gunpowder, 30 to 75c; new seasons, 65 to 85c; J-pans, 25 to 50c, new seasons, 40 to 55c; Congous, 30 to 75c; new seasons, 55 to 90c. Syrups, single crown, \$2.50, and triple crown, \$2.75 per keg.

## HARDWARE AND METALS.

No improvement has taken place in this line, and perhaps the less said about it the better. Collections are reported fair. Quotations are to a great extent only nominal, and are as follows: Tin plate, I.C., 14x20, \$6.25 to \$6.50 a box; I.C., 20x28, \$12.50 to \$13.00; Canada plates, \$4.00 to \$4.25;

sheet iron, 28 G, \$4.75 to \$5.25 per 100 lbs; iron pipe, from 40 to 50 per cent. off list price; ingot tin, 25 to 30 per lb; pig lead, 6 to 6½c; galvanized iron, 7 to 7½c per lb; bar iron, \$2.75 to 3.25 per 100 lbs; cut nails, \$3.55 to \$3.75.

## LEATHER AND FINDINGS.

There has been a little stir in these branches during the week, still it could not be called anything like activity. Collections were moderately good. Quotations are as follows: Spanish sole, 33c to 35c; slaughter sole, 35c; French calf, first choice, \$1.40 to 1.50; domestic, 85c; B Z calf, \$1 to 1.25; French kip, \$1.00 to 1.10; B Z kip, 85c to 90c; slaughter kip, 65c to 75c; No. 1 wax upper, 50c; grain upper, 55c; harness leather, 33c to 36c for plumb stock; English oak sole, 65c.

## LUMBER.

Outside of a few small orders nothing of any description has been doing in this line.

## PAINTS, OILS AND COLORS.

This trade, like the hardware, is at a standstill, and it is therefore impossible to give any report concerning it. The following quotations are only nominal: Linseed oil raw, 69c per gal.; boiled, 72c; seal oil, steam refined, \$1.10; no pale or straw seal in the market; castor, 15c per lb; lard, No. 1 \$1.30 per gal.; olive, \$1.50 to \$2, according to quality; machine oils, black 30c; oleine 50c; fine qualities, 65c to \$1. Coal oils, headlight, 27c; water white 33c. Calcined plaster, \$4.00 per bbl.; Portland cement, \$6; white lead, genuine, \$8.00; No. 1, \$7.50; No. 2, \$7. Window glass, first break, are quoted at \$2.50.

## SADDLERY AND HARNESS.

Business in this line during the past week has been, on the whole, very satisfactory. Collections still continue good.

## STATIONERY AND PAPER.

There has been no activity of any kind in this trade, and all sales have been of a retail character. Collections fair.

## WINES AND SPIRITS.

In this line business has been very slow, almost amounting to dullness, and it is altogether in an unsatisfactory condition. Collections are reported fair. Quotations are as follows: Whiskies, Gooderham & Wort's, in wood, \$1.55 to 2.25 per gallon; 65 o. p. rectified, in wood, \$2.50; W.F.L. five year old, \$2.50 per gallon cases, quarts, \$7.50; flasks \$4.50.

## THE MARKETS.

## WINNIPEG.

## GRAIN AND PROVISIONS.

Although the receipts of grain during the past week have been quite liberal all over the province, the movement has not been characterized by the rush which was general in the latter part of January. The easier feeling in prices in eastern grain centres has caused a slight drop in prices here, and there is doubtless an unwillingness on the part of farmers to part with their grain at reduced prices. This has made receipts a shade lighter; still, mills in the

city find the local receipts almost sufficient for their immediate wants, and have to depend very little upon the country. In provisions the business done has been light, and meats have maintained the same weak feeling reported in our last, notwithstanding the fact that prices are firmer at packing centres. In dairy produce matters have been even worse, and prices are weakening down as spring approaches, it being evident that with the stocks on hand now and the regular local supply there will be abundance to carry over until June consignments are received. It is questionable if export business will not be necessary during the coming summer. Altogether, the provision trade has been slow this week.

## WHEAT.

Receipts during the week have not been heavy, but still quite sufficient to meet the demand, and prices have shown a weaker feeling. The shipping demand also has been lighter. Quotations are as follows:—No. 1 hard, 70c; No. 2 hard, 65c; No. 1 regular, 65c; No. 2 regular, 60c; and No. 3 regular, 55c.

## OATS.

There has been very little demand for this, and only prime lots wanted, owing to light receipts. Prices have taken an upward tendency, and it is now quoted at from 38 to 41c in car-lots.

## BARLEY.

No improvement as to price has taken place in this market, and the quality still continues very poor and it is unfit for milling purposes. Bright, plump lots would bring 45c, and for feeding purposes the price still ranges from 30 to 35c.

## FLOUR.

The local demand has been of a very light character, while that of the west is still very limited, and eastern shipments equally so. Prices are unchanged and as follows: Strong bakers', \$2.00; XXXX, \$1.60; superfine \$1.25.

## BRAN AND SHORTS.

These have been in fair demand, the supply, however, still continuing very limited. Prices consequently are still firm at \$11 for bran, f.o.c., and \$13 for shorts.

## POTATOES.

Street receipts still continue light, but are sufficient to meet the demand. No car-lots are reported and none have been asked for. Prices on street will range from 40 to 45c.

## EGGS.

Fresh-laid eggs are still scarce, while for limed there is very little demand. Prices are unchanged at from 26 to 28c.

## BUTTER.

Stocks on hand have shown no change from the report in our last issue, and are still heavy. Prime eastern dairy is quoted at from 20 to 22c, with prime Manitoba the same; medium grades, from 15 to 18c; and inferior not wanted.

## CHEESE.

Sales of this article continue very light, and the price is unchanged at from 14 to 15c for good to choice.

## HAMS.

Hams have been in fair request, while a visible decrease in the demand for eastern smoked is noticeable. Green is still scarce. Prices remain unchanged and are as follows: Eastern smoked, 15½c; green, 12½c; and local smoked, 13½c.

## BACON.

The demand for this has been of a very light character, and a slight decline has taken place in rolls, they being now quoted at 12c; other

prices unchanged as follows: Dry salt, 9½ to 10½c; breakfast bacon (local-cured), 13½c.

## MESS PORK.

In sympathy with the better feeling at Chicago a sharp advance has taken place in this article, it being now quoted at from \$19 to \$19.50. The demand, however, continues light.

## LARD.

The demand for lard is still light, prices remaining unchanged at \$2.50 in 20lb. pails.

## DRESSED HOGS.

Receipts during the week have been remarkably light, holders evidently waiting for higher prices, while a few car-loads have been imported from the United States and laid down at a shade less than some here are asking for them, though local buyers are still offering from \$6.25 to \$6.50.

## MESS BEEF.

This has found a very slow sale, and is quoted down to \$16.50, although this really may be said to be only nominal.

## OATMEAL.

The demand for oatmeal during the week has been only fair, with prices as follows: G annulated, \$3.70; standard, \$2.75; oatmeal, \$8 per ton.

## MINNEAPOLIS.

There has been very little fluctuation in wheat prices the last week, and trading has been light in volume, with a stagnant, though strong market at the close. Receipts were not large, and shipments were fair. Low water made it unnecessary for those millers who buy on 'change to load up, even did they desire to, while outside orders were scarce because of the uncertain, if not bearish feeling which has become quite general.

Following were the highest and lowest wheat prices by grade on 'change during the week ending to-day, together with to-day's closing prices and the prices one year ago:

Wheat.	Highest.	Lowest.	Closing 1884:	Closing 1885:
			Feb. 13	
No. 1 hard..	\$2½ ..	\$2 ..	\$2	\$1.00
" 2 " ..	\$9 ..	78½ ..	79½	84
" 1 ..	74½ ..	73 ..	73½	83
" 2 ..	67½ ..	67 ..	67½	87

Futures have been rather dull, May No. 1 hard opening at 87c and closing at 86½c, May No. 2 hard opened at 84½ and closed at 83½. Corn has been weak and lower, but oats were firm.

MILLSTUFF—Has been steady, bulk bran closing at \$8.50 to 8.75 and shorts at \$9 to 9.75 per ton.

FLOUR.—There has been but little change in the flour market. Buyers are very slow to take hold, and as a rule it necessitates as great effort to dispose of the present small output as is ordinarily required when the mills are doing full work. Prices are quoted a little lower, but this is merely to meet the fall in freights, local buyers being very close observers of changes in tariffs, and urgent in their demands for lower figures when the railroads drop a trifle for any cause. There is not much export enquiry, although some millers have large contracts for future delivery. The domestic demand, though steady, is sluggish.

Quotations at the mills for car or round lots are as follows: Patents, \$4.85 to 5.15; straights, \$4.60 to 4.80; first bakers', \$3.75 to 4; second bakers', \$3.20 to 3.40; best low grades, \$1.85 to 2.10 in bags; red dog, \$1.50 to 1.70, in bags.

Low water and light work are the predominating features of milling operations on the falls. The flour production, however, is kept up pretty well. Notwithstanding that last week's water gauge showed a lower register than heretofore, the output was only a few hundred barrels less. The production of the week (ending Feb. 7) was 83,000 bbls.—averaging 11,857 bbls. daily for seven days—against 83,300 bbls. the preceding week, and 54,794 for the corresponding time in 1884. Over one third of the amount was probably made by steam power, leaving 40,000 bbls. or less that was ground by water. Our water mills are having some of the hardest experience that ever fell to their lot. There are only a few that can turn out an amount of flour at all commensurate with their capacity, and extra expense is attached to every barrel of that manufactured. Starting and stopping frequently also makes it very difficult to maintain a uniform quality of work. On Wednesday one or two water mills had overstepped the restrictions of the pool regulating the production, and its entire dissolution was threatened. In that case, and unless another pool be immediately formed, the output would probably fall off, as with all the mills making an attempt to run at the same time, none could accomplish very much.

The following were the receipts at and shipments from Minneapolis for the weeks ending at the dates given:

RECEIPTS.			
	Feb. 10.	Feb. 3.	Jan. 27.
Wheat, bush..	443,000	647,130	592,000
Flour, bbls ..	525	500	274
Millstuff, tons.	72	81	—

SHIPMENTS.			
	Feb. 10.	Feb. 3.	Jan. 27.
Wheat, bush ..	104,000	103,800	62,500
Flour, bbls ..	73,814	89,372	84,631
Millstuff, tons...	1,923	1,863	2,600

The wheat in store in Minneapolis elevators, as well as the stock at St. Paul and Duluth, is shown in the appended table:

MINNEAPOLIS.			
	Feb. 9.	Feb. 2.	
No. 1 hard ..	1,206,919	1,223,632	
No. 2 hard ..	93,183	94,218	
No. 1 ..	1,809,273	1,759,383	
No. 2 ..	205,429	183,600	
Rejected ..	2,009	18,326	
Special bins ..	657,107	686,094	
Total .....	4,023,331	3,965,253	

ST. PAUL.			
	Feb. 11.	Feb. 4.	Jan. 28.
Elevators,			
bbls. ..	1,230,000	1,218,000	1,252,000

DULUTH.			
	Feb. 10.	Feb. 3.	Jan. 27.
Elevators,			
bbls ..	5,579,966	5,420,944	5,236,598

Northwestern Miller.

CHICAGO.

On Monday the speculative wheat market was dull and generally easy. Early sales were at about the closing figures of Saturday, and seller March closed about 3c lower than the last sales of that day. Receipts of corn, 604 cars. Influenced by the liberal receipts the market was quiet, both in speculative futures and for cash, and about 3c lower than Saturday. Oats was neglected, with hardly anything doing. Pork was irregular, but on the average higher than on Saturday, closing at an advance of 7 1/2c. The lard business done was fair and the day's average prices some 5 to 7 1/2c higher, though the closing indicated a slight decline.

	Feb.	Mar.
Wheat ..	\$0.77 1/2	\$0.78
Corn ..	36 1/2	36 3/4
Oats ..	27 1/2	27 1/2
Pork ..	12.15	13.15
Lard ..	7.05	7.10

Only a light wheat business was transacted on Tuesday, and that almost wholly on local account. The report that it had been raining in the winter wheat districts on Monday, and freezing the day following, caused a firmness which advanced prices 3c. Receipts of corn were small, owing to the snow-blockade; and the shipping demand was only fair, owing to the same cause. The market ruled steady, and closed 3c better than the day previous. Oats was dull and unusually quiet, owing to the blockade. In pork trading was quite active, and fluctuations frequent, with a light shipping demand. Lard was irregular, with only a fair business doing, and the demand for shipment light. The market closed steady.

	Feb.	Mar.
Wheat ..	\$0.77 1/2	\$0.77
Corn ..	36 1/2	37
Oats ..	27	27 1/2
Pork ..	13.15	13.17 1/2
Lard ..	7.07 1/2	7.12 1/2

On Wednesday the wheat market was very quiet. Receipts at all points showed a falling off. Shipments also were quiet, and the market closed about 3c lower than it did the day before. Receipts of corn showed 190 cars, as against 179 on Tuesday. The shipping demand was again restricted by the trouble in obtaining freight room on eastern roads. The market closed about 3c lower than that of the previous day. The business done in oats was very light. March futures were inactive, and the general speculation trade bordered on stagnation. Prices in pork ruled somewhat irregular, with only a moderate shipping demand. Offerings in lard were small, and the changes in price light.

	Feb.	Mar.
Wheat ..	\$0.77 1/2	\$0.77 1/2
Corn ..	36 3/4	36 3/4
Oats ..	27	27 1/2
Pork ..	13.07 1/2	13.07 1/2
Lard ..	7.02 1/2	7.02 1/2

On Thursday prices in the wheat market were unusually steady most of the session, but toward the close became a little stronger, and at the close March was about 3c better than

the closing figure of the preceding day. Receipts of corn were only 13 cars. The speculation market was very dull, and at times weak. At the close March was about 3c lower than Wednesday. Oats hardly sold at all, the receipts being next to nothing, with no outside shipment whatever. The pork market was strong, but quiet. In lard the movement was limited, and developed no new features.

	Feb.	Mar. 1
Wheat ..	\$0.77 1/2	\$0.78 3/4
Corn ..	36 3/4	36 1/2
Oats ..	27	27
Pork ..	13.10	13.10
Lard ..	7.02 1/2	7.07 1/2

On Friday the wheat market was again very quiet. Fluctuations were slight, and no new features were realized. The receipts turned out small, owing to the snow-blockade. The market closed about 3c over Thursday. In corn fluctuations were so light as to offer scarcely any inducements to the local speculative element to trade. The feeling, however, was a shade firmer, and prices averaged a trifle higher. Speculative operations in oats seem to have been temporarily suspended. Trading in the pork market was moderately active, but prices ruled irregular. Lard offerings were small and the demand somewhat limited, and prices showed very little change.

	Feb.	Mar.
Wheat ..	\$0.78 1/2	\$0.78 3/4
Corn ..	36 1/2	37
Oats ..	27	27 1/2
Pork ..	13.00	13.02 1/2
Lard ..	7.02 1/2	7.05

On Saturday the wheat market opened strong, but later on eased off a shade. What little business was transacted was almost wholly on local account. Shipping operations in corn are still interfered with by the recent snowfalls, and the market ruled very quiet all round. In oats quotations were steady, but the market was inactive. The offerings in pork were moderately large, and inquiry on speculative account was fair. Very little business was done in lard, and there are no important changes to note.

	Feb.	Mar.
Wheat ..	\$0.78 1/2	\$0.78 3/4
Corn ..	36 1/2	37
Oats ..	27	27 1/2
Pork ..	13.00	13.00
Lard ..	7.00	7.02 1/2

TORONTO.

STOCKS.

The past week has been another in which the stock market has given no special indications, unless it has been to show the utter want of tendency one way or the other. Stocks generally have retained the better figures reached during the past few weeks, but there is not yet sufficient confidence in financial circles to allow of any further advances at present. The fluctuations of the past week have been very limited in their range, and altogether trifling in their nature. There is evidently a feeling of irresolution among operators, and considerable speculation as to what direction matters will likely take. The past week has been a square, even pool between bulls and bears, in which neither have put forth any special effort.

The closing bids of February 4th and 11th indicate how matters have been during the week's transactions.

	Feb. 4.	Feb. 11.
Montreal .. .. .	189½	189½
Ontario .. .. .	107½	108½
Molson's .. .. .	113	—
Toronto .. .. .	179½	178½
Merchants' .. .. .	111½	110½
Commerce .. .. .	119	118½
Imperial .. .. .	124½	124
Federal .. .. .	47	47½
Dominion .. .. .	186	186
Standard .. .. .	111	112
Hamilton .. .. .	118	118
Northwest Land .. .. .	41	40

#### GRAIN AND PRODUCE.

Another slow week in grain circles has passed, and there seems to be a growing disinclination to do business on all sides. Holders have persistently refused to make any concessions in prices, while many buyers have shown equal stubbornness in the opposite direction, and the deadlock thus caused has reduced the transactions of the week to a very low aggregate. It is becoming every day more apparent that, until the opening of navigation is nearer at hand and summer freights can be calculated upon, very little business will be done. There is thus very little prospect of any movement in wheat worthy of note for at least another month. In provisions also the feeling has been slow, and inactivity general. Although prices have been higher at American packing centres there has been no advance here, and the amount of business done during the week does not warrant the expectation of any. In dairy produce the partial glut still exists, and there is no prospect of any improvement.

#### WHEAT.

The offerings have been small and the prices firm, although a shade easier than in our last report. No. 1 spring ranges from \$2 to \$3c; No. 2, 80c; No. 2 fall, 82c; No. 3, 80c.

#### OATS.

This was scarce, with hardly any street receipts. Prices, however, were firm at 33c in car-lots, and as high as 35c was paid for small lots.

#### BARLEY.

Offerings were small, with an active demand, and prices retain the upward tendency noted in our last. There was no No. 1 offered; nominal No. 2 scarce at 68c; extra No. 3, 65c on track; No. 3, 58 to 59c.

#### RYE.

Still inactive, and unchanged at about 56c.

#### PEAS.

In good demand and firm. Street receipts were small, and steady at 57 to 60c. Car-lots on the spot would have brought 61c.

#### POTATOES.

A few car lots have been received and have brought 35c. Street receipts small and selling at: from 40 to 45c, the latter price for single bags.

#### EGGS.

There has been an abundance of lined offered and have found but slow sale at from 16 to 17c in round lots. Fresh laid have been selling at 20 to 21c, with all offerings at this price freely taken.

#### CHEESE.

Holdings are still very firm at 11½c for medium, and 12½c for choice, with a steady demand for small lots.

#### BUTTER.

This market is as dull as ever. Really choice dairy and well-made rolls have been freely taken at firm prices, but medium has been steadily rejected. Prices are as follows: choice dairy, 17 to 18c; good pound rolls, on street, as high as 24c.

#### PORK.

Steady and unchanged at \$16 for small lots.

#### BACON.

Inactive. Holders are not discouraged by the dullness, and are determined to hold out for good prices. Quotations are as follows: long clear, \$4 to \$4c; Cumberland, 7½c; and rolls unchanged at 10 to 10½c.

#### HAMS.

In sympathy with bacon this market has been rather dull during the week, and unchanged at 11½ to 12c for small lots.

#### LARD.

In good demand and prices steady and unchanged at the following prices: tinnets, in round lots, 9½; and 10 to 10½c for pails and tinnets in small lots.

#### POULTRY.

Receipts for the week have been small and prices firm at the following prices: fowl, 60 to 80c per pair; ducks, 65c to \$1; turkeys, \$1 to 1.25 for hens, and \$1.50 to 2 for gobblers; and geese, 65c to \$1.00.

#### APPLES.

Stock receipts small with a fair demand for shipping lots. Prices are \$1.25 for common and \$1.50 to 2 for from good to choice.

### Commercial Summary.

The late interruption in the movement of freight east from the Northwest has resulted in an accumulation of produce at Chicago and elsewhere, and the east bound trunk lines have had, for the time being, more than they could promptly forward. In the preceding week the east-bound tonnage increased 50 per cent. over prior averages, and the outlook is for a corresponding exhibit this week. Special telegrams to *Bradstreet's* yesterday reported the most hopeful feeling respecting the outlook for an improvement in general trade at St. Paul, Minn. This was based apparently on light stocks held by country merchants, fair collections, and the absence of heavy indebtedness among traders tributary to that city. There was a "slight improvement" in the condition of business at Lawrence, Kan., at Memphis, Tenn., and at San Francisco, although at the latter city no results of the improvement were yet visible. The dry goods distribution from Chicago is spoken of more favorably, but that of boots and shoes is not. The movement of general merchandise from that city shows very little gain, but there is considerable confidence for the future. At St. Louis, New Orleans, and Cincinnati trade is very quiet. Philadelphia sales are for actual wants only. In the east the print clothmakers are accumulating stocks, and prices are again tending downward. The boot and shoe industry at Boston is promised a better movement. Money at Boston is firmer, but no new enterprises are projected. At New York general trade is quite dull. Buyers here from the south and west in leading staple lines do not appear to expect to take in excess of near-by wants. Cotton is quiet and easy. It has been alternately firm, on account of smaller receipts, and weaker, owing to a decline in the speculative demand and the unsatisfactory business with spinners. Dry goods buyers show but little increased inclination to operate, and a fair volume of trade is passing, although there is no spirit in the demand. The iron and steel industry at the east furnishes no encouraging features. The almost entire absence of

stocks suggests that a renewed demand would be sure to be followed by sharp advance; but no such gain in inquiries is reported by those perfectly able to judge. The anthracite coal trade at tide-water has been disturbed by the action of the Reading and Lehigh Valley cutting tolls and prices in reply to the action of the Pennsylvania Railroad, in agreeing to deliver coal in the territory heretofore controlled by the other roads. The wool trade has been moderately active at well-sustained prices. There is a slight tendency to improvement in the market for desirable wools adapted to the wants of worsted manufacturers. In grocery staples several large houses report increased orders from the country, but the volume of trade is restricted when compared with a year ago. Coffee is steady for Rio, and weak for mild grades. Sugar is lower, with a somewhat restricted demand. Dairy produce is decidedly dull. Breadstuffs prices have been dull all the week until within two days. No. 2 red wheat sold yesterday at 92½c, against 92c a week ago. No. 2 mixed corn sold at 50½c against 50c on the 30th ult. Flour has been dull, with advantages slightly in holders favor, owing to light receipts and decreased protection west. There were 330 failures in the United States during the past week reported to *Bradstreet's*, as compared with 349 in the preceding week, and with 267, 256, and 159 respectively in the corresponding weeks of 1884, 1883, and 1882. About 86 per cent. were those of small traders, whose capital was less than \$5000. Canada had 38, a decrease of 3.

### The Spring Trade.

Under this heading the *Commercial Bulletin* of Minneapolis, has the following article upon jobbers trade of the United States Northwest, and a great many points in it will apply to the Canadian Northwest:—

Enthusiasm cannot create business, but it builds sentiment, which in turn encourages action and develops commerce. It never pays to close our eyes to all adverse circumstances, but it does pay to put forth every possible effort to overcome all obstacles and make success sure.

The business to be secured by our jobbers this coming season, cannot be in excess of the purchases to be made by buyers, and if money is not in the hands of the farmers, it will not get through the tills of country merchants into our coffers. But the actual necessities of trade, and the natural growth in population of the Northwest, offers to a certain degree the financial straightness of the times. Those who must buy, will exercise their ingenuity in providing the means, so that the burden of providing for the "how" does not fall upon the retailer, and still less upon the jobber.

Our spring trade will open as early as the peoples' means will allow, for country stocks are low, and buyers have done all the economizing in the past they could seem to make possible. The volume of Minneapolis Commerce will be affected by the withdrawal of many Eastern houses from competition in our territory, two causes having combined to make the business less profitable to them than formerly. The strength of our jobbing interest gives the

more competition to contend against, and they cannot operate a territory so far from home so cheaply as we can do it. Again, when a customer becomes uncertain, and it becomes necessary to seek for closing of accounts with him, or the fixing of some security for unpaid bills, the Western jobber gets the information first, and is on hand to protest his own interests at once. The Eastern jobbers must be taught to let us have our natural territory largely to our selves.

While there is no one reason for prophesying a very great activity in spring trade, there are many indications pointing to a better condition of affairs for 1885, and the *Bulletin* notes with great satisfaction an improved feeling in every department of business. A good degree of confidence in taking hold of the market, and there is no cause for foreboding of the future.

### The Decay of Wood.

Every structure that is built up by the vital forces acting in the vegetable world, from the humblest plant that grows in the water to the lordliest tree in the forest, undergoes the same transitions from germination, through a period of growth of greater or less duration, to full development, which is succeeded by death, or a cessation of vital power, after which decay inevitably sets in. All organic substances are immediately liable to decay sooner or later, and the length of time they are enabled to resist decay depends upon their composition. Those which contain the fewest elements resist decay the longest, for reasons which we will try to make plain to every lumberman.

All those substances which are composed of only three elements—carbon, hydrogen, and oxygen—are usually very stable, the power to resist decay depending upon the proportion in which the elements are combined. These three elements unite together like the links of a strong chain; but the introduction of another element—nitrogen—makes a weak link in the chain, and decomposition sets in readily and progresses rapidly. Of the substances composed of more complex elements, it is not necessary to speak in this connection.

The decay or decomposition of all organic substances is usually classed under three heads: Combustion, fermentation, and putrefaction.

Combustion is the form of decomposition which takes place by the union of carbon and oxygen. The product is carbonic acid, and the residue, or what is left after complete combustion, is the inorganic matter, or ashes.

Fermentation is a process of decomposition in substances containing carbon, oxygen, and hydrogen; but during the process many new compounds are produced, and the process continues until all the elements are freed, reduced to their simplest form, or are combined in stable form.

Putrefaction takes place in substances that, in addition to the others, also contain nitrogen, and is accompanied by the evolution of offensive gases. The decay of wood is never caused by this form of fermentation, but by combustion, assisted by fermentation, in most cases.

If a piece of dry wood is subjected to a high temperature, it is soon consumed: carbonic

acid is given off, and the ashes—the mineral or inorganic matter—alone remains. If a similar piece of wood be exposed to the air, precisely the same result occurs, but in a much slower manner. The decay of any wood is simply a slow form of combustion, but differs very greatly in different woods, and under varying conditions. It is well known that different kinds of wood produce different results even when burned in a stove, fireplace, or furnace. The difference is much more marked when combustion takes place under the slow, but natural, process of decay. In a furnace, thoroughly seasoned wood will be consumed quicker, and give off a greater proportion of heat, than green wood; but if exposed to the air, the former will resist decay much longer. The reason for this is, that in addition to the slow process of combustion that will occur in perfectly dry wood, it is very much hastened in the case of green wood by the fermentation of the acids contained in the sap. Just what part the fermentation of the sap in wood performs in the process of decay has never been clearly ascertained; but it is very evident that it varies greatly in different woods: for the chemical constituents of the sap, or liquid portion of wood, differ widely in different species, and perhaps just as widely in the same species at different seasons, different periods of growth, and in different localities.

We are inclined to the opinion that too little attention has been paid to the subject of fermentation, as affecting the decay of wood. There is a species of decay in wood, called dry-rot, in which the outside of a hewed or sawed sill, kept in a dry place, retains the appearance of perfect soundness after the inside has become ashes. It is common to stumps of trees in old fields, perfectly sound outside and rotten within. Indeed, as a rule, a stump decays on the inside first. In these cases the decay is caused more by fermentation than from other causes. Alternate wetting and drying hastens the decay of wood, for the reason that every wetting dissolves some product of the previous fermentation, and a new ferment is produced. Freezing greatly hastens the process, because the expansion of the freezing water in the pores of the wood breaks down its structure, and permits a free access of water. In red-cedar and other resinous woods the cells are filled with a resin that excludes moisture, and thereby prevents fermentation. Such woods are very durable when kept from freezing, but decay very rapidly when exposed to alternate freezing and thawing. All schemes for the preservation of woods are based upon the principle of expelling the sap, and filling the pores with some moisture-proof preparation. While we are willing to admit that such a process may be of advantage, we doubt its entire efficacy as a preventive of decay. It is quite apparent that the same preparation will not do for all kinds of woods; and who knows but that the preparation used may not set up the very fermentation it is designed to prevent? All the sap—that is, the moisture—may be expelled from timber by heat; but the acids, the active chemical agents, will still remain in the wood-cells, and only require to be moistened to become as active and as potent as ever. *Journal of Progress.*

### The National Surplus.

Under the above heading the *Banker's Magazine* of New York gives the following article:—The huge national surplus, which a short time ago disturbed the souls of so many, has shrunk to very small figures. They were told that the revenues would inevitably fall off, and that we should go slow in remitting taxation; but a large class have been strenuous in their demands for diminished taxation, and the abolition of the surplus. These disturbed ones were not the millions who are paying the debt, but the few who are receiving the interest, and who wish to receive it in the future. A national debt in our country ought not to be tolerated any longer than is possible. The conditions of our country are so unlike those of the old world, that the people will never pay interest very long on public obligations with patience. Abroad, the moneyed classes control, and can insist on the continuance of a burdensome interest charge; yet, even in some European countries, not a few are beginning to look with alarm at the situation. The opinion is gaining more and more ground, that some of the European national debts will never be paid. England is seriously engaged in reducing hers, wisely foreseeing that, with the extension of the suffrage, the people will be less inclined to pay the heavy interest charge than they have been. In Germany, the national debt is not large, and the economical expenditure, except for the maintenance of the army, might be imitated by other nations. The safety of the debt of France consists in the diffusion of it among the people. The Spanish debt has been repudiated from time to time, and the Russian debt probably will be. The Austrian debt is regarded as insecure; while the low value of Turkish obligations is everywhere known.

For several years our country has enjoyed great prosperity, and the people have paid a large portion of the public debt without inconvenience. They have had the money to spend, and have spent it gladly. They have bought heavily of the old world, and in so doing contributed toward the payment of the debt. But a different state of things now exists. The people are buying much less; consequently, the revenues have diminished, and the surplus has fallen off. Another fact is worth noting in this connection. Our imports even now are much larger than they should be. In other language, many of the goods imported should be made at home. Were this done, our revenues would be further reduced. We are inclined to believe that our enterprising manufacturers will make further efforts to rescue a portion of the trade which is now enjoyed by foreigners. There are many things, especially woollen goods and in the metal line, which we can make in this country, and as the price of labor and raw materials diminishes, the chances improve for widening the field of production at home. There is no prospect, therefore, of having such a surplus as we had a few years ago. No need then exists for troubling the country with plans for reducing taxation. The laws may be changed to advantage with respect to the mode of collection, but the amount of revenue that is likely to accrue under the present system will be none too large. It is very

doubtful if there will be enough to answer the requirements of the sinking fund. In any event, in view of the decline that has taken place, and the prospect of further reductions, Congress need spend no time in finding ways for further reducing the revenue.

### A Novel Railway.

A British railroad journal gives the following interesting sketch of a curious railway at Falcon Cliff Castle, in the Isle of Man:—The railway, as described, consists of an up and a down line of four-foot gauge, running parallel for about fifty yards on a gradient of about one in three. The vehicles—two tramway-cars—are moved by water poured into an iron tank upon which each car rests, and the running is controlled by a stationary hand-brake. The tank is of an angular shape, and rests upon four wheels of the usual railway-coach pattern, with a single flange on the tire. The shape of the tank necessitates two of the wheels being placed lower than the other two; while the body of the car, resting on the horizontal line of the angle, admits of its preserving a perfect level, although running on so enormously steep an incline. A cable, permanently fixed at each end to the car, runs in the centre of the four-foot gauge, and round a wheel about six feet in diameter stationed at the top of the gradient. The brake referred to is upon this large wheel. The length of the cable is such that when one car on one pair of rails is at the top of the gradient, the other upon the parallel pair of rails is at the bottom. The tanks upon which the cars are fixed are fed with water at the top of the incline and emptied at the bottom, the weight of the water in the filled tank being sufficient to sink the car to the bottom of the gradient, and, by means of the attached cable, to draw upon the car mechanism for filling the tanks, which can be worked by the same man who has charge of the brake of the wheels upon which the cable revolves, and by means of which the speed of the running of the cars is controlled.

### To Europe via Labrador.

There is a gigantic railway scheme on foot in Toronto, Canada, which will revolutionize the passenger as well as freight traffic between America and Europe, if it can be successfully carried out. The scheme, which the Canadian Pacific Railroad Railway syndicate proposes to carry out, is the construction of a railway from Quebec city along the north shore of the St. Lawrence river to some point on the east coast of Labrador, to connect with steamships for European ports. The ocean voyage between America and Europe in this way would be immensely reduced. The distance from Quebec to the coast would be about eight hundred miles and this route would have the advantage over the proposed short Canadian route to Europe via Newfoundland, as it would not require any ferry, and it is stated to be shorter than the Newfoundland route, for, although the eastern west shore of Newfoundland seems on the maps to be nearer to Europe than any points on the Labrador coast, it is thought this idea is only apparent and not real, owing to the incorrect geography of this part of the country.

By traveling eight hundred miles northeast of Quebec a point of land would be reached that would be about half as far from Liverpool as New York is. A railway by the route proposed would not, it is claimed, be more difficult to operate all the year round, or during the eight or ten months that the Labrador ports would be open, than other parts of the Canadian Pacific Railway, particularly that part of it which is now being constructed north of lake Superior.

The railway would run along the St. Lawrence river, only leaving it to make the shortest route to the Labrador coast. The Saguenay river would probably be crossed by a suspension bridge. If the Canadian Pacific Railway, can raise the requisite amount of money from the Canadian government, it is thought to be quite probable that this railway project will be undertaken.—*Chicago Journal of Commerce.*

### Forest and Climate.

The effect that the disappearance of forest has upon climate receives new illustrations every day. In Italy the clearing of the Apennines is believed to have seriously changed the climate of the Po Valley, and now the African sirocco, never known to the armies of ancient Rome, breathes its hot, blighting breath over the right bank of the river in the territory of Parma. The removal of the pine forests near Ravenna induced the same desolating wind; and the same destruction of the old forests of the Vosges and of the Cevennes has had like deteriorating influences upon the climate. In Egypt, where, during the French occupation in 1708, not a drop of rain fell for sixteen months, and where from time immemorial the country had been a rainless bed of sand, the Mohanmed Ali, by planting his millions of fig-trees, has seen his country blessed with an annual rainfall of several inches.—*The Commercial Bulletin.*

### Recent Legal Decisions.

**MARRIED WOMEN—DEBT—NECESSARIES.**—In Kentucky, according to the decision of the Superior Court of that state, in the case of McKee vs. Lypert, where a debt is created by a married woman for necessities, and is evidenced by a writing signed by her and her husband, the law, independently of the wife's intention, declares her real estate liable for its payment, whether acquired before or after the debt was created.

**INSURANCE—EVIDENCE COMMUNICATIONS.**—In a recent case in Indiana, where it was sought to introduce physicians as witnesses, and to prove by them that at various times before the date of the application for insurance, when they had professionally attended the insured, he was suffering from asthma and other diseases, such evidence was excluded as being within the statute in relation to matters communicated to physicians by their patients. *Penn Mutual Company vs. Weller*, decided by the Supreme Court of Indiana on the 28th ult.

**NEGOTIABLE SECURITIES—NOTICE—SUIT.**—Purchasers of negotiable securities are not charged with constructive notice of the pendency of a suit affecting the title or value of the securities; but in defence of an action

brought by such a purchaser against a company to recover upon bonds alleged to have been issued by it, it is proper to introduce evidence going to show that the purchaser or his assignor had actual notice of a suit pending affecting such bonds before their purchase by him. So held by the Supreme Court of the United States, in the case of *Scotland County vs. Hull*.

**CONSTITUTIONAL LAW—NEGLIGENCE—LIABILITY.**—The case of *Bucklow vs. The Central Iowa Railway Company*, decided recently in the Supreme Court of Iowa, involved among other things, the constitutionality of a provision of the state code entitling employees of railway companies to recover from the companies for injuries sustained in consequence of the negligence of co-employees. The company insisted that the provision referred to was in conflict with the fourteenth amendment to the Constitution of the United States, for the reason that under it corporations were subjected to penalties and liabilities to which other persons and corporations were not subjected. The court held the provision constitutional, saying that "the business of operating a railway is peculiarly hazardous to employees engaged in the operation of the road must be admitted. Courts have not called our attention to any business which is equally hazardous, and as the statute is applicable to all corporations or persons engaged in operating railroads, it seems to us it does not discriminate in favor of or against any one. We think it is a pure question of legislative discretion whether the same penalties and liabilities should be applied to carriers by rail or stage-coach, or to persons and corporations using steam in manufactories, as is prescribed by statute in relation to railroad companies."

**CONTRACT—GUARANTY—CONSIDERATION.**—In the case of *Beckwith et al. vs. Brackett et al.*, lately decided by the New York Court of Appeals, it appeared that the defendants guaranteed in writing the return in six months of certain bonds loaned by plaintiffs to a certain corporation. The bonds were not returned, and the defendants being informed that plaintiffs intended to sell them upon the guarantee, verbally agreed that if plaintiffs would recover judgment against the company they would take an assignment thereof, return to them the bonds, and pay the costs. The plaintiffs in pursuance of the agreement immediately brought suit against the company, recovered and perfected judgment, tendered a written assignment thereof to plaintiffs, and demanded a performance of the agreement, which was refused. The Court of Appeals held that the agreement was supported by a sufficient consideration, and that the performance by plaintiffs of the acts upon which the defendants' promise was conditional supplied the place of a previous promise to perform. It was further held that the promise was not within the statute of frauds, and that it was not collateral to any obligation of the company, but was an original undertaking entered into by the defendant's for their own purpose of settling the claim the plaintiffs had against them on their original guaranty, and obtaining such indemnity as they could by judgment against the company.—*Bradstreet*

**MEANING OF "PASSENGER."**—The question what constitutes a passenger was considered by the Supreme Court of the United States, in the case of *Price et al. vs. the Pennsylvania Railroad Company*, decided on the 26th ult. This was a suit brought by the plaintiff and appellant to recover damages from the railroad company on account of the accidental death of her husband, who was a route agent of the United States Post-office Department, and was killed in a collision between two trains on July 23rd, 1877. The question presented for the consideration of the court was whether the deceased by virtue of his employment in the service of the United States was a "passenger" within the meaning of the first section of the act of the Pennsylvania Legislature of April 4th, 1868. The Supreme Court holds that a person carried free with the mail matter is no more a passenger because he is in charge of the mail, or because no compensation is made for his transportation, than he would be if he had no such charge. The fact that he is in the employment of the United States, and that the railroad company is bound by contract with the United States to carry him, does not in the view of the court affect the question. It would be just the same if the company had contracted with any other person who had charge of freight on the train to carry him without additional compensation. The statutes of the United States which authorize this employment and direct this service do not, therefore, make the person so engaged a passenger or deprive him of that character. Nor do they give to persons so employed any right as against the railroad company which would not belong to any other person in a similar employment by others than the United States.

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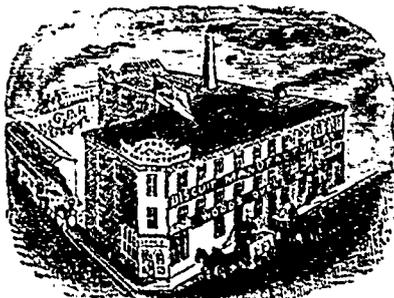
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(WESTERN DIVISION)

**WINTER TIME TABLE.**

Commencing Sunday, December 7, and until further notice, Trains will run as follows:

Going West.		Going East.	
3.30 a.m.	leave Winnipeg	arrive 6.30	1 p.m.
11 05 "	Portage la Prairie	4 00 "	"
3.03 p.m.	Brandon	12.30 "	"
11 00 "	Broadview	2.00 a.m.	"
5.25 a.m.	Regina	8.00 p.m.	"
3.00 "	Moose Jaw	5.30 "	"
3.40 p.m.	Swift Current	8.35 a.m.	"
9.40 "	Maple Creek	1.25 "	"
2.15 a.m.	Medicine Hat	9.00 p.m.	"
4.30 p.m.	Calgary	6.40 a.m.	"
1.10 a.m.	arrive Laggan	leave 8.45 p.m.	"

Trains between Winnipeg and Brandon daily, except Sundays. Three trains a week between Winnipeg and Moosejaw, leaving Winnipeg Tuesdays, Thursdays and Saturdays, returning leave Moosejaw Sundays, Wednesdays and Fridays. Once a week between Winnipeg and Laggan, leaving Winnipeg Tuesday; returning leave Laggan Friday. Train between Calgary and Laggan subject to cancellation at any time without notice.

Going East.		Going West.	
7.30 a.m.	leave Winnipeg	arrive 7.20	a.m.
3.05 p.m.	Portage	10.45	a.m.
2 00 a.m.	Brandon	12.30	a.m.
1.00 p.m.	arrive Port Arthur	leave 1.30	p.m.

Train for Port Arthur leaves Winnipeg Tuesdays, Thursdays and Saturdays, returning leaves Port Arthur Sundays, Tuesdays and Thursdays.

Going South.		Going North.	
8.05 p.m.	leave Winnipeg	arrive 7.04	a.m.
10.50 p.m.	Emerson	11.15	a.m.
8.40, 9.15 a.m.	leave Winnipeg	arrive 4.00, 7.00	p.m.
10.30, 11.55 a.m.	Morris	1.20, 5.05	p.m.
11.40 a.m.	Gretna	4.00	p.m.
5.00 p.m.	Manitou	8.30	a.m.

\*Daily, except Saturday  
†Daily, except Monday  
Trains run daily between Winnipeg and Gretna. For Manitou, leave Winnipeg Mondays, Wednesdays and Fridays; returning leave Manitou Tuesdays, Thursdays and Saturdays.

Train leaves Winnipeg for Stonewall, Tuesdays, Thursdays and Saturdays at 9.30 a.m., arriving at Stony Mountain 10.30 a.m. and Stonewall at 10.55 a.m. Return same days, leaving Stonewall at 1.30 p.m. and Stony Mountain at 2 p.m., arriving at Winnipeg 3 p.m.

Train leaves Winnipeg for West Selkirk Tuesdays, Thursdays and Saturdays at 4 p.m., arriving at West Selkirk 6 p.m. and returning leaves West Selkirk Mondays, Wednesdays and Fridays at 7 a.m., arriving at Winnipeg 3 a.m.

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