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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.

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## 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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Office, 16 James St. East.

J. A. E. STEEN,  
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WINNIPEG, MARCH 18, 1884.

S. J. HOGG, dealer in lumber, Calgary, has opened a branch at Silver City.

H. T. DUPARS, of Emerson, has sold out his branch grocery store at Gretna.

A. D. SUTHERLAND & Co. are opening out in the grocery business at Fort William.

A. D. KERSH, tinsmith, Gretna, has given up business there and gone back to Emerson.

MR. A. WALLACE is opening a collecting and employment agency in McNee's Block, opposite the Brunswick Hotel.

J. A. WRIGHT, dealer in dry goods and clothing, Winnipeg, has sold out the dry goods branch of his business.

J. C. HASKINS, hotelkeeper, Port Arthur, has joined partnership with W. Dobbie in the grocery business, and the new firm will be known as Haskins & Dobbie.

THE Manitoba Parliament was formally opened by the Lieutenant-Governor on Thursday last. The prominent points in the address from the throne are contained in Mr. Norquay's memorandum.

THE Winnipeg Barb Wire Works are likely in future to be carried on by a joint stock company, J. A. Brooks & Co., the present proprietors being now endeavoring to form a company for that purpose.

MR. M. H. MILLER, an old resident of Winnipeg, who has been absent from the city for two years, has returned, and intends remaining here as resident agent of several of the leading cotton and woolen mills of eastern Canada.

THERE are considerable signs of returning life becoming apparent around the different iron manufacturing concerns in the city, and inside of two weeks it is expected that operations in this trade will develop into real activity.

IT is now almost beyond question that no bankruptcy legislation of any kind will pass the Dominion Parliament this session, and considerable discontent is expressed thereat by numerous of the Winnipeg wholesale merchants and manufacturers.

THERE has been another change in the proprietorship of the West Lynne brewery. A. A. Nugent [has sold out his interest to J. Martin who will continue the business in partnership with John Woodley under the firm name of John Woodley & Co.

THE new freight tariff on the C.P.R. will greatly revolutionize through rates from the east to the Northwest, but it is hinted by managers of the road that no change will be made in local rates, and the discrimination against Winnipeg, so keenly felt, will not be removed.

MR. C. N. BELL's new work, entitled, "Our Northern Waters," has only been on sale at the different stationery stores in the city since Friday last, and already nearly one thousand copies have been sold. No one interested in the Hudson's Bay route should fail to secure a copy.

THE Winnipeg & Western Transportation Company are already making preparations for the opening of navigation, and Captain J. B. Davies, their manager, is now in the city waiting for the commencement of operations. They will run only two boats upon the Saskatchewan this coming summer.

IT is rumored that during the coming summer the St. P.M. & M. railway company intend to place steamers on the Red River between St. Vincent and Winnipeg. This move is intended

to neutralize the choke-off rates which the C.P.R. have been working on between the boundary line and the capital.

MR. MOELLER, traffic manager of the St. P. M. & M., made a flying visit to Winnipeg on Thursday last, to take in the situation, and, although his stay was short, he learned enough to show that freight rates on the St. P.M. & M. must undergo a radical change. The summer freight rates on that line will probably astonish many people in this country.

LAST Tuesday the Council of the Winnipeg Board of Trade waited upon the members of the Local Government, and expressed their sympathy with Mr. Norquay in his endeavors to secure provincial rights as set forth in his memorandum. The subject of a reduction of tariff on agricultural machinery, lumber and canned goods was also urged. Members of the Government asked numerous questions upon the latter point, and were answered by the members of the Council. Mr. Norquay and his colleagues thanked the Council for their expression of sympathy.

THE City Council of Winnipeg are in a bad fix at present. They want a bye-law sanctioned by the citizens which will enable the Council to borrow \$671,000, and are afraid the ratepayers will vote it down. Of the amount asked only \$200,000 would be left after the city had discharged its present obligations in connection with contracts now let. The city has thus some \$471,000 of obligations incurred by the Council, the bulk of which are unsanctioned by the ratepayers, and undertaken in direct opposition to their expressed opinion. There is trouble brewing for the city of Winnipeg.

THERE are doubts about a settlement with creditors being reached in the case of Lewis Arnett, dry goods merchant, Winnipeg. Two creditors have been trying a little sharp practice which is likely to result in injury to themselves as well as the insolvent. Mr. Arnett has made a brave struggle, and at the same time a foolishly self-sacrificing one in favor of his creditors, and any pressure put upon him now would amount to placing a tax upon honest endeavor. Strange as it may seem, the creditor who has been best treated is now his greatest oppressor, but such is frequently the case.

**Business East.****ONTARIO.**

Joseph Lapier, saddler, Woodale, is away.

J. L. Stokes, baker, Tilbury Centre, has sold out.

Mrs. C. D. Morden, millinery, Picton, has failed.

C. Tidron, general store, Leamington, has assigned.

John Logan, grocer, Seaforth, has assigned in trust.

Thomas McNeil, general store, Ilderton, has sold out.

Thomas Twiggs, grocer, Thamesville, has sold out.

W. C. Cliff, general store, Aurora, has been burned out.

James O'Connor, hotel, Stratford, has been burned out.

A. Barrett, photographer, Whitby, has sold out to R. Bell.

A. H. Elliot, stationery, Aurora, has suffered damage by fire.

S. L. Doolittle, Aylmer, furniture, has assigned in trust.

H. Brown, fish dealer, Shelburne, has assigned in trust.

C. B. Gamble, woollens, Toronto, has assigned in trust.

W. Sutton, general store, Brantford, has been burned out.

P. Patterson & Son, hardware, Toronto, has assigned in trust.

J. & D. Curry, saloon, Goderich, has sold out to William Craig.

B. Way, hotel, Desoronto, is succeeded by William Jamieson.

J. C. Henry, hotel, Palmerston, has sold out to Joseph Wilson.

The Oshawa Cabinet Company, Oshawa, has assigned in trust.

C. H. Curts, hotel, Queensville, has sold out to George Randall.

John Jewett, liquors, Lucknow, has sold out to J. R. Armstrong.

T. A. Middleton, grocer, Lindsay, has sold out to Burk & Smith.

Robert Smart, general store, Mount Elgin, has closed up business.

James Naylor, fancy goods, Hamilton; stock advertised for sale by trustee.

Davitt & Angle, lumber, Clavering, have dissolved; M. D. Davitt continues.

Orr & Coad, general store, Wingham, have dissolved; Robert Orr continues.

Bennett Furnishing Co., London: plant, stock, etc., sold to Henry Taylor.

Schultz & Strachan, general store, Rockwood, has sold out to Mahie & Strachan.

Mallory & Lee, Windmill builders, Mallorytown, have sold out to Buell Bros.

N. Reynolds & Co., general store, Stayner, has suffered damage by explosion of boiler.

Russell & Lennon, furniture, Lindsay. J. H. Lennon has bought stock and is now alone.

James S. Henry, Son & Co., general store, Beansville, are about to dissolve partnership.

Berry & Snider, tins, Oshawa, have dissolved partnership, William Berry continuing the business.

Albert Purvis, general store, Mallorytown, has sold out to Kelly Bros., and will remove to Brockville.

A. & C. Boelmer, manufacturers of paper boxes, Berlin, have dissolved partnership; C. Boelmer retires.

W. L. Graham & Co., gents' furnishings, London, have dissolved; James Priddis retires and Graham continues alone.

Dingman & Co., grocers, Toronto, have dissolved partnership; J. McBurney retires and John Pugsley admitted; stylo Pugsley, Dingman & Co.

Goold & Agnew, hardware, Brantford, have dissolved partnership; Agnew goes out and Knowles is admitted. The style is now Goold & Knowles.

Kelly & Buell, general store, Mallorytown, have dissolved partnership; Buell retires and Henry Kelly takes his place. Business style is now Kelly Bros.

McLaughlin & Moore, millers, Toronto, have dissolved partnership; James F. McLaughlin retires and Michael McLaughlin and Arthur Moore continue.

**QUEBEC.**

John Howie, tins, St. Johns, has assigned in trust.

L. Perodeau, tailor, St. Jerome, has assigned in trust.

William Samuel, hatter and furrier, Montreal, is dead.

Nazarie Devesque, blacksmith, St. Simon, has sold out.

F. L. Dery, general store, D'Israeli, has assigned in trust.

E. J. Faulkner, general store, Hull, has assigned in trust.

I. Rozand & Co., tailors, Montreal, have assigned in trust.

Gareau Stanislas, furniture, Montreal, has assigned in trust.

J. E. Barnabe, leather merchant, Montreal, has assigned in trust.

Andrew Neville, general store, River Desert, has assigned in trust.

J. L. Taillefer, general store, Montebello, has assigned in trust.

William Hood & Co., stationery, Montreal, have suffered damage by fire.

Verroneau & Langlois, horse dealers, Montreal have dissolved partnership.

Alex. Thirl & Co., commission merchants, Huntingdon, has assigned in trust.

Rivet & St. Jean, dry goods, Montreal, have dissolved, each continuing on his own account.

Cadieux & Derome, books, Montreal, has admitted Henri Bertrand as partner. Style same.

Brault & William, dry goods, Montreal, have dissolved partnership; Alphonse William continues.

W. M. Knowles & Co., comm. hardware, Montreal, has admitted William W. Wayne as partner under same style.

James Lee & Company, who have been doing business under the style of the Montreal Novelty Company, Montreal, have assigned in trust.

Bronillet, Bogue & Co., wholesale fancy dry goods, Montreal, have dissolved partnership; A. Bronillet retires, and H. Bogue, jr, admits H. B. Brault under style of Bogue, Brault & Co.

**NOVA SCOTIA.**

A. J. Patterson, grocer, Pictou, has assigned. R. G. Campbell, harness, Kentville, has assigned.

Isaac North, general store, Lakeville, has assigned.

W. Charles Wilson, confectioner, Parrsboro, is away.

Outhit, Eaton & Co., produce and commission, Halifax. New co-partnership, C. W. Outhit & C. L. Eaton.

Wm. Cummings & Sons, general store, Truro, have admitted George B. Layton as partner; the style is now Cummings, Sons & Co.

**Gigantic Comparisons.**

The United States owns within her two ocean frontiers more than three million square miles of land; a fourth part of a million square miles of water, either salt or fresh; a range of Alps, a range of Pyrennes, a range of Appennines; forests, by the side of which the Schwarzwald and the Ardennes would be no more than German toys; rivers exceeding the Danube and the Rhine, as much as these rivers exceed the Mersey and the Clyde; truly the republic is a Big Country! Here in England we have no lines of sufficient length, no areas of sufficient width to convey any idea of its size! Our longest line is that running from Land's End to Berwick, a line which is some miles shorter than the distance from Washington to Lexington! Our broadest valley is that of the Thames, the whole of which would lie hidden from sight in the Sierra Madre! The state of Oregon is bigger than England! Texas is larger than France! If the United States were parted into equal lots they would make fifty-two kingdoms as large as England! Fourteen empires as large as France! Then look at their rivers, and you will be able to form some idea as to measurement and size in talking of this country. A steamboat can go 90 miles up the Thames; 200 up the Seine; 550 up the Rhine. In America the Thames would be a creek, the Seine a brook, the Rhine a local stream, soon lost in a mightier river? Some of these great rivers, like the Kansas and the Platte, flowing through boundless plains, are nowhere deep enough for steamers though they are sometimes miles in width, but the navigable length of many of these streams is a surprise. The Mississippi is five times longer than the Danube; the Columbia is four times longer than the Scheldt! From the sea to Fort Snelling the Mississippi is ploughed by steamers a distance of 2,131 mile, yet she is but the second river in the United States! Looking at the map we cannot fail to notice the group of great North American lakes. Our English notion of a lake is derived from Coniston, Killarney, Lomond, Windermere, Leman or Garda. But these sheets of water give us no idea of what Huron and Superior are like; Coniston, Killarney, Lomond, Windermere, Leman and Garda, all put together, would not cover a tenth part of the surface occupied by the smallest of the five great American lakes! All the waters lying in English, Scotch, Irish, Swiss, Italian and German lakes, might be poured into Lake Michigan without making any perceptible addition to the waters! Ontario drowns as much land as would make two duchies equal

in area to Schleswig, and Holstein! Denmark could be washed by the waters of Lake Huron. Many of the minor lakes in America would be reckoned inland seas in the old world! For instance Salt Lake, in Utah, has a surface of 2,000 square miles, while that of Geneva has only 380; that of Como only 90; that of Killarney only 8; a kingdom like Saxony, a duchy like Coburg, if thrown in one heap in Lake Superior might add an island to its beauty, but would be no more conspicuous in its vast expanse of waters than one of those pretty green islets which adorns Loch Lomond.—*English ex.*

### Timidity.

There is a noticeable distinction in business between caution and timidity. Often, however, the one is mistaken for the other. The timid man in not a few instances is given credit for abundant caution, when the fact is that he is simply afraid to embark in business. At the present time there are numberless parties refraining from entering into business merely because they have not the courage to assume the risks. They no doubt think that it is wise caution which is governing and controlling their actions. Some of these gentlemen will be surprised to find their more hazardous neighbors embarking in the very enterprises which they lack the courage to engage in, and will probably be more surprised still to ascertain in due time that they are successful. Caution instructs men to avoid dangers in business, and to keep from engaging in the wrong kind, but it does not necessarily restrain them from all kinds of undertakings. Because there are many failures and much depression in trade at the present moment does not signify that there are no profitable lines of trade. A little observation will show that there are innumerable establishments making large profits and doing a safe and satisfactory business. As much as is said about hard times, one can go out on the streets in almost any manufacturing town and in a stone's throw pick out factories where the works are run on full time on orders yielding satisfactory profits. So one can find stores and banks and offices where, notwithstanding the dullness which generally prevails, the business is being done on a remunerative and satisfactory basis.

But the timid man says: "Oh! this is no time to go into trade. Look at the iron failures, the bank failures, the depression in railway stocks, and the low price of cereals. If I go into business now I shall lose all that I put in. Another timid man says, "I shall not dare go into business in this town; there are too many traders here now." So ever the timid trader waits and waits while the more plucky man enters in and reaps the benefits of the business which the former lacks the courage to engage in. A few years since a gentleman who was engaged in business with a capitalist thought best to make a change in location, as the town he was living in was dying out. The former thought he would go to some small town where he would encounter no serious competition, but the latter said, "Go to B (a large town). If you would do business, go where it is to be found." The former demurred, fearing that he would not be able to hold his own against the old established firms, but after some

discussion he acted upon his partner's advice and opened up in B. The result is that to-day he is the leading merchant of the town, and during the ten years he has been engaged in business there he has made fortune and secured a prominent position in the society of his country. Had he not overcome his timidity he would probably have now been a poor man, running a fifth-rate store in some fifth-rate town.

Bravery in trade counts for everything. The men who will make the millions in the next decade are those who will not hesitate to embark in enterprises even if the failures of the country, as reported in Bradstreet's or Dun's, run up to 200 a week and many institutions are closing down.

It was business cowardice that precipitated our late panic. Capitalists allowed themselves to get frightened, and then ran away from enterprises like a flock of terrified sheep. Had Jay Cooke been supported by capitalists with ordinary backbone the Northern Pacific would have been completed years ago, and would have been reaping benefits all these years from their investments.

Here and there through the country we find half built factories, from whose chimneys no smoke has ever curled. The owners have lacked courage to complete them. Who can tell what fortunes have been lost by this timidity? Vessels have been allowed to rot on the stocks, because the owners have not had faith enough to finish them, and yet other vessels in the meantime have been launched and sent to sea and made their owners millionaires.

The fear of encountering failure has kept thousands from winning success.

Manufacturing is in some sections suffering from the evils of over-production, and still there are manufacturing companies now forming that will make a grand success. True, it requires some nerve to start now, and, more than all, it requires very great discretion, and herein is the field for the display of caution and conservatism.

Close observation shows that in times of financial distress there are always a certain number of concerns that do a very profitable trade, seemingly thriving on the very misfortunes of those about them. It will be found that those who succeed under such trying circumstances are men of hopefulness, courage, and keen business discernment.

After all, the really best men of the world are the men who are always going ahead. Had Columbus been less brave and less enterprising the discovery of America would probably have been delayed a hundred years, and he would now be sleeping, like millions before him, in an unmarked and unknown grave. His courage immortalized him and brought to civilization this grand continent.

Watt, the great inventor of the steam-engine, owed his success and fame to the encouragement of his friend and co-adjutor, Dr. Roebuck, who really imparted to him the fortitude necessary to surmount the financial and other difficulties which surrounded him.

The world's most successful workers have fought difficulty with a relish, have braved danger, assumed risks, and encountered obstacles without flinching. Amidst all trials they

have been sustained by faith and hopefulness. Timidity is but a name for cowardice. It is a badge of mental weakness, and should not find footing in the soil of so enterprising a land as ours, whose very prosperity and marvelous success have been due to enterprise and daring, the superior of which has never been exhibited in any other country on the globe.—*Industrial World.*

### Where There is Overproduction.

When the editor of "a great daily newspaper" is at a loss to account for industrial depression in certain occupations, and feels impelled to offer his readers some editorial explanation of the highly colored dispatches about dull business that appear in his news columns, he takes the convenient word "overproduction," and frantically rings the changes upon it in a column or two of leaded brevier. When his readers have carefully studied the lucid explanations, they usually know about as much concerning the cause of the depression as they did before reading it. When the whole production in any prominent industry is about the same in any given year as the last preceding year, and the demand only about three-quarters as great, it is safe to say there has been an overproduction; but the cause needs some explanation. The word itself conveys but little meaning in such a case. The point to consider is why the people did not buy as much as before. If there has been a general overproduction of all kinds of articles the people must have been too industrious, and need to take a rest. But this supposition is untenable. In some directions, however, there is a real, palpable overproduction, which ought to be checked. There is an overproduction of watered railroad stocks and inflated bonds, awaiting a greater production of confidence on the part of investors. There is an overproduction of humbug mining and manufacturing companies, with millions of dollars of capital on paper, representing little else besides check and chicanery. There is an overproduction of lawyers, politicians, speculators and non-producers, and an underproduction of skilled mechanics and practical, progressive farmers. There is an overproduction of officeholders, who travel on free railway passes, and who grow wealthy while professing to serve the public on small salaries, without other business or other "visible income." There is an overproduction of Italian opera, and an underproduction of cheap, wholesome public amusements. There is an overproduction of millionaires, monopolists and tramps, and to dismiss the subject, we hazard the observation that there is an underproduction of independent daily and weekly newspapers that are willing to present these facts in their true light.—*American Machinist.*

THE latest statistics intensify the feeling that the period of depression in England is to be a long and serious one. The imports of the United Kingdom in January were £35,645,000, a decrease of £92,000 from the corresponding month of last year, and the exports £19,353,000, a decrease of £1,256,000. The falling off of imports is mostly in cotton, wheat and flour. The arrivals of wool were much greater than last year. The shrinkage on all items is due partially to the decline in prices. In the export account the decline is chiefly in iron and cotton goods.

# The Commercial

WINNIPEG, MARCH 18, 1884.

## A POLICY OF THREATS.

It may seem a strange statement, but it is nevertheless true, that too much sympathy with a party struggling for its rights may be the indirect cause of injury to that same party. We have instances of that nature in the Nihilists of Russia, where too much sympathy from outside sources has emboldened the most unscrupulous of an oppressed people to deeds which no plea of oppression can justify. In like manner, too much sympathy with the efforts of Irish peasantry to better their condition, has undoubtedly developed the dynamite faction of Irish nationalists, with whom no lover of true liberty can have any real sympathy. We fear that the agitation of the Manitoba farmers, now going on, is fast falling into the same misfortune. The most noticeable symptom of such a tendency is to be seen in the disposition of the leaders of the Farmers' Union to forsake a calm and determined attitude of demand for redress of their grievances, and adopt a policy of threats, in hope of compelling redress, even when injury to themselves and those whose interests are inseparably connected with their own is the unavoidable result of such a policy. The first appearance of such a mistaken policy was undoubtedly made when the late Farmers' Convention passed the much criticised resolution against the emigration of agriculturists to the Canadian Northwest. In justice to the Convention, it must be admitted that the resolution in question was passed in rather a slipshod manner, without any discussion, and, as afterwards was revealed, without its full import being properly comprehended by a large proportion of the delegates in convention. That the resolution was not rescinded when again brought up for discussion may safely be attributed to that repugnance, which any deliberative body has, to squarely acknowledge and retract its mistake. Wiser gatherings than the late Farmers' Convention have made similar mistakes, and while their following such a course is thoroughly justifiable it is not at all unnatural.

It might be expected, that having made one such mistake, the Farmers' Union would be cautious not to follow further in

such a course, and it is very probable that, were the Convention still sitting, such caution would be exercised. But with the leaders, who remained in Winnipeg and continued to manage the cause of Union, such is not the case. To run even a foolish policy to an extreme seems to have been their principal aim, and threats of a negative nature, such as the resolution above noted, have with them developed into others of a more positive character. In the interview between the Council of the Union and Supt. Egan, of the C.P.R., which took place on Tuesday last, the policy of threats reached a point at which a calm and disinterested onlooker would rank it as insolent overbearing. These officers of the Union have not scrupled to boast of their power to make Manitoba a land of desolation, and their willingness to do so, unless their demands are conceded, and they seemed determined on Tuesday last to let Mr. Egan fully understand their power and inclination. That the latter is all and more than they assert there is little reason to doubt, but as to their power it is probably not quite so great as they would have the C.P.R. superintendent and the outside world believe, and it does not require a great deal more of the policy of threats to neutralize all the power, which their position as advocates of a good cause at first gave them. Indeed, some genuine friends of the Farmers' Union are already beginning to wonder when some of the most forward of these officers will begin to preface their ominous vaporings with the conventional introduction of "Fe fa fo fum."

It is high time that the leaders of the Farmers' Union would pause and carefully question the wisdom of the course they are pursuing. Straws show which way the wind blows, and unless they are blinded beyond the reach of returning sight, they cannot fail to see the folly of their policy of threats. Until two weeks ago the cause of the Farmers' Union had scarcely any opposition outside of the hired and paid servants of the Dominion Government, and a few extreme political partisans of the oldest Tory stripe. But with the passing of the first foolish and unnecessary resolution against immigration by the Convention, a chorus of disapproval was heard from public gatherings all over the Province, and the Union, by its own folly, gave the first germ of strength and cohesion to its opponents. If such is the voice of a large proportion

of the public of Manitoba upon the one blunder of the Farmers' Convention, what must be its tone regarding the persistent folly of its leaders since the Convention dispersed? It is not difficult to foreshadow the reply to this question, namely, the policy of threats must very soon divest the whole movement, once so promising, of all its power and practical usefulness, and make it with all true friends of Northwestern progress as unpopular as it was popular a few weeks ago.

## SUBSIDIZED IMPROVEMENTS.

It has become an accepted theory on this continent that great works of improvement should be subsidized by Governments, and, in many cases, the subsidy so given, has been of greater value, than all the public benefit that has been derived from the project so favored. The whole homestead system of Canada and the United States is based upon the above principle, the settler receiving so much land for a certain amount of improvement being put upon the same. The widest field for Government subsidy has been in connection with railways, and it is only justice that such should be the case, as no institutions tend so much towards real progress, and assist so much in the same. Yet, it is just possible that the claims of railways are too much attended to, and those of other necessary, but less important institutions, completely ignored. A glaring specimen of such a policy is now furnished by the different steamboat companies in the Northwest, who have accomplished much for the development of this country. Long before the advent of railways in this country, and while their efforts in that line did not accomplish anything like so much as railways, they did their work well, and early Northwestern progress was in a great measure due to their work.

When we look over the long list of schemes (many of which are nothing more nor less than palpable frauds) which have been awarded land grants by the Dominion Government during the past few years, we are astonished to find that the claims of steamboat companies have been ignored. We can find numerous colonization companies so favored, the majority of which have been a curse to the Northwest, and some are simply palpable swindles. The philanthropic claims of some may have been the reason for their receiving land grants but their experience

of Western pioneers is, that the more philanthropy claimed, the greater the swindle is likely to be. It can be said without fear of contradiction, that not a single colonization company has as yet proved of any public value to the Northwest, yet thousands of acres of our best lands have been given to such. It is totally different with steamboat companies. They have been of immense public value, and many districts of the far west are yet dependant upon them for communication with the older world. There are many districts of the Northwest which must depend upon such means of communication for many years to come, and under such circumstances there is no reason why such companies should not be among the recipients of Government aid. It is not necessary to allow a land grant of 6,400 acres for every mile of routes traversed, but a section of good land in every ten miles would be considered a liberal encouragement, and would enable steamboat companies to guarantee lower freights and better transportation to the country. Some people may disparage the utility of such means of traffic, by a comparison with railways; but it must be remembered, that railways always serve the public best when they have to compete with steam navigation, or are in fear of having to do so. That railway freights are so low between Chicago and other lake ports and New York is due more than to any other cause to the competition of steam navigation on the lakes.

In no part of the world can better facilities for inland navigation be found, than in the Canadian Northwest, and nowhere is there a stronger plea for subsidies either in lands or money to steamboat lines. That the Dominion Government will ever adopt such a policy there is reason to doubt, and indeed it is not a popular policy in any part of this continent. The Government of the United States reserves shipping subsidies for ocean routes, where international competition compels attention to public wants, but ignores the claims of its inland routes, and our Dominion are not likely to follow a wiser course. The secret of such discrimination is no doubt to be found in the fact, that inland steam navigation companies, and especially those of the Northwest, are projected as a rule by local men, who have neither the means nor influence to secure Government aid, as wealthy

railway corporations and ocean steamship companies can. Those who have lobbied around a national house of representatives know, how omnipotent a good long purse is there, and it is likely, that until they have more spare cash to expend in lobbying operations, Northwestern steamboat proprietors must not expect to receive any Government encouragement.

#### PURCHASE AT HOME.

If there is any one less valuable than another, among the many which the traders of the Northwest have learnt, by the year of business depression through which they have passed, it is the wisdom of making their purchases at or as near home as possible. As yet it is impossible for every retail trader in this country to hold altogether to such a course of buying, as in numerous lines of merchandise a sufficient variety is not to be had in the Northwestern market. This drawback is gradually disappearing, however, and the time is but short, until every trader will have no difficulty in securing supplies for every demand right at his own door, and have no necessity of appealing to any foreign market.

Of the aggregate liabilities of men who became insolvent during 1883, fully 90 per cent was among purely retail traders, and less than 10 per cent among wholesalers. A study of the 90 per cent shows that nearly 60 per cent is represented by retailers who made their purchases largely from eastern and foreign sources; and a very large proportion of these go to show that too heavy buying in distant markets was the direct cause of insolvency. In purchasing entirely from distant and foreign markets the most level-headed business men are too apt to drift into the mistake of over-stocking. Purchases are usually made only twice a year in most lines of goods so bought, and in purchasing a whole season's goods at one time, there is a much wider field for making mistakes than when supplies are secured close at hand and as the developments of trade dictate. Purchasing in distant markets is not so dangerous a system in old-settled countries, where the demands of a season can be pretty closely estimated ahead, and the probable drift of popular taste is the most difficult matter to foreshadow. But with a new and ever changing state of affairs such as we have in the Northwest the necessity for purchasing according to

trade developments has been forcibly illustrated during the past few years. Thus, in the boom year of 1881, it was found that traders had made purchases far short of the wants of the year, and quite an amount of inconvenience was felt in consequence, both by merchants and customers. In 1883, the mistake was in the opposite direction, and the results have been such, that no one in this country wishes a repetition of them. It must ever be so in the Northwest while supplies are principally purchased 2,000 to 2,500 miles from home, and the building up of one or more good central wholesale markets in our midst is an absolute necessity, in order to properly regulate the trade affairs of the country. It might be worth the trouble of all retailers to stop and consider what they are doing to build up a wholesale center near home.

There is no doubt a fascination about being entitled to the name of importer, and having the credit of purchasing goods direct from the fountain head. But this gratification of commercial vanity is of very little value compared with the disadvantages we have stated. It should be remembered, that every additional encouragement given to local wholesalers, is so much contributed towards the building up of a home market, which must soon obviate all necessity for distant or foreign purchasing. The more encouragement therefore given to this home market, the sooner it must reach completeness in its ability to supply all demands. Great strides have been made in this direction during the past year, and it will be found that this year there is less necessity than there ever was before for purchasing from home.

Wholesalers in some lines still have heavy odds to work against in the matter of discrimination against Winnipeg and in favor of the east in C. P. R. freights. But it is only reasonable to expect that this difficulty will soon be removed. No corporation is more interested in having a good wholesale center in the Northwest than the C. P. R. Co., and its managers are not foolish to persevere in a policy that must bring injury to themselves. But whatever may be their policy, it is clearly to the interest of all traders in the Northwest to have a wholesale center at home, and to lend every aid in their power in building one up.



**WINNIPEG MONEY MARKET.**

Financial affairs in the city during the past week have run in quite an even flow, and have presented very few interesting features. There has been no falling-off in demand for discounts in commercial circles, but rather an increase; still, banks have been in no way pressed to meet all demands in that line, and good commercial paper is eagerly sought after by them. There is no disposition to shorten lines of discount, and mercantile customers have, as a rule, been exercising more caution than their banks. A few houses can discount at 7 per cent., but the general figures for first-class commercial paper is from 8 to 9, and, in a few cases, even 10 per cent. Ordinary is still ranging from 10 to 12, and loans for commercial purposes have seldom varied from the straight 12 per cent. There was a rumor around the city that the foolish anti-emigration resolution of the late Farmers' Convention would check the supply of distant funds for mortgage loans on real estate, but such is not the case, and the whole affair has scarcely been noticed by capitalists. Loans of this class are still to be had from 8 to 10 per cent., the general figure being 9. On the whole the monetary affairs of the city are in a healthy state, and, although the circulation of money is not yet over heavy, there is a hope of early relief even in that direction.

**WINNIPEG WHOLESALE TRADE.**

The trade report from the different wholesale houses of the city for the past week, while not a glowing one, indicates steady improvement, and the scarcity of business casualties adds rapidly to the feeling of growing confidence and expectation of still further improvement. In almost every staple line a steadily increasing volume of business is being done, and in lines depending upon season's trade activity is steadily on the increase. Fancy lines have not as yet participated much in the general improvement, and in one such branch a falling-off is reported since the opening of March. The over-cautious feeling which has characterized this whole season's business is beginning to die out, and houses in the city are beginning to show a little more eagerness to push matters; still, a few lag and seem determined to wait until the demands of trade force them to greater activity. Travellers in almost every line are out at present, and reports from them are, as a rule, very encouraging. The report that the present agitation would greatly disturb trade affairs throughout the Province seems to have been without foundation, and travellers speak of the outside towns as being little interested in the movement, and in no way affected by its phases. There can be no doubt but a period of safe and paying business is now setting in, and any fears expressed are, as a rule, the result of the hard experience of the past year. With but one or two exceptions the report of collections is good, and, compared with this time last year, when depression was beginning first to be felt, shows a great improvement, and a contrast worthy of congratulation.

**AGRICULTURAL MACHINERY.**

There has as yet been nothing but preparation for spring in this branch, and consignments

for country agencies are being dispatched daily. The winter business in sleds and other vehicles is over, and the only activity now is in spring preparations. Collections are reported slow and still irregular, and some agencies have made rather a discouraging record in that way during the past two weeks; altogether, the collections of the season up to this date have not been as satisfactory as could be wished, but they have been quite as good as could be expected under the circumstances.

**BOOTS AND SHOES.**

The improving tone mentioned in last report still continues, and quite a hopeful feeling pervades the trade. City as well as country has livened up, and spring supplies have been in good demand. A temporary famine in rubber goods exists, but consignments now on their way will relieve that in a few days.

**CLOTHING.**

In this branch reports differ slightly, but the difference is more to be attributed to the extent of confidence or caution of various houses. Those who are pushing matters report the volume of business quite up to what it was at this time last year, and all report collections steadily improving; it is safe, therefore, to say that trade is in a healthy and encouraging condition.

**CROCKERY AND GLASSWARE.**

There has been a slight improvement in this line during the week, but matters are still rather slow. The business done is mostly in staple lines, fancies being almost uncalled for.

**DRY GOODS.**

In these goods the spring trade is now in full swing, and both city and country retailers are busy stocking up. That the business done is not so heavy as at this time last year is due to the caution of both buyers and sellers; it is a noticeable fact that the quantities of each class of goods bought are much smaller than a year ago, and the overstocking of last summer will therefore not occur this. Collections are reported quite good by some houses, and by others only fair. The report, altogether, is a very encouraging one, and forms a pleasing contrast to some received during the past winter.

**FANCY GOODS AND SMALL WARES.**

The report in this line for the week is rather a poor one the business of the week having shown a considerable falling-off from that of the previous week. There is not much hope of business showing any great share of activity until spring fairly sets in.

**FISH AND POULTRY.**

The supply of fish reaching town, while still slightly in excess of the local demand, is steadily falling-off. One car only has been shipped to a southern point, and it is probable that shipments of that nature are about finished for the season. Prices have not changed, jack fish being still quoted at 2½c and white at 7c; lake trout are too scarce to make any show in the wholesale market or allow for quotations; oysters are quoted at 60c for selects and 50c for standards. Poultry is not plentiful enough to allow of wholesale quotations, and owing to the Lent season is not in great demand.

**FRUIT.**

A good, steady business in fruit has been done during the past week, and the trade report

a very satisfactory state of affairs. There have been very few changes, and some peanuts, pecans and Brazil nuts are the only new varieties on the market. Quotations are as follows: oranges \$11 to \$12 a box; lemons \$3.50 to \$6 a case; dates, in boxes, 13c a pound; apples, good quality, \$7.50 a bbl; pecans 15c; peanuts, 20c; Brazil nuts 15c; a few barrels of cranberries are still in the city, and are quoted at \$16; dried apples are quoted from 10c to 12c, the latter for Michigan sliced. Raisins and other dried fruits have not changed in price.

**FUEL.**

The mild weather of the past week has caused quite a falling-off in the coal demand. Anthracite sells at \$14; bituminous, \$13; and Saskatchewan lignite, \$10 delivered. Wood is still in good demand and sells, tamarac \$4.50 to \$5; poplar \$3.50 to \$4.

**FURNITURE.**

Wholesalers report an increasing demand from retailers, and a prospect of its steady increase. The feeling of complete stagnation which prevailed a few weeks ago is steadily disappearing, and as spring advances a gradual improvement may be expected.

**GROCERIES.**

There has been an addition during the past week to the activity noted in our last report, and some of the city wholesalers speak quite hopefully. The volume of business done keeps steadily increasing, and collections are reported better than they have been for many months. Prices of goods have scarcely changed and quotations are as follows. Sugars are quoted, yellows \$7 to 9½c; granulated 10½ to 11c; Paris lumps 12c; Coffees still range 15 to 18c for Rios; Javas 22 to 27c; teas have about the former range, Japan 20 to 45c, Moyune gunpowders 30 to 75c; Young Hyson 25 to 70c; new season's Congous 24 to 55c; last season's do 18c to 35c. Tobaccos remain—Prince of Wales 39c to 40c; Myrtle Nany \$10 per caddy. Syrups are quoted at \$3 to \$3.25 per keg; half barrels 90c per gallon.

**HARDWARE AND METALS.**

There has been during the past week just a faint ripple of returning activity in this branch of business, and signs of demands for building material are becoming every day plainer. Hopes are expressed that the dullness of the past few weeks will soon develop into steady activity. There has as yet been no more satisfactory state reached so far as prices are concerned, and in some staple goods cutting is still carried to an excess. This is in a great measure due to the anomalous arrangements of freight tariffs on the C.P.R., which places Winnipeg at such a disadvantage in supplying country demands, and, to a great extent, places the trade of the best country purchasers in the hands of eastern competitors. The following are quotations of staple goods: Tin plate 14x20, \$7.50 to 7.75; 20x28, \$14.25 to 14.75; 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.

**LEATHER AND FINDINGS.**

In this branch of trade a steady improvement has been going on during the week, and spring's

demands are beginning to be heard of from many points. It is an expressed opinion that the worst is now over. Prices remain as follows: Spanish sole 33c to 35c; slaughter sole 35c French calf, first choice, \$1.40 to 1.50; domestic 85c; B Z calf \$1.00 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 sola 65c.

LUMBER.

Although the demand in this line has not increased very much during the past week, signs are not wanting of returning activity, and inquiries about early wants have been quite numerous. Business is not yet in a state in which any but nominal quotations can be given, but within a week or two it is expected that matters will be into an even flow, and quotations based upon actual transaction will be obtainable.

STATIONERY AND PAPER.

The report from this branch is one of a steady character. Business, although not rushing, maintains a fair volume, and wholesalers express satisfaction with the state of affairs, and look for further improvement. The report of collections is very satisfactory and better than it has been for many months. The demands for goods from all parts of the country is steadily on the increase, and the city trade has shown quite a share of returning activity during the past few days. Further improvement are confidently expected during the months of March and April.

WINES AND SPIRITS.

It seems as if genuine activity had reached this branch of trade during the past few days. All reports concur in a general and considerable improvement in sales, and a very marked one in collections. Quotations have not changed, and are as follows: Hennessy's one star, \$13 to \$14; in wood, \$4.50 to 5.00 per gallon; Martel, in case, one star, \$13 to \$14; Renault, 1-star, \$12, \$16 and \$20; Louis Freres, in cases, qts, \$9; flasks, two dozen in a case, \$11; M. Dubois, in wood, \$3.50 per gallon; cases, quarts, \$8; flasks, \$9. Gin, Holland, in wood, \$3 per gallon; red cases, \$10.50 to 11.50; green cases, \$5.50 to \$6.50; Old Tom gin, Bernard's, in wood, \$3.25 per gallon; Booth's, in wood, \$3.25; Booths, in cases, quarts, \$8.50; Scotch whisky, Ramsay's in wood, \$3.50 to \$4.00; Caol-Ila Islay, in wood, \$3.50; Stewart's, in cases, quarts, \$8.50; flasks, \$10.50. Irish whisky, John Jameson & Sons, in wood, \$3.50 to \$4; Bernard's, in cases, quarts, \$8; flasks, \$9.50. Jamaica rum, \$3.75 to \$4.00 per gallo. Champagne—Pomeroy, quarts, \$34; pints \$35 per case; Bollinger, quarts, \$33; pints \$34; Moet & Chandon, quarts, \$27; pints \$29; G. H. Mumm, quarts, \$28; pints \$30; Piper Heidsieck, quarts, \$27; pints \$29; Carte Blanche, quarts, \$20; pints \$22. 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; Bass's ale in quarts \$3.50 per doz; pints \$2.25; Guinness' 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.

The movement in grain during the past week has been the lightest of any week since the crop of 1883 has come to market. The quantity of first class hard wheat in the country, over and above what will be required for seed, is not sufficient to enable millers to purchase at prices low enough for profitable milling, and no doubt a much larger quantity than is necessary for seed is now held back, but will be in the market a month hence. Damaged wheat is still plentiful, but buyers are not inclined to invest too freely in lower grades without being able to secure a fair proportion of No. 1 and No. 2 hard. There have been scarcely any shipments to the east, which is not altogether owing to light receipts, but in a great measure to the close approach of the opening of navigation on the lakes, and the consequent reduction in rates which the opening of the Port Arthur route will bring. The movement of flour has been equally light, no shipments to the east having been made. Mills are all running yet, and the local demand is quite active. In provisions there has been very little change. Meats still hold firm, and other products are maintaining a similar feeling. The quantity of business done has been, if anything, heavier than that of the previous week, and is altogether satisfactory.

WHEAT.

Lower grades have been selling from 60c to 70c and sound hard at 80c; No. 1 hard is not to be had, and the prices paid for it for seed at points west, would raise Winnipeg quotations to over 90c, there is none being received here, however.

OATS.

It is difficult to fix city quotations as the purchases west are now being shipped direct to Port Arthur, in order to take advantage of through freight rates; street lots have been selling at from 17c to 20c, and higher figures have been reached where consumers were the purchasers.

BARLEY.

It is impossible to give any reliable quotations for the past week; a car or two from western points have been received by brewers, but no sales in the city are reported. It is known that considerable is held back in the country.

FLOUR.

Both the town and country demand has held active, and the business of the week shows an improvement. Prices have not changed, quotations being: Patents, \$2 75; strong bakers', \$2.50; superfine, \$2.

BRAN AND SHORTS.

are beginning to be more asked for as the weather grows milder, but prices have not changed, quotations being \$8, and shorts \$10 a ton on track.

POTATOES.

are getting scarce in the city, but the scarcity is only temporary, as plenty are held back in country, and will reach the city soon should mild weather continue. Prices stand: small lots 60c; car lots 55c.

EGGS.

The famine for eggs is over, and the supply is gradually increasing; good fresh are now quoted at 35c, from which any decline is not expected for a week or two.

BUTTER.

At present the stock of good grades in the city is rather light, and prices are consequently holding firm. Several cars are now in transit, and on their arrival there will in all probability be a decline in prices. At present good dairy is worth 24c to 26c; choice 27c, and creamery 28c. In sympathy with eastern markets these prices must break as soon as the local supply increases sufficiently.

CHEESE.

There has not been the slightest change during the week, and good quality holds firm at 16c.

HAMS.

hold the same firm tone, and 17c has been the general quotation of the past week, while 17½c has been asked in a few instances.

BACON.

Sales during the past week have been liberal, and prices have held quite firm. Dry salt is quoted from 13½c to 14c; smoked from 14½c to 15c; spiced rolls, 15½c to 16c; and English breakfast, 16c to 16½c.

MESS PORK.

Although prices still hold firm at packing centres, quotations here are in some instances below an importing margin. Sales have been made as low as \$23.50, but the general quotation has been \$24. Sales have not been heavy, but with the commencement of railway construction and other outdoor work, an increased demand, and possibly advanced prices are anticipated.

MESS BEEF.

The sales of the week amount to only a few barrels, and prices have remained fixed at \$18, with no prospect of any change.

MINNEAPOLIS.

The old story of low water and light production is once more to be repeated, but that such a condition of things will much longer continue is not probable. During the first part of the present week, the weather was mild and is thought to have had a slight beneficial effect on the water power. More of this kind of weather must follow, and soon raise the river. Up to date, the water has not been much different than for a long time, being up and down and making it extremely hard for the miller. Last week's flour production, however, was increased, being 68,360 bbls.—11,383 bbls. per day—against 60,900 bbls. the preceding week. Over one-half of the increase occurred in the output of the two Pillsbury mills, which are partly operated by steam power. The outlook for the operations of the current week is not different than for some time, the water starting off low and varying considerably. The flour market remains in about the same condition as it has been, being comparatively firm. Export inquiry is light, but the domestic demand holds up well.

The following were the receipts at and shipments from this city for the weeks ending on the dates given:

	RECEIPTS.	Mich. 11.	Mich. 4.
Wheat, bush.....		351,000	217,500
Flour, brls.....		2,630	3,750
Millstuff, tons.....		88	69

SHIPMENTS.

	Mch. 11.	Mch. 4.
Wheat, bush	29,500	44,000
Flour, brls	72,903	65,641
Millstuff, tons	1,919	1,771

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

MINNEAPOLIS.		
	Mch. 12.	Mch. 5.
In elevators, bus.	2,530,382	2,559,828
ST. PAUL.		
	Mch. 12.	Mch. 5.
In elevators, bus.	1,134,000	1,100,000
DULUTH.		
	Mch. 11.	Mch. 4.
In elevators, bus.	2,416,035	2,413,783
Afloat	242,603	242,603
Total	2,658,638	2,656,386

The local wheat market has maintained its reputation for independence during the past few weeks with a vigor which the bears think worthy of a better cause. Fluctuations elsewhere of 5 to 8c have not been reflected here and the vigorous efforts to send No. 1 hard below the dollar mark have ignominiously failed. Throughout the past week the fluctuations were within 1c, on all grades, and the volume of business was quite large, though selling by sample was a more marked feature than ever.

The coarse grains have shown no life, No. 2 corn closed at 58c; No. 2 oats at 32c and 33c; barley at 35 to 52c, and rye at 50 to 52c.

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	\$1.01½	\$1.00½	\$1.01½
" 2 "	98	97	98
" 1 northern	93	92	92
" 2 "	88	86	87

No. 1 hard for May opened at \$1.07 and closed at \$1.06½. No. 2 hard for May opened and closed at \$1.01½.

MILLSTUFF.—Bran and shorts were in less demand but not lower, closing at \$12 to \$12.25 per ton in bulk, for bran, and \$12.50 to \$12.75 for shorts.

FLOUR.—There has been no appreciable change in the flour market during the past week. Millers still complain that they are unable to supply orders promptly because of insufficient power. The water continues very low and when a mill which is entitled to run three days per week can get only enough to run half capacity for thirty-six hours, it will be seen that it is hard to keep up with the demands of regular customers, to say nothing of working up new business. This is not a very common experience, nor is it uncommon.

Export inquiry is very light, but the domestic demand holds up well.

Patents, \$5.75 to 6.00; straights, \$5.25 to 5.75; first bakers', \$4.50 to 5.00; second bakers', \$4.30 to 4.50; best low grades, \$2.25 to 2.55; red dog, \$1.75 to 2.00, in bags.—North-western Miller.

CHICAGO.

The grain market of the past week opened with a stronger tendency, checking the bear

movement of last week. In wheat a large business has been transacted; colder weather, together with some reports of damage to the growing winter wheat induced rather free buying. Corn has been active in sympathy with wheat, in pork and lard a firm feeling prevails with a tendency to higher prices. On Tuesday quotations towards the close were:

Wheat	Mar., \$0.91½	Apr., \$0.91½
Corn	" 51½	" 52½
Oats	" 30½	" 31½
Pork	" 17.60	" 17.65
Lard	" 9.22½	" 9.25

On Wednesday trading was active, and a larger business was transacted within a moderate range of prices; the wheat market opened easier, and declined ¼c, then rallied ¼c, receded again ¼c and finally closed ¼c higher than yesterday. Quotations towards the close were:

Wheat	Mar., \$0.91½	Apr., \$0.91½
Corn	" 52½	" 52½
Oats	" 31	" 31½
Pork	" 17.75	" 17.85
Lard	" 9.35	" 9.42½

On Thursday the market was quiet, outside orders limited and trading mainly local; market very dull at times. Early in the day, influenced by fine weather, the speculative offerings were quite large, and demand light, causing prices to decline closing about ¼c lower than yesterday. Quotations towards the close were:

Wheat	Mar., \$0.91½	Apr., \$0.91½
Corn	" 52½	" 52½
Oats	" 31½	" 31½
Pork	" 17.80	" 17.85
Lard	" 9.37½	" 9.40

On Friday the market for grain was steady, with light trading. For hog products the market was almost exclusively of a speculative character. Foreign markets steady and eastern unchanged. Quotations towards the close were:

Wheat	Mar., \$0.91½	Apr., \$0.91½
Corn	" 52½	" 52½
Oats	" 31	" 31½
Pork	" 17.75	" 17.80
Lard	" 9.30	" 9.35

On Saturday the markets were a trifle easier. Reports of fine weather in the Northwest, and foreign advices quoting lower prices, the grain market closed at ¼c lower than yesterday. Quotations towards the close were:

Wheat	Mar., \$0.91½	Apr., \$0.91½
Corn	" 52½	" 52½
Oats	" 30½	" 31½
Pork	" 17.70	" 17.75
Lard	" 9.30	" 9.35

TORONTO.

STOCKS.

There has been a revulsion of feeling in the stock market during the past week, and prices declined, but have again advanced. Business has been considerably less active, the aggregate sales falling much lower than last week; evidently there is not much strength in the market, and outsiders are still afraid to invest. On Wednesday closing bids, as compared with the week previous were:

	Mar. 5.	Mar. 12.
Montreal	194	190½
Ontario	103½	104
Molson	—	—
Toronto	184	183
Merchants	115½	112
Commerce	123	126½
Imperial	134½	135
Federal	138½	138½
Dominion	196½	196
Standard	114½	114½
Hamilton	114	115
North-west Land	63	61½

GRAIN AND PRODUCE.

Business in grain in this market seems to have been postponed for an indefinite period. Prices have varied but little during the week. Offerings of everything have continued small, and the demand has been very light. It is evident that holders are not disposed to press their goods on the market, but outside markets give holders but little encouragement. Stocks have slightly increased, and Monday morning were as follows: Flour, 1,685 bbls.; fall wheat, 87,643 bush.; spring wheat, 105,489 bush.; oats, nil bush.; barley, 182,350 bush.; peas, 37,395 bush.; rye, 129 bush.; against on the corresponding date last year; flour, 7,945 bbls.; fall wheat, 351,691 bush.; spring wheat, 153,421 bush.; oats, 1,461 bush.; barley, 140,832 bush.; peas, 13,431 bush.; rye, nil bush.

WHEAT.

Millers have been wanting car lots—no other demand has been heard of—this, however, has been sufficient to absorb all offerings. Fall wheat nominal; No. 2 may be quoted at \$1.07 and No. 3 sold to a limited extent at \$1.04; frosted fall brought 80c on track on Friday; spring firm, No. 1, lying at a lake port east, sold at \$1.03, and on Tuesday brought \$1.11 on the spot; car lots of No. 2 on track brought \$1.09 on Monday and Tuesday; goose sold last week at 83c, f.o.c. The market closed quiet but decidedly firm, with light offerings. Street prices closed at 98c to \$1.09 for fall, and \$1.02 to \$1.11 for spring; goose from 80c to 83c.

OATS.

In good demand and prices firmer. Cars on track sold on Monday and Tuesday at 37c; there was also one car sold at 36c, and at the close there were free offerings at 37c; street prices firm at 35c to 39c.

BARLEY.

Quiet, and prices a shade easier, but with offerings small. No. 1 sold on Thursday at 70c, and on Saturday a round lot outside sold at equal to the same price here. No. 2 changed hands at about 66c; extra No. 3 at 62c and No. 3 at 52c f.o.c., but the market closed unusually dull; street prices easy at 55c to 65c.

PEAS.

Offerings small and prices fairly steady. Small lots of No. 2 sold on Monday at 74c which would have been repeated at the close but the market closed weak; street prices from 74c to 77c.

RYE.

Values unchanged; demand very light, closing easy at 60c.

FLOUR.

Little offered and sales few, but the demand active and prices fairly steady. Superior extra sold on Monday at \$5.07½ and on Tuesday at \$5.07; extra has been quiet but steady at \$4.75. The market closed firm with superior extra at \$5.10 and extra worth from \$4.75 to \$4.80.

POTATOES.

No change in values, and car lots are offered freely, but still continue to sell at 70c on track. Street receipts very light and prices steady at 80c to 85c per bag.

FEATHERS.

The supply of choice for local use still continues insufficient, and all offerings find a ready sale at 18c to 19c and sometimes 20c was paid; two small lots of good medium brought 13c and 14c. There is still no shipping inquiry, although there is abundance of stock on hand, and country stocks are reported very large. Rolls have been in fair and steady supply and selling at 15c to 17c for good to fine; street receipts small and prices easy at 21c to 23c for pound rolls, and 17c to 19c for good to choice tubs and crocks, with more wanted.

## EGGS.

Receipts are increasing with easier prices. The consumption has increased and all have been wanted. Round lots have sold at 19c. On the street strictly fresh sold readily at 20c.

## CHEESE.

Scarce and firm. Small lots of prime range from 13½c to 14½c, and medium, if there be any available, held at 12c to 12½c.

## PORK.

Steady; small lots selling fairly well; prices unchanged, and quotable at \$21.

## BACON.

Quiet but firm; long clear in car lots has been held at 10½c with buyers at something very close to this figure; small lots slow sale at 11c; Cumberland inactive and almost nominal at 9½c to 10c; rolls steady at 11½c to 12c; and bellies at 12½c to 13c, with a fair demand.

## HAMS.

Smoked continues in good demand. Small lots bring 14c, and round lots are quoted at about 13c to 13½c.

## LARD.

No change in values to report, and no movement in round lots; small parcels continue steady at 12½c to 13c for tinnets and pails.

## APPLES.

Scarce and firm. Choice wanted at \$3.50 but none offered; street receipts small and prices firm at \$3 to \$3.75 for good to choice.

## POULTRY.

Nothing doing in box lots which seem to be finished for the season; street offerings light and more wanted at still firmer prices. Fowl worth 65c to 80c per pair; ducks none, but 90c to \$1 per pair; geese worth 75c to \$1, and turkey; for \$1.25; for hens to \$1.75 to \$2 for choice gobblers.

## SUNDRIES.

Dried apples very quiet and prices unchanged. Country lots could have found buyers at 8½c to 8¾c; oatmeal, per 136 lbs, \$4.10 to \$4.20; cornmeal, in small lots, \$3.40 to \$3.50.

## Cementing Brass on Glass.

Pascher recommends a resin soap for this purpose, made by boiling 1 part of caustic soda, 3 parts of colophonium (resin) in 5 parts of water, and kneading into it half the quantity of plaster of Paris. This cement is useful for fastening the brass top on glass lamps, as it is very strong, is not acted upon by petroleum, bears heat very well, and hardens in one-half or three-quarters of an hour.

By substituting zinc white, white lead, or air-slaked lime for plaster of Paris, it hardens more slowly. Water only attacks the surface of this cement.

Wiederhold recommends, for the same purpose, a fusible metal, composed of 4 parts lead, 2 parts tin, and 2½ parts bismuth, which melts at 212° Fahr. The melted metal is poured in to the capsule, the glass pressed into it, and then allowed to cool slowly in a warm place.—*Polyt Notiz-blatt.*

## Increase in British Export of Coal.

The British coal export trade is growing rapidly. In 1874 the United Kingdom shipped 13,927,205 tons abroad; in 1878, 15,494,633 tons; in 1881, 19,587,063 tons, and in 1883 it exported 22,771,345 tons of coal. From 1874 to 1878, inclusive, the aggregate exported was 75,551,881 tons, while from 1879 to 1883, inclusive,

the total was 98,465,135 tons, a gain in the second half of the decade of 30 per cent. At this rate the export will double itself in thirty years more. There was a slight falling-off in the Russian takings in 1883, but more was sent to Sweden, Norway, Denmark, Holland, Spain, Italy, Turkey, Egypt, Brazil, Malta, British India and other countries. Germany took 2,425,298 tons as compared with 4,096,933 tons. France is Britain's largest foreign customer for coal. Including coal used by British steamers running to foreign markets and coal supplied to foreign steamship lines, it is noted that 29,171,942 tons of coal were sent out of the United Kingdom in 1883 as compared with 26,509,608 tons in 1882 and 22,814,651 tons in 1881. This increase in two years of 4,357,291 tons attracts attention. British coal-owners derived £10,642,013 from coal sold to foreign and colonial customers last year.

## General Notes.

THE total number of failures in the United Kingdom and Ireland reported to *Kemp's Mercantile Gazette*, for the week ended February 2, was 50, as compared with 273 in the like week in 1883, and 233 in 1882, a somewhat surprising decrease of 195, and a net decrease to the date named, as compared with 1883, of 471. The total for England and Wales was 53, as against 248 and 209 respectively in 1883 and 1882; for Scotland it was 22, as compared with 20 and with 20; and for Ireland it was 5 and 4 respectively in the preceding year.

THE labor question in France (February 6) was assuming a serious aspect. Distress existed in many trades. The building industries were worse off. Restrictions under the law of 1810, enforced by the prefecture, are said to place obstacles in the way of contemplated new works, and cause thousands of men to remain idle. On February 2 the French Chamber rejected the chief clause of the Trade Union bill, allowing unions to form federations for the protection of common, industrial and commercial interests, subject to certain notifications to the local authority. At the same sitting the removal of the factories to the suburbs of Paris was advocated, thus scattering the workmen over a wider area. The restoration was suggested to the provinces at government expense of workmen unemployed in Paris and wanted elsewhere. State socialism, as the spoliation of all for the benefit of a few, was combated by M. Huget, and he referred to provident societies and industrial co-operation as likely eventually to produce good results. The Chamber decided, by a majority of 254 to 249, that a committee of forty-four shall be appointed to report on the condition of artisans and laborers and on the measures to be taken for its improvement, beginning with the prevalent want of employment and distress in Paris.

## EMERSON.

Robert Bird, of the former firm of Walton & Bird, is opening a hardware store in Fairbank block.

The Volunteer Infantry Company has been reorganized under the captaincy of Mayor Nash. Fenians, and dynamiters please take notice.

Owing to the stormy weather of last week little grain or produce was marketed here. Wheat No. 1 bring 75c; oats, 18c to 20c; butter, 20c; eggs, 20c.

The C.P.R. Commercial Telegraph office has been removed to the hardware building occupied by the Post Office Department, and which is now one of the finest and most convenient in the Province. Mr. H. W. Grasse is the C.P.R. agent.

It is rumored that negotiations are about to be commenced between the city council, the bridge contractors and the C. P. R. to a view of opening traffic over the loop line from Emerson station to Buffalo Junction. It is a consummation devoutly to be wished.

Thanks to THE COMMERCIAL, the customs authorities are making an effort to stamp out the great amount of petty smuggling that has been going on here for a long time past by enforcing the regulation requiring persons and teams that have been across the line to report on their return. This will increase the trade of our merchants, but our merchants won't deserve the protection unless they reduce their prices from the old immigration-days standard, when freight and everything else were high. Quick sales and small profits ought to be the motto of our merchants.

## BRANDON.

J. M. Rasberry has sold his machine business to Russell & McKenzie, of this city.

Business shews signs of improvement this week, and a large amount of grain has been marked.

The Brandon flour mill has been fitted up with new machinery, and is again running. The oatmeal mill will be finished next week.

Thomas Lee has assigned to J. Rounsell. He has been in the harness business for a number of years, and was considered one of the solid men of the place. He will be able to pay 100 cents on the dollar if he receives consideration at the hands of his creditors.

## PORTAGE LA PRAIRIE.

James Andrew, jeweler, is preparing to remove to Silver City.

J. Buchanan intends moving west in a week or two, and will take his stock with him.

A. Grant, formerly of this place, has purchased the Grand Central Hotel at Minnedosa.

F. W. Banton has removed his butcher shop to the building next to Raymer's marble works.

The Oatmeal Milling Co. have let the contract for the material for their mill at Qu'Appelle.

Orders for flour are coming in so rapidly that the Portage Milling Co. expect soon to resume night work in their mills.

The R. H. M. Pratt Biscuit Manufacturing Co., of this town, have been awarded the contract for supplying the Hudson Bay Co. with biscuits for the Manitoba and territorial posts this year. The contract will amount to several thousand dollars.

### Reduced Wages or Short Time?

A good many textile manufacturers in this country, says the *Textile Record*, have of late been considering the question whether they could better adjust their business to the prevalent depression by cutting down wages or running their mills on part time. The Fall River manufacturers chose the former method, but against the protests of a minority. In some other manufacturing centres in New England, however, the preference for reduction of time has been strongly marked; and we are inclined to believe that, upon the whole, this choice will commend itself to the mass of men as the wiser.

Whatever may be the causes of the restriction in the demands for fabrics, whether the gross product is absolutely too large for any possible demand, or whether it is too large simply because the demand has suffered merely temporary diminution, the undoubted fact is that the mills have been making more goods than consumers are willing to take. Obviously under such circumstances the sure method of adjusting properly the relations of the supply to the demand is to arrange for the manufacture of smaller quantities of goods. So long as fabrics are put upon the market in undiminished volume, there can be no change for the better until the demand improves; and the very fact that there is persistent overloading of the market must inevitably tend to postpone the day of improvement. Cutting down wages will enable manufacturers to push out their goods at a small profit, or at least without suffering actual loss; but certainly this can contribute nothing to the decrease of the evils of the general situation. When wages-reduction becomes the rule, then prices must decrease all along the line, and then further cutting will become necessary before any manufacturer can have an advantage. The market is not dull because goods are too dear. Nobody has complained about an exaggeration of prices. It is simply the case that there are more goods than are wanted; and reduction of wages and prices can do absolutely nothing at all to improve the situation. But the man who cuts off 25 or 30 per cent. of his product does that which if it were generally done, would ultimately produce a stimulation of the demand, and permit the resumption of full time. Furthermore, he adopts a system which must be more satisfactory to those who work for him, partly because it does not cheapen their labor, and partly because it guarantees them full wages without a struggle as soon as the condition of things warrants resumption.

The situation is one of difficulty and trial for both wage-payers and wage-earners; and there is need that the relations of the two classes should be maintained upon the most amicable basis possible, until the better times come. There can be no doubt that those times will come again, and at a day not very far distant. All intelligent observers know that the commercial world is subjected at intervals to great waves of depression and of exaltation. A series of years of high prosperity is always followed by another series in which business is inactive and more or less profitless. The causes of these large movements may be difficult to determine

with positive clearness; but the fact that the prosperous years have always followed, and most likely always will follow the dull years, is indisputable. The depression felt in this country is felt with equal or greater force in Great Britain and upon the continent. The mysterious law which brought it upon us will certainly remove it. The bottom never quite drops out of things; and it is not going to drop out now. The business of this country will again be as good as it ever was, and one of the ways to help to improve it is not to force goods upon a gorged market by cheapening labor and reducing prices below a reasonable point.

### The Howland Mill, Hamilton, Ont.

The five or six acres on the east side of the stream are literally covered with the necessary buildings to carry on the immense business done here. About fifty years ago the first grist and saw mills were erected on this site, which formed the nucleus, and gave the name of Watertown to the village. Having passed through various ownerships, the present proprietors, Sir W. P. Howland & Co. came into possession about 1855. In 1860 the mill was consumed by fire. The main part of the mill was then rebuilt, being 60x40 feet, four stories high, of cut stone, with stove factory attached. The large cut stone warehouse on the side hill above the mill is well and handily constructed, the grain from it being conveyed to the mill as needed. The residences of the millers and other workmen are clustered round on the hill sides in close proximity, and, taken in with the cooper shops, warerooms and barns, stables, stove and other sheds, form one of the most delightful pictures of thrift and industry that can be seen in the province. The farm property of 30 acres on the top of the hill, on which is a beautiful mansion of cut stone, immediately overlooking the works before described, known as Paradise Hill, is one of the finest residences for which the village is becoming noted. The grounds are beautifully laid out and decorated as well as covered with the choicest of fruit trees. For many years the business has been over \$100,000 per year, and has been conducted successfully for the last 25 years by the late Wm. Robson, to whose sterling business ability and upright dealing must be attributed to a great extent the success of the establishment, as his word, weight and dealing were never questioned by a single farmer in the locality. Since his death, his third son, Mr. Robson, has had entire charge of the works. Power is supplied by water and steam—a double upright engine, 50 horse power. The machinery in use, and which has lately been put in, is of the latest approved kind, being the James Jones gradual reduction system. In fact all the appliances are of the very best known. Since the introduction of these improvements the fame of these mills is quickly spreading for the excellence of the brands produced. The mills are busy now manufacturing flour from Manitoba wheat.—*Northwestern Miller.*

A GLASGOW contributor elsewhere has something of interest to say regarding Australian milling, which, according to his representations, is in a very backward state. For some years

past Australia has been a fair customer for some improved American milling machinery, and this trade seems likely to increase considerably in the future, though the tendency at present is toward England, as the millers of the Antipodes are nearly all natives of that country and naturally endowed with all the rock-ribbed conservatism characteristic thereof.

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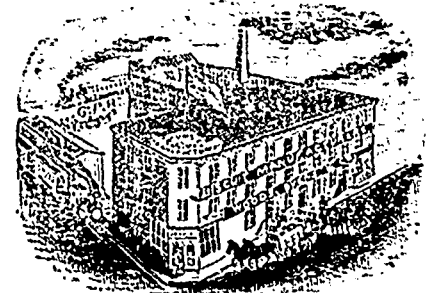
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**Wholesale Produce & Commission Merchant**

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AD AGENTS WANTED THROUGHOUT THE WEST.

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

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General Agents.

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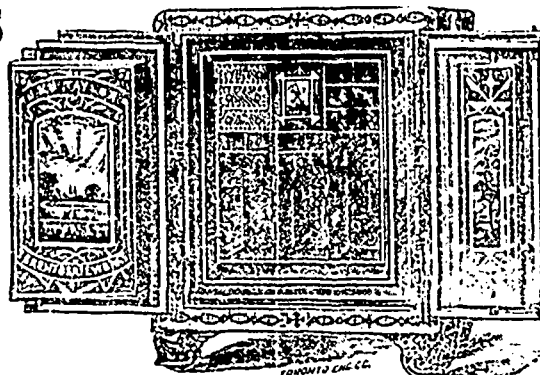
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Tailors' Safes.

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IMPORTERS AND DEALERS IN

**FURNITURE,**

—AND—

**HOUSE FURNISHINGS!**

276 Main Street,

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Steam Cabinet Works.

**WINNIPEG.**

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

MANUFACTURING A SPECIALTY.

298 MAIN STREET.

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WHOLESALE & RETAIL DEALERS IN

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

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

**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.

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

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

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**Grain and Flour Exporters**

—AND—

GENERAL COMMISSION MERCHANTS.

Office: Cor. Main and Post Office Streets  
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**C. W. GIRDLESTONE,**  
**INSURANCE & GENERAL AGENT.**

Royal of England, capital and assets, \$34,000,000  
City of London, England, 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,  
227 Passage Tickets Granted.

**Goldie & McCullough's Safes and Vault Doors**

**MONEY TO LOAN.**

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

**Canadian Pacific Railway.**  
(WESTERN DIVISION)

**CHANGE OF TIME**

On and after Feb. 18th, 1884, Trains will move as follows:

Going West.	Going East.
7:30 a.m. leave Winnipeg arrive	7:15 p.m.
10:00 " " Portage la Prairie	4:50 "
1:25 p.m. " Brandon	1:45 "
7:15 " " Broadview	7:15 a.m.
3:15 a.m. " Regina	11:20 p.m.
6:30 " " Moose Jaw	8:30 "
3:30 p.m. " Swift Current	11:30 p.m.
10:40 p.m. " Maple Creek	4:30 a.m.
2:40 a.m. " Medicine Hat	11:40 a.m.
5:45 p.m. arrive Calgary leave	8:00 a.m.

Only two trains a week will run west of Brandon, leaving Winnipeg on Mondays and Thursdays, train leaving Mondays will have Sleeping Car attached, and will run through to Calgary. Train leaving Thursdays will have Sleeping Car attached and will run to Moose Jaw only. Returning train will leave Calgary Thursdays, and Moose Jaw Fridays and Tuesdays, arriving at Winnipeg Saturdays and Wednesdays. Daily trains with Parlor Cars attached will run between Winnipeg and Brandon.

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. " Barday	4:54 p.m.
11:40 a.m. arrive Pt. Arthur leave	1:30 p.m.

There will only be three trains per week to Rat Portage. Leaving Winnipeg on Tuesday, Thursday and Saturday, and return from Rat Portage on Monday, Wednesday and Friday. There will only be one through train to Port Arthur with Sleeping Car attached, leaving Winnipeg every Tuesday, and will leave Port Arthur for Winnipeg every Thursday.

Going South.	Going North.
*8:05 p.m. leave Winnipeg arrive	7:00 a.m.
10:50 p.m. " Emerson	4:10 a.m.
11:00 p.m. " St. Vincent	14:00 a.m.

17.40, 8.15 a.m., leave Winnipeg arrive	5.15, 8.00 p.m.
10.50, 11.15 a.m., " Morris	2.05, 5.30 p.m.
11.50 a.m., " Regina	3.45 p.m.
4.45 p.m., " Manitou	3.30 a.m.

Train leaves for Manitou Mondays, Wednesdays and Fridays only, returning next day.

9.30 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 "

Train leaves Winnipeg for West Selkirk Tuesdays, Thursdays and Saturdays at 4 p.m., arriving at West Selkirk 5.40 p.m.; returning leaves West Selkirk Mondays, Wednesdays and Fridays at 7.10 a.m., arriving at Winnipeg 8.50 a.m.

- : Daily.
- † Daily except Mondays.
- \* Daily except Saturdays.
- ‡ Daily except Sundays.

**Trains more on Standard time.**

Trains east of Brandon and west of Port Arthur or St. Vincent and north of Regina run on Winnipeg time. Time west of Brandon as far as Gleichen is one hour slower than Winnipeg time. Time west of Gleichen is two hours slower than Winnipeg time.

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

**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,** Gen. Traff. Man., St. Paul. **T. W. Teasdale,** 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. McConkell,** Traveling Passenger Agent.  
**S. F. Bord,** General Traffic and Passenger Agent.

**St. Paul, Minneapolis & Manitoba.**

**SOUTHEASTWARD.**

Express leaves St. Vincent at 11.15 p.m. and 11.30 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 8.00 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.

**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.

**"THE NIAGARA FALLS ROUTE."**

This is the popular route from Chicago to Toronto and all other points in Canada. The trains are made up of Special Coaches, PALACE PARLOR and SLEEPING CARS of the latest improvements, and NEW DINING CARS unequalled on the Continent. It is the ONLY LINE between Niagara Falls and Buffalo under one management, and has undisputed advantages for New York, Boston and Eastern Travel.

Five Through Trains a day from Chicago leave at 6.45 a.m., 8.55 a.m., 4.30 p.m., 8.55 p.m. and 9.55 p.m.

For through tickets, time tables, or full information, apply to any Ticket Agent in the Northwest.

**H. B. LEDYARD,** Gen. Manager, Detroit.  
**O. W. RUGGLES,** Gen. Pass. & Tkt. Agt., Chicago.

**W. M. McLEOD,** Manitoba Pass. Agent, Winnipeg.

**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 Canadas.

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, Palace 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 Northwest.

**S. S. MERRILL,** General Manager. **A. V. H. CARPENTER,** General Passenger Agent.  
**W. H. DIXON,** General M. W. Pass. Ag't., St. Paul, Minn. **CHAS. N. BELL,** Commercial Ag't., Winnipeg, Man.

**Chicago and Grand Trunk Railway.**

**GOING EAST.**

Leave Chicago 9.10 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 8.00 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 3.00 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.

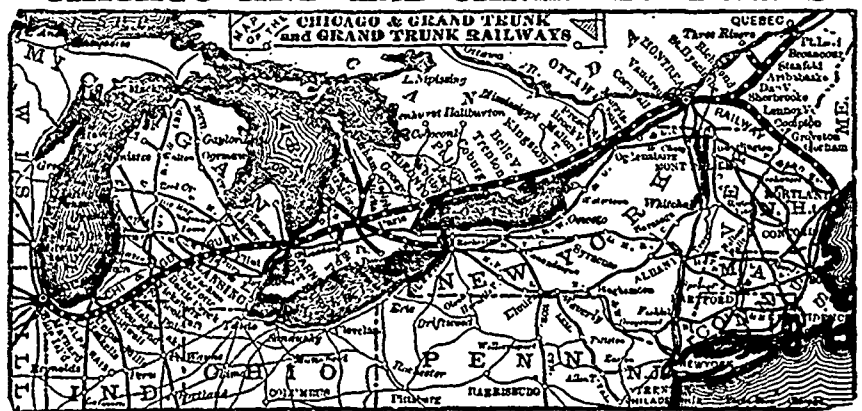
Train No. 5 leaving Chicago 8.30 p.m., has through Pullman palace sleeping coach from Chicago to Montreal and Parlor car to Boston.

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

**The Chicago & 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 sway and crowned the river with the most beautiful scenery.

Always ask for Tickets via this Line.  
**GEO. D. 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,

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**LUMBER, LATH AND SHINGLES,**

ALSO

**READY-MADE HOUSES.**

838 Main Street, West Side, North of Track,  
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## H. R. BANKS & CO.

Manufacturers and Dealers in

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**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 Fire Hall.

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Importers of and Wholesale Dealers in

PLAIN, FANCY AND PLATE

# WINDOW GLASS

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

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WHOLESALE IMPORTERS OF

**GENTS' FURNISHINGS, FANCY DRY GOODS,**

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

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WINNIPEG, MANITOBA.

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SHIP AND BRIDGE TIMBER A  
SPECIALTY.

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Wholesale Paper Dealers.

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

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PAPERBAGS, WRAPPING PAPERS, ETC  
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THE PIONEER PAPER RULER,

Blank Book Manufacturer,  
Of Manitoba and the North-West.  
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MANUFACTURERS & PRINTERS,  
Wrapping Paper, Paper Bags, Paper Boxes,  
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TORONTO, ONT.

## LITHOGRAPHED PLANS,

Paper Ruling and Binding,

# Fine Job Printing

AT REASONABLE RATES.

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## 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.

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

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

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The Palace Hotel of the Northwest,  
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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**

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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-  
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**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, giv-  
ing 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 Award and Medals at Exhibitions of 1882.

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**COMMISSION MERCHANTS,**

AND WHOLESALE DEALERS IN  
**PRODUCE AND PROVISIONS.**

70 PRINCESS ST.  
WINNIPEG, MAN.

A. R. JAMES BANNATYNE. ANDREW STRANG

**BANNATYNE & CO.,**

(SUCCESSORS TO A. G. B. BANNATYNE)

**WHOLESALE GROCERS**

AND DEALERS IN  
Provisions, Wines & Liquors,

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**THE**  
**McClary Manufacturing Co.**

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LONDON, TORONTO AND WINNIPEG,  
Manufacturers of

**McClary Famous Stoves,**

And Dealers in  
TINSMITHS' METALS AND SUPPLIES.

WHOLESALE ONLY.

Warerooms—Point Douglas Avenue. Office and Sample  
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W. BRISCOLL, Manager. WINNIPEG.

**JAMES ROBERTSON & CO.,**

—IMPORTERS OF—

**TINSMITHS' AND PLUMBERS' SUPPLIES**  
AND GENERAL

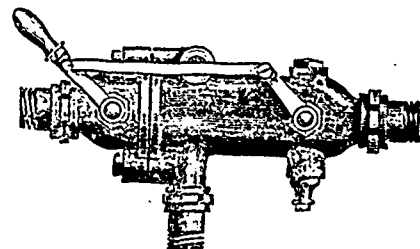
**METAL MERCHANTS,**

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JAS. TRKS. Manager. WHOLESALE ONLY.

**THE KORTING INJECTOR !!**

Acknowledged to be the  
**Best Boiler Feeder in the World**



Will lift 25 feet and take water at 150 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'y, 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

**ANTHONY FORCE,**  
Importer of  
**RAILWAY EQUIPMENT,**

Contractors, Engineers & Founders Supplies,  
Steel and Iron Rails and Fastenings, Girders, Steel and  
Iron Bridges, Light Steel and Iron Rails, for Tram-  
ways and Others, Iron and Steel Plates, Pig  
Iron, Bar Iron, &c.

Iron and Galvanized Roofing, Boiler Tubes, Wrought and  
Cast Iron Pipes, Imported Fire Bricks and Cements, Cot-  
ton Waste, Lubricating and other Oils.

OFFICE: 78 ST. PETER STREET,  
Warehouse: 225 Wellington Street, MONTREAL.

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**Railway Supply and Manufg Co.,**  
I. JOSEPH, Manager.

Manufacturers of  
**COTTON AND WOOLLEN WASTE**

For Packing and Cleaning purposes.  
**RAILWAY BRASSES & BEARINGS**  
THE BEAVER METAL A SPECIALTY.

Factory 12, 14, 16 and 18 Church Street.  
Office Cor. York & Wellington Sts., TORONTO.  
All Orders promptly attended to.

**NOTHING LIKE LEATHER.**

**W. N. JOHNSTON & CO.,**  
Importers and Dealers in

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**HIDES AND OIL.**

8 LOGAN ST. WEST, WINNIPEG.