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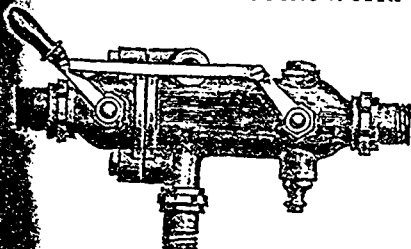
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 Wrapping Paper, Paper Bags, Paper Boxes,
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All Kinds of Machinery.

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Consignments of Fresh Fruits received regularly in
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The Commercial

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

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

VOL. 3.

WINNIPEG, NOVEMBER 4, 1884.

NO. 6

The Commercial

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

ISSUED EVERY TUESDAY.

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

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JAS. E. STEEN,
Publisher

WINNIPEG, NOVEMBER 4, 1884.

R. STRACHAN is retiring from the Arctic Ice Co., Winnipeg.

KILPATRICK & AMITT, contractors, Winnipeg, have dissolved.

CROSS & CHESHOLM, hotel keepers, Port Arthur, are reported away.

A post office has been opened at Saskatoon and also at Canmore in the Rockies.

John Woltz & Co., wholesale jeweller, Winnipeg, have removed to New Orleans.

THE Cochrane Ranch Co. has gone into sheep raising and have lately purchased 8,000 sheep.

SNOWDEN & Co., hardware merchants, Winnipeg, have announced their intention of giving up business.

It is the intention of the Northwest Cattle Raising Co. to increase its capital from \$150,000 to \$300,000.

A NUMBER of miners have been sent out to Gold Island in Yellow Girl Bay by Mr. Strohn, the manager of the company. It is their intention to commence operations at once.

ST. PAUL and Minneapolis will be connected in a short time by an elevated railroad which will be run by electricity.

RIVER navigation is now about over for this season and the different steamers are making for their winter quarters.

FIFTY-NINE miles of road has lately been taken over from the contractors by the C. P. R. between Sudbury and Pagawassing.

MCDONALD & NEVINS of the Rossin House, Portage la Prairie, have advertised their intention of dissolving partnership on November 21st.

A REGULAR mail car has been placed on the M. & N. W. railway this week which will prove a great boon to postmasters west of Portage la Prairie.

THE first load of silver ore has arrived at Port Arthur from the Twin City mine. The Silver Mountain finds are attracting a great deal of attention.

THE Brandon Assize Court opens to-day, Mr. Justice Taylor presiding. The docket is not a heavy one although embracing a few serious criminal charges.

THE lines between St. Paul and Chicago have fixed their grain rate for the coming winter at 13c per 100 lbs. General freight rates will be the same as were in force last spring.

THE change to snow all over Manitoba has hastened many farmers to hauling their grain to market. Railways will undoubtedly be over crowded with freight in consequence.

THE Ogilvie elevator at Minnedosa is in running order. Grain is being taken in at Johnstone, Roche & Co.'s elevator; it is not quite finished yet but is expected to be in the course of a week.

LOOK at these grain figures of Duluth. The wheat receipts for September and October were 6,527,000 bushels and the shipments 9,535,000. Still it is only a few years since the wheat trade of Duluth was less than that of Winnipeg now.

WHILE some people may regret the early advent of winters snow, it must be borne in mind that it has put a sudden stop to the numerous prairie fires which have brought so much destruction of late.

THE promoters of the Portage la Prairie Farmers' Mutual Fire Insurance Company have received their warrant from the Local Government constituting them a company. They will hold their first meeting on the 11th for the election of directors.

MAYOR McDONALD, of Portage la Prairie, visited Winnipeg last week in order to raise funds for the building of the county buildings of Beautiful Plains. He did not succeed as financial houses here held that a judicial board has no power to borrow money.

As Mayor Logan has now retired from the mayoralty contest it would be folly for any man now to oppose Mr. Hamilton. The Citizens' Ticket will probably meet with very little opposition when it comes to the polls as the citizens generally are well satisfied with the action of the Board of Trade and its results.

THE statement of Woltz Bros., jewellers, of Toronto, made by the trustee, shows a deficiency of \$32,000. The head of the firm attributes his failure to indorsing for his brother John Woltz of this city, whose total liabilities, however did not exceed the figures of the above deficit. Mr. Woltz has evidently taken his cue from the general manager of the Merchants' bank and saddled Manitoba with all his misfortunes.

STATEMENT showing value of goods imported and entered for consumption during the month of October, 1884, compared with the same month 1883.

DESCRIPTION.	VALUE.	
	1883.	1884.
Goods imported, dutiable.	\$197,051	\$225,443
" " free....	17,588	26,120
Total imported	214,639	251,563
Goods entered for consumption, dutiable and free	215,616	253,928
Canadian goods passing through the United States	218,468	198,035
Goods exported	154,101	300,235

The duty collected on the above goods entered for consumption during October, 1884, was \$55,802.62, and was \$50,884.82 for the same month, 1883.

Business East. ONTARIO.

R. Gillan, hotel keeper, Thorold is dead.
 T. J. Hall, grocer, Chatham, has sold out.
 J. S. Diamond, druggist, Toronto, is dead.
 R. W. Carow, grocer, Peterboro, has assigned.
 R. M. Humm, drover, Watford, has assigned.
 Wm. Church, baker, Essex Centre, has sold out.
 Thos. Irwin, butcher, Essex Centre, has sold out.
 George Scotts, blacksmith, Watford, has sold out.
 John Gregor, grocer, Toronto, is about to sell out.
 J. W. Horton, soda water works, Sarnia, has sold out.
 D. C. McKeon hotel keeper, Comber, has sold out.
 J. H. Drake, wagon maker, Port Stanley, has sold out.
 John Davidson, tailor, West Lorne, is reported away.
 Nicholas Meek, auctioneer, Amherstburg, has sold out.
 Purcell & Co., railroad contractors, Cornwall, have dissolved.
 Dennis C. McKeon, hotel keeper, Comber, was burned out.
 T. Polly, general store, Stella, has sold out to E. R. Martin.
 Alex. Williams, general store, Sutton, has assigned in trust.
 Rae & Watson, manufacturers agents, Toronto, have dissolved.
 Thos. Babe, general store, Cataract, has removed to Parkdale.
 F. Johnson, blacksmith, Cedar Grove, has moved to Claremont.
 Grant & Barfoot, lithographers, Toronto, have assigned in trust.
 D. M. Buchanan, general store, Kintail, has sold out to T. J. Dales.
 Thos. McNae, general store, Markdale, has sold out to Wm. Hanbury.
 W. F. Creighton, stationer, Owen Sound, has sold out to James Sharpe jr.
 T. H. Doncaster, hotel keeper, Port Hope, has sold out to Chas. Garbutt.
 A. J. Smale & Co., boots and shoes, Cartwright, has moved to Oshawa.
 W. J. C. Naftel, drugs and groceries, Goderich, has sold out to J. Whitely.
 F. W. Fawcett, sash and door factory, Strathroy, has assigned in trust.
 W. C. Lee & Co., hatters, Chatham have been closed up by their creditors.
 Colin Luxton, hardware, Ridgetown, has been granted an extension of time.
 James Irwin, dealer in furniture, Atwood, has sold out to James Wetherhead.
 Clark Bros, furniture, London, have dissolved; Charles Clark will continue alone.
 J. H. Roeding, boots and shoes, Zurich, closed under a chattel mortgage and stock sold.
 Swift & Veal, bakers, Kingston, have dissolved; the business will be continued by John Veale.
 A meeting of the creditors of R. B. Andrew, books and stationery, Bowmanville, has been called:

A. & F. Campbell, carriage manufacturers, Tilbury Centre, have dissolved; Alex. continues alone.

Essex, Dunn & Co., brass founders, London, have dissolved; James Essex will continue the business alone.

Panabaker & Denman, general store keepers, Brussels, have dissolved; J. J. Denman will continue alone.

J. C. McDonald & Co., general store keepers, Quart, have dissolved; J. C. McDonald will continue alone.

H. G. Bran, general store, New Hamburg, has admitted R. Phillips as partner, under the style of Bran & Phillips.

Watson, Young, & Co., wholesale fancy goods, London, are retiring from business and advertising the stock for sale by auction.

At the recent fire at Annprior, James Hartney and Stirling & Moore, general store keepers were burned out; Mrs. Campbell's hotel and Mrs. Adam's millinery store slightly damaged.

The following persons were burned out at the recent fire at Frankford: John Chapman, boots and shoes, L. J. Crown, tinsmith, Thos. Foster, baker and grocer, P. McAmbridge, hotel keeper, B. Astrom, druggist, Mrs. Patterson, milliner, J. A. Stevenson, physician, Torley Bros., general store and, W. Van Neuman, harness.

QUEBEC.

D. Dewars, boots and shoes, Montreal, is dead.
 J. A. Cote & Co., grocers, Montreal, have assigned.

J. A. Cote, dry goods, etc., Montreal, have assigned.

L. G. N. Jallbert, hotel keeper, Bertnierville, has assigned.

The saw mill of W. H. Thibodeau, Balstrode, was burned down.

Walker & Donnelly, provision dealers, Montreal, have dissolved.

August Gingrass, general store, St. Jerome, has assigned in trust.

McFee & Boyd, general store, St. Jean Chrysostome, were burned out.

T. F. Mullarky, hats, etc., Montreal, the stock is advertised for sale by sheriff.

The stock of M. O. Beck, china, etc., Montreal, is advertised for sale by bailiff.

Wm. O'Brien, of the firm of O'Brien & Meridith, stock brokers, Montreal, is dead.

Joseph Robidoux, general store, Notre Dame de Stanbridge, stock advertised for sale by tender.

H. Beauchamp & Co., grocers, Montreal, have dissolved; H. Beauchamp will continue alone under the old style.

The style of the firm of Cite, Auld & Co., shirt manufacturers, Montreal, has been changed to that of Baker & Co.

NEW BRUNSWICK.

C. W. Knapp, general store keeper, Sackville, has assigned.

PRINCE EDWARD ISLAND.

W. A. Bieman, publisher, Summerside, was burned out.

The investigation on the part of the insurance companies which held risks on the Winans' woolen mill, Toronto, lately burned, is bringing out some strong revelations. Winans himself is across in the States, but his book-keeper's evidence is certainly interesting.

Bradstreet's Commercial Summary:

The general feeling in the business community, as shown by special telegrams to Bradstreet's, is one of continued depression. The volume of merchandise moving is smaller, and purchases from first hands continue to be restricted. The opinion is widely held that no revival in business of any permanence is likely to be experienced this year. Generally mercantile collections continue backward, and heavier houses are being called on to carry those which have reason to ask and receive extensions. A notable exception comes from Chicago, where several heavy accounts against country merchants have been settled. From almost all directions general trade is reported quiet except at leading cities in Kansas, where the cooler weather has caused some buying, mainly of dry goods and clothing. There are no features looking to improvement in industrial lines. The New England cotton mills will resume work next week, but further restrictions are probable. Dry goods continue dull with first hands, but have a slightly improved outlook in some localities owing to the stimulus of cooler weather on the retail trade. Cotton has made a further decline, the offerings being large and the demand limited. Wheat has been stronger and higher on the spot. Futures too have advanced. This has resulted mainly from renewed buying for export and a belief that the extreme low figures reached last week warranted a reaction. The advance since the 17th inst. has been 3c for spot, to 54c. Indian corn has been weaker through the clique at the west letting go of some of their holdings, and to light transactions. No. 2 mixed has declined 7c on the week, to 56c. Hog products, too, are weaker and lower. Hog receipts are declining and prices advancing, owing to the stimulus of increased demands from packers caused in part by cooler weather. The home and foreign demands have been better during the last day or two, but the net result for the week is a loss of 25c per barrel for spot mess pork, the closing prices being for lard to continue 8c and for pork \$16.75. Petroleum has been practically "cornered" by the bull clique. They squeezed the shorts and forced up prices 15c per barrel on Monday and Tuesday, held prices there till yesterday, when they ran them up 2c more, certificates closing at 77c, a gain of 14c since October 17. Pig iron is weaker, but unchanged in price. Coal is no stronger, though there has been some gain in demand for domestic sizes. The outlook for the year's production of anthracite is a decrease of 1,200,000 tons as against 1883, with 109 idle days at the mines (in 1884) as compared with but 60 last year. The prospective increase of 49 idle days (1884) will therefore have reduced production the equivalent of but 10 days work at the rate coal is now being mined. The consumptive demand for wool has continued moderate, but there has been no important change in values. There were 234 failures in the United States reported to Bradstreet's during the past week, as compared with 209, 137 and 117 respectively in the corresponding weeks of 1883, 1882 and 1881. About 85 per cent. were those of small traders whose capital was less than \$5,000. Canada had 29, an increase of 7.

H. SHOREY & CO.,

WHOLESALE

CLOTHIERS,

—AND—

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STORAGE FOR ALL KINDS OF GOODS

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Customs Government Bond in Building
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**Wholesale Agents,
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City Roller Mills.

D. H. McMILLAN & BROTHER,
Manufacturers of and Dealers in

ROLLER PROCESS FLOUR,

In the following Grades:

Patents, Strong Bakers, and Spring Extra.
Graham Flour, Cracked Wheat,
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The Commercial

WINNIPEG, NOVEMBER 4, 1894.

TAXING COMMERCIAL TRAVELLERS.

In another part of our columns and under the heading of "Commercial Travellers" will be found an article from the *New York Chamber of Commerce Journal* from which it will be seen that the non-sensical tax upon commercial travellers still exists in some of the United States. Great admirers of the free institutions of the Republic south of us might expect that such trade tramelling legislation, if it ever secured a footing upon this continent, would be found only in the oldest and most foggized provinces of a dominion still under the sway of an Old World monarchy. True, the tax is still levied in the Atlantic provinces of Canada, but it is something astounding to find that it still has a footing in a republican country, the boasted creed of whose people is that all men are born equal.

The fact that our Yankee cousins are burdened with such antiquated laws is only another proof of how trade, the greatest civilizer of man, has been in all ages the subject of persecution, and how its advance guard has always been selected for assault by its enemies. The drummer of the present day is unquestionably the ambassador or rather the pioneer of trade. He is to be found in the sparsely settled regions of the "Great West," often years in advance of either locomotive or steamboat, and he is not unfrequently the principal link between the isolated pioneer and the busy world. He is the knight-errant of trade and the representative of true commercial chivalry. But, as above stated, he is a subject selected for persecution, and in this respect he is no better off than his legitimate commercial ancestor, the pedlar. The latter, in years gone by, was the free lance of trade, and on the other side of the Atlantic he often put the arbitrary laws and vested rights of trade guilds and corporations at defiance, even when an occasional attachment to the stocks or even the pillory rewarded him for his temerity. Through a kind of trade evolution he has reached the drummer of the present day and in every stage he has been the subject of persecution. When he advanced to the licensed pedlar he was still the victim of municipal persecu-

tion by being excluded from town market places and city bazaars, while as the bagman of fifty years ago he was subjected to a society ostracism which was even more oppressive to bear than the persecutions inflicted upon his grandsire the illicit pedlar, by bumpkin guild officers. Looking back over such a pedigree of misfortunes it could hardly be expected that the Atlantic Ocean, broad and deep though it be, could entirely free the advance messenger of trade from all his troubles and all the prejudices against him. No, he has still his persecutors, and the most stupid of these are the legislators who place a tax upon him, and, as stupidity and tyranny are ever linked together, while the former exists the latter will be practised.

Philanthropy may develop the better nature of the donor but it may make a mendicant of the receiver. Theology, while it may direct man's mind upward, often sows the seeds of discord. But trade has the effect of linking men closely together in a common bond, and at the same time making men both independent of and dependent upon each other. Why it is messengers and pioneers should be selected as subjects for a special tax can only be explained by those who believe, and act as if they believed that progress is unsafe unless made at a snail's pace.

We wish every success to our friends in the United States in their efforts to get clear of this tax which is a legislative relic of past centuries, which is now old enough for preservation in some of our antiquarian museums, and we hope the day is not far distant when such a tax will be considered a thing of the past in every province of our Dominion. There may be some ideas which we can import with profit from the Old Country but we do not want any offshoots of trade obstruction which are considered even there only relics of a bygone age.

FINANCIAL CRASHES AND THEIR CURE.

Considerable discussion has of late taken place in the Canadian and United States press as to the best method of grappling with financial crashes, and, as a rule, writers have advocated the courageous policy of meeting them with an immediate loosening up of reserve funds, and free distribution of the same by the banks. There can be no doubt but in nine cases out of ten such a game of

financial bluff, if we may use the term, will quickly allay any rising feeling of a panicky nature, and allow of time to face any real difficulties that may exist, and in almost every case where it has been adopted it has had the desired effect. In Scotland, in 1857, when the Western Bank failed, and later when the City of Glasgow Bank went under, every other bank in that country trembled for a time under the pressure put upon them by depositors demanding their funds, but the courageous policy was adopted and had the effect of bringing back comparative confidence in a short space of time.

Another remarkable feature connected with the courageous policy is the rapidity with which a country recovers from depression where it has been adopted. Complaints are not few that our Canadian banks did not sufficiently carry out this policy of late, and their slowness in so doing has had, and will continue to have a powerful effect in prolonging monetary stringency, and consequently general depression. There is certainly a little truth in the accusation as our banks have not shown the liberality they might have done during the past twelve months. It is not fair, however, to make comparisons with our banks and those of New York and other large cities of the United States. The financial policy of the Washington Government provides for an immense reserve of specie which the bank can depend upon in case of threatened panic. Several times during the past three years the financial eccentricities of Wall Street operators have brought New York face to face with a panic but the prompt action of the secretary of the national treasury in drawing upon reserves saved any serious consequences. In fact it is within the power of the National Treasury Department of the United States to crush out all tendencies to a panic inside of a week by promptly throwing into circulation, funds from the reserve. Unfortunately it is totally different in Canada. Our Government have been steadily adding to the Dominion debt but they have not been providing a reserve of specie in proportion, and there have been times within a year when their stock of that necessary commodity was in all less than \$7,000,000. The Dominion Government is, therefore, powerless to act as an auxiliary to the banks in case of a financial crash, and the latter have to calculate upon no

relief from such a source. Our Government attempts to be much more paternal in its tendencies than the United States, but in this respect it utterly fails in guarding against times of financial panic or in fact making preparations of any description for affording financial assistance to the country. On the other hand we not unfrequently find the Government in the market requiring funds at a time of stringency and only adding to the financial pressure which is being felt. It is not to be wondered at, therefore, that Canada, after passing through a crash, takes three or four years to again reach prosperity or even financial ease in its business circles. Nor is it to be wondered at that banks, after such a crash, should adopt a stingy policy. Banks are institutions established and operated to make a profit and can only be expected to look at any question from a purely selfish point of view. Knowing that they have no hope of relief beyond their own resources, they like all the balance of mankind can scarcely avoid running into an extreme of caution which is very closely allied to actual penuriousness. For this they cannot be held blameless but a share of the blame must be borne by the Government which makes no preparation whatever for a time of financial pressure or even financial peril.

GLOOMY PROPHEYS.

It is astonishing if not annoying, to hear the vaporings of some would be prophets regarding the Northwestern trade prospect for the coming winter. The majority of these commercial soothsayers take a gloomy picture of the near future, and some go so far as to say, that we are entering upon what will prove the hardest winter in the history of Manitoba. It is a noticeable fact that the majority of these gloomy prophets are men not engaged in any regular business, and who, having something to engage them during the summer months, have completed the same, and are looking forward to an idle and profitless winter. Such people will naturally take a very gloomy survey of matters, but there is no reason why their hopeless views should be shared by those who have a permanent vocation.

The best way to make an estimate of the trade prospect is to reach as closely as possible actual facts, and compare them with those which were in view a year ago. A year ago a crop of grain which promis-

ed at one time to give an export surplus of 2,500,000 bushels of wheat, was coming to market in a frozen and badly damaged state, and selling on the average from 30c to 60c a bushel. The estimated surplus for export dwindled down before the season was over to little more than half of the estimate formerly made. Merchants all over the Northwest were burdened with heavy stocks of goods for which there was no sale, and no money in the possession of farmers to pay for. Outlying accounts of merchants had reached a state of inflation, and collections from their farmer customers was a matter impossible. Such was the prospect with which the Northwest entered into the winter of 1883-4, and a tough pull the country had until spring set in. Now as we enter upon the winter of 1884-5 the country is literally burdened down with an abundant crop of wheat. Estimates of the quantity available for export varied two months ago ranging between 4,000,000 and 6,000,000 bushels. Now it is beyond doubt, that the higher of these two estimates is below the mark. The objection that wheat prices are low does not injure us in a comparison with last year, for on the average they are higher now than then, and while, owing mainly to the loss sustained by the frost, last year's crop did not average over fifteen bushels an acre in market, this year's promise to be close upon twenty-five. Oats at this time last year were selling at 15c a bushel in Winnipeg, and to day they are worth 40c, and are not likely to go below 30c during the entire winter. Then the progress made by our farmers in dairy and other products enables us now to get supplies of such necessaries without importing. In fact we can now produce our own beef, pork, butter and other things in abundance, while we have greatly lessened by home production our imports of eggs, cheese and other articles. In short our exports have increased amazingly, while our imports of articles of food have decreased in similar proportion. The stocks of merchants all over are light, and the liabilities of the mercantile class are but little over half what they were a year ago.

When we look at the comparison above it is difficult to see where the prospect of the hardest winter in the history of Manitoba comes in. On the contrary the prospect at present is immeasurably better than it was in the fall of 1883 or even

1882. Real progress has been made, and Manitoba figures now among the exporting portions of this continent, and cuts no very mean figure either.

The great difficulty about this country is that its progress must be gradual, and if it be slow it will be sure. Success must be the result of industry, and it is foolish to expect that one year of a good crop will lift us entirely out of the ditch into which inflation and subsequent depression threw us. It will take several crops to place us in a position of independence, but that of 1884 has carried us quite a distance in that direction, and we have no doubt but 1885 will prove another onward stage.

NEW BUSINESS BUILDINGS.

Amid all the cry for retrenchment now being heard in Winnipeg, one might wonder, that so many solid new business buildings are being erected in the city, and the wonder might be even greater when we learn that none of the structures have to wait for tenants, but are eagerly sought after long before they are completed. This certainly indicates that our ideas of retrenchment and progress still link together, and there is no fear of our falling back into a state of penurious fogginess. We must not infer, however, that the number of business houses in Winnipeg is rapidly increasing. On the contrary they are not growing in number, unless in a few instances where new industries have been started, and local supply has begun to take the place of former imports. The construction of new buildings now means that the number of our business men is now reduced to those who have made up their minds to stay here, and identify themselves with Winnipeg for the balance of their time in business. The shed-like buildings which were constructed during 1881-2 and eagerly sought after by men, whose ideas of trade here were as temporary as the buildings they rented, are now at a discount, and must soon become relics of a past date. The business of the city is every day becoming more solid in its nature, and it is only natural that our business buildings should indicate that.

The time is but short until our business streets will be lined with just such buildings as are going up this year. The steady growth of the city's trade will warrant their construction as paying investments.

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WINNIPEG MONEY MARKET.

The money market of the city during the past week has had quite a little spurt of activity in connection with commercial affairs. Quite a large proportion of the sales of fall goods have been going into paper with the opening of November and there has been in consequence an increased demand for discounts by houses possessing regular lines. Banks have had no difficulty in meeting their demand, but there has been quite a scarcity of funds for irregular discounts and small loans which have been much sought after of late owing to the fact that as yet the circulation of money from crop returns, has been very limited in the city. To-day is the fourth, but the day is almost without interest, as the quantity of paper falling due is very light and the result will doubtless be an absence of irregularities. Rates have not changed, at least so far as regular business is concerned, although fancy figures have been paid in the cases of a few loans from private sources. First-class commercial paper stands at 8 per cent., ordinary 9 to 10, and promiscuous discounts and one-name paper 10 to 12. In loans on real estate mortgage business has been in much the same state as reported in our last, only that interest payments have been coming in more freely. There is considerable business doing but there is a great deal more inquiry about loans wanted in the near future. Rates of interest still range from 8 to 10 per cent.

WINNIPEG WHOLESALE TRADE.

The wholesale trade of this city has been during the past week in that state of uncertainty which is usual about the time of change from the open to the close season. There can be no doubt but the sudden setting in of weather that looks like settled winter, has, in a great measure, upset the calculations of most of our business men in lines of season goods, and the doubt and uncertainty which still exists as to whether the cold weather will remain or break away again into another mild spell has a wavering effect upon the wholesale trade generally. Should there be no more break up this year, closed navigation must soon be the result, and a general advance in prices of heavy goods will be in order. In such lines as boots and shoes and dry goods the continuation of cold weather has brought about a little hectic activity which has been very acceptable to those trades. On the other hand lines dependant upon building operations and out-door contract work have experienced a check up and houses of that class are contemplating making arrangements for the slow movement of winter trade. Taken all round, the cold snap has certainly increased the aggregate of business done during the week, but it promises to bring a rapid falling off in many lines within the next few weeks. It will be well, therefore, if the current week would decide whether we are really into our long winter or not as the uncertainty causes quite an amount of inconvenience. The report from collections, while showing quite an improvement on the average, is still far from being what could be wished. In most lines payments have been more prompt than during

the early part of October, but the wholesale trade generally state that in proportion to the quantity of outlying cash the returns are still unsatisfactory. The advent of snow and stoppage of fall plowing will doubtless hurry the marketing of the crop and thereby increase cash returns from the country. As to the city, retailers have as yet been able to make but a poor showing in payments. Wholesalers report but few requests for renewals of paper falling due to day, but the quantity falling due is small and the amount as a rule light. The month of November certainly promises improvement in collections all round, and we have no doubt but our reports will each week show a steady gaining of ground.

AGRICULTURAL MACHINERY.

The sale of actual machinery is over for the season, the frost and snow of the past week having put a stop very suddenly to the very limited demand for plows which existed previously. The snow has brought out bob sleds, cutters and other winter vehicles quite suddenly, and from country agents there has been quite a scramble for supplies of these goods, and a difficulty in promptly meeting their demands has been experienced in the city. As one rather waggish dealer has remarked, the supply will be ample by the time the snow disappears. The report from collections shows improvement, but a great quantity of paper has yet to be taken up, and cash returns can still bear a heavy increase to their volume.

BOOTS AND SHOES.

The snow of the past week has made things lively in this trade, and it seems as if winter demands were being all crowded into the space of a week or two. From the country orders by mail have come in freely, while the city retail trade have been making heavy demands for goods. Collections are reported good, and the trade is altogether in a prosperous state.

CLOTHING.

The stocks of retailers both in the city and country seem to be well filled now, and even the cold weather brought in only a few unlooked for orders for sorts. Some houses are preparing for stock-taking, after which the preparation of samples for spring trade will be in order. With the exception of some sorting orders about the close of the present month no sales of any consequence are looked for during the balance of the season. Collections are reported much improved during the week.

CROCKERY AND GLASSWARE.

Business in this line has been moderately active during the week. The demand has been mainly for staple goods, but preparations are being made for the trade in fancies which the approach of the holidays is expected to bring. Collections are reported good, although the bills falling due have been light.

DRY GOODS.

This staple trade has benefitted very materially by the present cold weather. Quite a number of retailers have held off all season from buying good necessary for the depth of winter, and the past week has brought in their demands for such goods in quick succession. Wholesalers have been kept busy to keep pace with orders, which although not heavy like opening season

ones, have been scattered and varied, and by no means small in aggregate. Collections are reported fair to good, but at this time the paper falling due in this trade is particularly light in volume. Altogether wholesalers are in good spirits, and are satisfied that the business of the season will yet be much heavier, than they anticipated at its opening.

DRUGS AND CHEMICALS.

The slight rush to fill up country stocks mentioned in our last report still continues and this trade has been wonderfully active during the week. The current week will probably see the end of the present little rush and matters will again fall back to their even flow.

FANCY GOODS AND SMALLWARES.

Business in this line has not been as active as it was in the beginning of October although the past week has been by no means a dull one. A lull for a week or two is expected now but activity will certainly return by the latter part of this month when the holiday trade will set in. Collections are reported good but not quite as free as a month ago.

FISH AND POULTRY.

The business in fresh fish is still confined to the local demand which has held steadily good during the week. Jack fish are not yet very plentiful but are quoted at 4c. White fish are still held at 6c with a prospect of remaining there for some time. Trout are rather scarce although quoted steady at 9c. Winter stocks of oysters are being filled up and by next week reliable quotations will be available.

FRUIT.

The business in fruit has been quite active during the week, both city and country making liberal demands. The variety of fresh fruit is quite large, although cold weather promises to shorten it. Apples are quoted: fall, \$3 to \$3.25; winter, \$3.25 to 3.50; fancy Montreal Famusee, \$4.25; fancy sliced in boxes, 15c a pound. Almina grapes are quoted at \$3.50 to \$9 a bbl. Oregon pears are worth \$5.75 a box, and California, \$6.75. Jamaica oranges are selling at \$11 to 12 a bbl, and Mesina lemons at \$7 to 7.50 a box. Walnuts are worth 18c per lb; almonds 20; pecans 16 to 17c; filberts, 14c; peanuts, 17c raw and 20c roasted; Brazil nuts, 15c, and coconuts, \$10 per hundred. New raisins will be in town in plenty in a few days. Cramberries are quoted \$15.50 to \$16.

FUEL.

There is no difference in the wholesale and retail prices of coal in this city, all companies quoting delivered. The cold weather and the prospect of closed navigation has made dealers more independent but prices have not advanced. Anthracite is quoted, delivered, \$12 a ton; bituminous, \$11.50, and Saskatchewan, \$7.50. Woods holds firm in price, round lots of poplar being quoted at \$3.50 to 4.50, and tamarac at \$4.50 to 5.

FURNITURE.

This trade has been rather quiet during the week, the wholesale business being limited to a few small sales. Dealers look forward to a quiet winter.

GROCERIES.

The average report from this trade shows an increase in sales during the past week. There

have been no complaints in that respect but collections are reported much slower than is in keeping with the state of trade. Prices of staple goods have not changed. Sugars are a little higher at the refineries and a stiffer feeling is general here but no advance has taken place. Quotations are as follows: Sugars, yellows, 6½ to 7c; granulated 8½c; Paris lurps 9½c. Coffees, Rios, 14 to 17c; Javas, 21 to 24c; Jamaicas, 17 to 20c, and Mocha 30 to 34c. Tea, Moyone gunpowder, 30 to 75c; new seasons, 65 to 85c; Japans, 25 to 50c, new seasons 40 to 55c; Congous 30 to 75c; new seasons 55 to 90c. Syrups, single crown \$2.50, and triple crown \$2.75 per keg.

HARDWARE AND METALS.

There has been a further falling off in sales in this trade during the week and but little activity is now looked for during the balance of the winter unless an occasional spurt in light shelf goods. Prices of staple goods remain unchanged but, with the prospect of navigation closing very soon, higher prices may be expected any day. Quotations stand as follows: Tin plate I.C., 14x20, \$6.25 to \$6.50 a box; I.C., 20x28, \$12.50 to \$13; Canada plates \$4 to \$4.25; sheet iron, 28 G, \$4.75 to \$5.25 per 100 lbs; iron pipe, 40 to 50 per cent. off list price; ingot tin, 25 to 30 per lb; pig lead, 6 to 6½c; galvanized iron, 7 to 7½c per lb; bar iron, \$2.75 to 3.25 per 100 lbs; cut rails, \$3.55 to \$3.75.

LEATHER AND FINDINGS.

There has been a brisking up in this trade and the week's sales show a good aggregate. The weather is to be credited with the same. Staple goods are unchanged in price and are quoted: 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 plumb stock; English oak sole, 65c.

LUMBER.

This trade is gradually coming down to the slowness which is customary during winter months. Mills are still running but a few days will bring them to a close up. The demand is fast falling off and the past week's sales have been few and light. The season is practically over and the business until spring will be of a trifling character. The arrangements for logging during the winter are not on an extensive scale and there is now a general feeling in the trade that the cut for next season should be limited as much as possible as a means of improving prices with the opening of spring. There are no quotations of a reliable nature to be had as yet, and if secured would be in a great measure nominal.

PAINTS, OILS AND COLORS.

In this trade business has been moving in a steady but not too fast manner. The only really active demand of the week has been for window glass, the sales of which have been unusually heavy. There was a slight dip in the price of coal oil a few days ago but former prices are again restored. Prices of other staple goods are unchanged and are as follows:

Linseed oil raw, 67c per gal.; boiled, 70c; seal oil, steam refined, \$1.10; no pale or straw seal in the market; castor, 15c per lb; lard, No. 1, \$1.30 per gal.; olive, \$1.50 to \$2, according to quality; machine oils, black 30c; oleine 50c; fine qualities 65c to \$1. Coal oils, headlight, 27c; water white 33c. Calcined plaster, \$4.00 per bbl.; Portland cement, \$6; white lead, genuine, \$3.00; No. 1, \$7.50; No. 2, \$7. Window glass, first break, are quoted at \$2.50.

STATIONERY AND PAPER.

Business has been moderately good in this line during the week but there has been no other activity. Several lines of staple goods are short in town which assist in keeping the aggregate of sales down. Collections are reported fair to good.

SADDLERY AND HARNESS.

Business in this trade has been fairly active during the week but by no means so much so as in the beginning of October. Collections are reported moderately good. Prices of staple goods are unchanged, although an advance in prices is looked for with the closing of navigation.

WINES AND SPIRITS.

There have been some complaints heard in this trade for a week past business being rather slow and collections not as free as could be wished. There have been no changes in prices of goods and quotations stand: Henoczy'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, flasks, 5, 6, 8, 10; Holland, in wood, \$3 per gallon; red cases, \$10.5 to 11.50; green \$5.50 to \$6.50; cases, Old Tom gin, Bernhardt's, in wood, \$3.25 per gallon; Booth's, in wood, \$3.25; Booth's, in cases, quarts, \$3.50; Scotch whisky, Ramsay's, in wood, \$3.30 to \$4.00; Coal-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. Bernhardt's, in cases, quarts, \$8; flasks, \$9.50. Jamaica rum, \$3.75 to \$4.00 per gallon. Champagne—Pomeroy, quarts, \$34; pints \$35 per case; Bollinger, quarts, \$33; pints \$34; Moet and Chandon, quarts, \$27; pints \$29; G. H. Munum, quarts, \$28; pints, \$30; Carte Blanche, quarts, \$20; pints \$22. Sherry from \$2.50 to 3.00 per gallon, according to quality and brand; port; \$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, \$1.55 to 2.25 per gallon; 65 o. p. rectified, in wood, \$2.52; W.F.L. five year old, \$2.50 per gallon cases, quarts, \$7.50; flasks \$3.50.

THE MARKETS.

WINNIPEG.

GRAIN AND PROVISIONS.

The movement of grain during the past week has been steadily on the increase and the C. P. R. and other lines of railway have been pressed

for cars to handle shipments. There has been a rush to get grain out of the country before the close of navigation and the cold weather has increased the eagerness of shippers in this respect. A correct estimate of the week's grain reports we cannot reach but they have been much in excess of those of the previous week and by far the heaviest of any week in the history of the Northwest. As the season advances the quality of wheat keeps steadily improving and during the week wet or damp grain was scarcely seen. Some cars in a bad condition with dirt still comes in, but the number of these is gradually decreasing. Altogether the grading record makes a much better showing than it has any, former week of this season. Oats are still short of the demand and consequently keeping up in price. Barley and other grain have not began to come to market. In provisions prices have held firm and in some kinds of meats, bacon in particular, an actual scarcity prevails. The quantity of business done has been considerably above an average.

WHEAT.

Early in the week No. 1 hard was wanted at 72c but towards its close 68c was the regular quotation with 70c for choice lots. No. 2 hard ranged from 64 to 66c, according to quality. No. 1 regular was scarce and not quoted. No. 2 regular was worth 58 to 62c, and No. 3 from 50 to 55c. Some rejected lots sold down to 42c and one car of condemned was left unsold.

OATS.

The demand has held firm all week and at times was ahead of the supply, prices have not only held up but actually advanced, and at the close of the week 40c was the regular quotation and held firm at that.

BARLEY.

There is none as yet on the market and no private sales are reported. Some bright samples are being shown but quotations are not yet to be heard.

FLOUR.

With the abundant supply of wheat and decline in its price, flour has also dropped a little. Several cars have been shipped to eastern and western points, while the local demand keeps active. Quotations now are: Patents \$2.60; strong bakers \$2.30; XXXX \$2, and superfine \$1.60 to \$1.70.

BRAN AND SHORTS.

The local demand is still active but does not keep ahead of the production as heretofore. Prices are still: bran \$10 a ton on track and shorts \$12.

POTATOES.

The cold weather has set people to filling up stocks for winter and sales have been liberal during the week. Prices have ranged from 25c to 35c, according to quality.

EGGS.

Cold weather has had its effect upon the price of eggs, and quotations are now ranging from 27 to 28c. The demand is not very active otherwise a further advance would be very probable.

BUTTER.

The scarcity of prime butter which existed of late is now at an end. There has been a good demand during the week for high grades and prices have held firm. Prime lots have sold freely at 21 to 22c; medium at 17 to 19c, and lower grades from 15 to 17c. Inferior lots were not much called for.

CHEESE.

The advance in prices reported last week has been retained although the feeling has been

slightly weaker. Good Masitoba is worth 15c and eastern 14 to 15c.

BACON.

The local demand has been steady while the supply has been very limited. Dry salt is scarce and firm at 13c, and smoked is fairly out of the market. Rolls are worth 15c and English breakfast 17c.

HAMS

have been very scarce and the stock of smoked in the city is held firm at 17c. Stocks are decreasing.

MESS PORK.

The sale of the week have been about a fair average with the demand steady. The price has been steady at \$21 with an offer of one heavy at \$20.30.

MESS BEEF.

A few barrels changed hands during the week at the old figure of \$17.

MINNEAPOLIS.

The wheat market the past week has been very sick. Decreased receipts seems to have little effect, probably because everybody is pretty well loaded up, and although the close was 3c above the lowest prices for the week, there was no buoyance whatever, and trading was light. Everything points to a further decrease in receipts, the general belief being that those farmers who were compelled to sell promptly have all been heard from. A hard freeze, however, would be apt to increase receipts, by stopping the plows. Shipments continue heavy, the bulk being of wet and damaged stuff which cannot be used here. The early reports of great damage by rains seem to have been greatly exaggerated.

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

Wheat.	Highest.	Lowest.	Closing 1888:
			Oct. 31.
No. 1 hard	73½	71½	72 \$1.02½
" 2 "	69	67	68 .97
" 1 "	64	61½	62 .93½
" 2 "	60	59	59 .88

Futures have held their own, No. 1 hard, November; closing at 73c, December, 75c, and May 82c; No. 2 hard, November 69c, December 70c.

Coarse grains have been steady, No. 2 corn closing at 55c, and No. 2 oats at 25 to 26c.

MILLSTUFF—Has been weak and lower, closing at \$7 for bulk bran and \$9 to 10.50 for shorts.

FLOUR—There is little change in the flour market. The immense output is shipped as fast as cars can be obtained and little or none is being stored. Millers are pushing their flour into new markets and their agents are very active, so that the bulk of the grain production is rapidly reaching consumers. Export trade is dull, with light inquiry, but low prices are telling abroad, and foreign millers are finding the present competition the hottest they have ever experienced. Domestic trade is reported quiet, though the demand is fair and steady. Increased freight rates, although expected and therefore discounted in advance, have had a slightly depressing effect.

Quotations at the mills for car or round lots

areas follows: Patents, \$1.60 to \$1.90; straights, \$1.25 to \$1.50; first bakers', \$3.45 to \$3.90; second bakers', \$3 to \$3.25; best low grades, \$1.75 to \$2, in bags; red dog, \$1.50 to \$1.70, in bags.

The flour production of Minneapolis continues to grow weekly, and there can be no doubt of the ability of the mills to make daily on this crop as much flour as their highest capacity (26,500 bbls) was ever rated by us. The output last week showed an increase, again surpassing all previous records. The week's work was 150,000 bbls averaging 25,000 bbls daily—against 146,000 bbls the preceding week. But for the loss of a day's time each, by two large mills, coupled with slight stoppages of other mills, the amount would have been larger. The twenty-one regularly operated mills are made to do all they can, their owners clamoring for more flour, and hardly a day passes but one or more out-does all former records as to capacity. There is no change to note in the flour market. Domestic trade is quiet and steady, with foreign business fair.

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

	RECEIPTS.		
	Oct. 28.	Oct. 21.	Oct. 14.
Wheat, bush..	831,000	1,193,000	1,093,930
Flour, bbls ..	875	650	752
Millstuff, tons.	133	26	12

	SHIPMENTS.		
	Oct. 28.	Oct. 21.	Oct. 14.
Wheat, bush ..	162,000	196,000	117,660
Flour, bbls ..	161,025	150,938	142,095
Millstuff, tons..	3,672	4,452	4,436

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

	MINNEAPOLIS.		
	Oct. 27.	Oct. 20.	
No. 1 hard ..	542,963	556,407	
No. 2 hard ..	23,168	19,394	
No. 1 ..	1,012,734	895,082	
No. 2 ..	105,494	116,483	
No. 3 ..	.....	.....
Rejected ..	71,696	25,829	
Condemned ..	.....	.....
Special bins ..	609,352	429,348	
Total.....	2,445,407	2,042,543	

	ST. PAUL.		
	Oct. 29.	Oct. 21.	Oct. 14.
In elevators, bus.....	186,000	136,200	102,700

	DULUTH.		
	Oct. 29.	Oct. 21.	Oct. 14.
In elevators, bus.....	1,427,000	1,278,600	1,145,598

—Northwestern Miller.

CHICAGO.

On Monday the wheat market was quiet and a shade lower, prices fluctuating considerably. Corn opened steady but declined towards the close. Oats dull. A small call for pork but a good demand for lard which closed steady.

	Oct.	Nov.
Wheat, ..	\$0.73½	\$0.74½
Corn ..	42½	42½
Oats ..	25½	25½
Pork ..	15.50	.....
Lard ..	7.05	6.85

On Tuesday wheat opened firm and steady, and on the publication of the report of the visible supply, showing only an increase of 1,500,000 bus instead of 3,000,000 as was anticipated, it advanced and closed 3c over yesterday. Corn lower but firm.

	Oct.	Nov.
Wheat ..	\$0.74½	\$0.75
Corn ..	41½	41½
Oats ..	25½	25½
Pork ..	15.50	.....
Lard ..	7.00	6.85

On Wednesday wheat again declined, closing 3c below yesterday. Market quiet but steady. Corn opened strong and advanced but to the close it settled back about the same as yesterday. Pork opened higher than yesterday but closed the same. Lard in fair demand.

	Oct.	Nov.
Wheat ..	\$0.75	\$0.75½
Corn ..	42½	43½
Oats ..	25½	25½
Pork ..	15.50	.....
Lard ..	6.90	6.82½

On Thursday wheat opened quiet but closed 3c over yesterday. Corn firm but unchanged. Oats dull but easier. Lard stronger and higher.

	Oct.	Nov.
Wheat ..	\$0.75½	\$0.75½
Corn ..	42½	42½
Oats ..	25½	25½
Pork ..	15.50	.....
Lard ..	6.90	6.87½

On Friday wheat a fluctuating market and closed 3c under yesterday. Corn market unsteady and closed under yesterday. Lard higher and in good demand.

	Oct.	Nov.
Wheat ..	\$0.74½	\$0.75
Corn ..	42½	42½
Oats ..	25½	25½
Pork ..	15.50	.....
Lard ..	7.02	6.87½

On Saturday the wheat market fluctuated a good deal but closed 3c over yesterday. Corn also was a shade higher.

	Nov.	Dec.
Wheat ..	\$0.74½	\$0.76½
Corn ..	42½	39½
Oats ..	25½	26½
Pork ..	13.25	13.50
Lard ..	6.87½	6.85

TORONTO.

STOCKS.

The market during the past week has been declining downward, although there has been no marked fall in any of the leading stocks. Bank stocks, with the exception of Hamilton, Standard and Merchants, have all eased off a little, the range of the decline being from ½ to 2c. There has been an absence of excitement, and the general tone of the market being weak and neglected, the lower quotations reached are the results of that feeling, and not of any particular turn that events have taken since our last report. A comparison of closing bids on Wednesday, Oct. 22 and Oct. 29, will give an index to the tone of the market:

	Oct. 22.	Oct. 29.
Montreal	189½	188
Ontario	108½	107
Molsons .. .. .	..	..
Toronto	173½	172½
Merchants	109	109½
Commerce	116½	116
Imperial	129	127
Federal	49½	49
Dominion	184½d	184
Standard	111	112
Hamilton	117	117
Northwest Land	39	38½

GRAIN AND PRODUCE.

Grain receipts during the week have been steadily increasing, and stocks in store have mounted up rapidly. The sale of every kind of grain has been slow, with the exception of better grades of barley. Buyers have been sullenly holding off, and firm in the belief that prices have yet to come down considerably. The prospect of a heavy surplus for export becomes every day clearer, and heavy buyers are living in hope of securing their supplies at figures dictated by the quotations of the English markets, which there is every probability they will before very long. The business done in provisions, and especially in meats has been light, and will doubtless continue to be so until more stocks come in more freely than they have of late.

WHEAT.

Receipts and stocks being on the increase and the demand slow, prices have declined considerably. The demand has been very light when compared with receipts and there is no prospect of improvement. No. 1 spring sold down to 77c while No. 2 was freely offered at 75c. Fall wheat was more in demand and prices held up better, No. 2 selling at 76 and 77c., and No. 3 at 74c. Goose went at 59 to 60c.

OATS.

The sales have been few and light and prices have varied very little. Car lots ranged from 31 to 31½c.

BARLEY.

There has been a fairly active demand for the higher grades and prices of these have held firm. No. 1 sold at 71c, and No. 2 at 65 to 66c. Extra ranged from 59 to 60c, and No. 3 sold rather irregularly at from 53 to 56c.

RYE.

There has been no sales of any consequence to report. Holders and buyers cannot meet each other. The farmers ask 60c.

PEAS.

Sales have been few and offerings light. About 60c has been the average price although 61c was paid for some prime lots.

POTATOES.

Holders are unwilling to part at reduced prices which buyers demand. Car lots have sold all the way from 35 to 40c, offerings being abundant at the latter figure.

BUTTER.

There has been an abundant supply of medium grades which have not been much in demand. First-class dairy finds ready sale at 19 to 20c. Medium sold in small lots at 15 to 17c.

EGGS.

All offerings have been freely taken and still the demand is not satisfied. Round lots have sold from 19½ to 20c.

PORK.

There has been no change in prices since our last report. Small lots have changed hands at \$20 to 20.50.

BACON.

Although the movement has been light there has been a demand for new which was not to be had, while old lots were slow in sales. Long clear has sold at 11 to 11½c; rolls at 12c, and Cumberland 10 to 10½c.

HAMS

have not been so much in demand as they were ten days ago. Small lots of smoked changed hands at 15c, at which plenty could be had.

LARD

has been very quiet, only one or two sales of any consequence being reported. Pails were worth 11c and tins 10½c.

POULTRY.

The supply has been liberal during the week and figures have eased off a little. Fowl sold at 45 to 60c per pair; ducks, 55 to 75c; geese, 60 to 80c each, and turkeys 75c to \$1.25.

APPLES.

There has been no shipping demand and receipts have kept heavy. Prices are still low. Inferior lots were worth 75c to \$1, and good to choice \$1.25 to 1.50.

Sugar Depression.

The New York *Bulletin* says on the subject. Efforts to infuse strength and stability in the sugar market continue practically useless. For some time a display of steadiness has been made on raws and the valuation of fair to good refining maintained at 4½ to 5c; but the support was in the holding only, and the effect upon buyers was rather to increase caution than stimulate demand. Refined goods in the meantime have been very "shaky," with granulated selling down to 6 to 6½c a remarkably low figure, yet failing as a temptation for free investment. All other domestic distributive markets are in quite as bad a condition, and the depression extends to Canada, the West Indies and Europe. Recent advices from Cuba report business contracted to extremely narrow compass, with planters and shippers withdrawing supplies in sheer disgust over the low rates they would be compelled to accept in order to realize. In Great Britain matters are also in a bad condition, with heavy losses said to have fallen upon many prominent firms who were led to invest freely on a recent strengthening flurry, under the impression that the reaction so long and patiently waited for was finally at hand.

In Austria and Germany the trade has suffered a period of demoralization and semi-panic from which recovery is not yet assured, and it is asserted that the utter ruin of a large number of refiners has only been averted by the action of beet sugar growers in refraining from forcing deliveries upon contracts made at much higher prices than can now be obtained. So far as cane sugar is concerned, there is a tendency towards general improvements in the statistical situation, but the immensity of the European beet root crop, as we have before shown, is the great weight felt throughout the markets of the entire world, and the pivot upon which the course of values must turn. An official statement of the product and stock of sugar beet is expected at an early day, and awaited with much interest. The almost unheard-of low prices current act as a natural factor upon legitimate demand, and there is a full steady consumption, which must in time prove beneficial, but the deceptive character of so many of the recent starts for recovery seem to have disheartened operators, and nothing but a decided gain in value, supported by a free general call for supplies, is likely to restore their courage."

Commercial Travellers.

The Chambers of Commerce and Boards of Trade throughout the country should, without loss of time, take vigorous action for the abolition of the obnoxious taxes imposed by several cities and States upon commercial travellers.

These abominable license laws for raising what is called the "Drummers' Tax," are in violent opposition to the best commercial interests of the country. They are always and everywhere obstructive and irritating.

We are informed that several leading firms in our principal centres of commerce are determined to test the constitutionality of these laws in the Supreme Court of the United States. Messrs. Ross, Robbins & Co., of Cincinnati, are prominent in this effort for the public good.

Last session a bill was introduced in the United States Senate to abolish these taxes, and immediately Congress meets again this bill should be passed into law.

The interests of American trade and commerce demand free intercourse between all the States and territories in the Union. In these days of railroads, telegraphs and telephones, it is as foolish an injury for any State to raise the barrier of taxation against the introduction of manufactures or merchandise from any other State. Yet for years this mischievous folly has been perpetrated by the Legislatures of several States, who have imposed obnoxious taxes upon the persons or samples of travellers representing the commercial and manufacturing establishments of our chief business centres. Nor have these objectionable laws been administered with moderation and discretion. Many instances are recorded which show arbitrary violence and unreasonable interference with the liberty and property of men whose conduct, means and character were at the time unquestionable.

In the daily activity and progress of the vast body of commercial men in America, it is of constant occurrence that travelling representatives of houses become partners, or that one of the partners assumes as his share of partnership duties the representation of the firm in other cities and States. In several instances gentlemen of this sort have been victims of the harsh laws complained of, and for the first time in their lives have been arrested and imprisoned—only because they were away from home, but still in their native country, acting as commercial travellers for first-class business establishments, of which they were part owners.

It is high time that Congress, which is called upon to give more of its attention to interstate commerce, should protect the American merchant while legitimately engaged in his business, wherever he may be, within the jurisdiction of the National Government.

No one can estimate the full share of credit due to the class of men known as commercial travellers for the advancement of the trade and wealth of the United States, which have so prodigiously grown during the present generation. But every intelligent man acquainted with the growth is fully aware that not railroads, telegraphs nor public schools nor even the printing press could have accomplished these results without the untiring zeal, ready adapt

ability, quick-witted intelligence and hard work of the American commercial traveller.

Last year the wild prairie, without a pathway or a cabin, yesterday a railroad opened across its vast space and to-day the commercial traveller explaining patterns of machinery, exhibiting samples of goods and receiving orders for the products of civilization to be sent to the first settlers who are founding a city, the destiny of which must be told in future ages.

As a matter of course, in these days of associated efforts for mutual help and profit the commercial travellers have formed associations for themselves in various parts of the country, and have already proved how beneficial such organizations are to their members.

With our knowledge of the usefulness and importance of commercial travellers in every branch of trade, we do not hesitate to urge their associations to join their efforts to those of the Chambers of Commerce and Boards of Trade, to obtain the passage of the proposed Act of Congress.—*New York Chamber of Commerce Journal.*

An Artful Ad.

Several years ago a gentleman, who is at present manager of a large stationery business in the West, found himself in New York without much spare cash in his pocket, and no visible prospects of getting a situation. He had but recently come from Belfast, Ireland; he was familiar with the stationery business in all its branches, and he had good recommendations from the other side, where he had served his "time" to the business in the regular thorough-going style peculiar to the old country. He had vainly sought for an opening in Chicago day after day, growing footsore and weary tramping from store to store, getting at the best but vague encouragement from the largest establishments as to what might occur in the future. As he was not dealing just then in "futures," he made up his mind one night as he communed with his pipe that he would try another tack.

A couple of days afterwards an advertisement appeared in every one of the Chicago papers which read as follows:

WANTED—Gentlemen thoroughly acquainted with the stationery business to fill responsible positions in Chicago, St. Louis and Cincinnati. To secure attention the applicant must state where and up to when last employed, reason for quitting, age, salary expected, reference, etc. Address X.

The number of replies that our friend received to the foregoing rather staggered him, but he was very methodical, and selected from the answers such as were from employees recently liberated from the serfdom of wage working. His plan of campaign was to go as quickly as possible to the stores and factories where the vacancies had been made, beginning with the biggest salaries, of course, and introducing himself, begin by stating that he understood they wanted a person to fill such and such a position. He knew from the letter received from the former occupant the work to be done and the salary paid. He had all the "points," and could shape his applicants so as to fill the bill exactly if the place were still open. He had good references and was really a competent man, so that he was able to meet

any immediate test, as to his abilities to which he might be put. His intention was should he fail to make a strike in Chicago, to apply to the houses in Cincinnati and St. Louis from which his correspondents had cut loose, but he had no occasion to do so. His artful dodge in advertising laid bare to him all the existing and possible vacancies in his trade in Chicago, and inside of two days he was installed in one of our largest wholesale houses, where he is now the respected manager.

He never deemed it worth his while to reply to the boys who answered his ad. perhaps some of them are here yet, and may now for the first time understand why they never heard from X. about the responsible position.—*Weston Paper Trade.*

Raw Hide Wheels.

In 1860, just before the war, the writer was employed to start a manufactory, one of the exactions being the construction of a machine for drawing and flattening fine brass wire. The connections of parts were first made by pulleys and belts—they did not hold; gears of necessarily very fine cogs broke their teeth; some were made of steel and hardened, but did not stand. The requisite appeared to be resistance and toughness of material. Raw hide was suggested, and some gears made of that material did their work well. Since then the use of this material has been noticed under similar conditions. Lately hadraulic compressed raw hide has been favorably mentioned as material for friction rolls and pulleys, for skate rolls, and as facing for friction wheels. There is no question of its advantage as a material for small pinion gears where much strain comes on each tooth: if not exposed to a continuous action of oil—animal oil especially—these wheels will bear a deal of rough usage. One of the useful qualities of raw hide is its yielding to a shock of sudden strain without breaking, and without giving a permanent backlash. Steel and the best of Norway iron will break under strain to which compressed raw hide will only slightly and temporarily yield. The teeth of raw hide blanks can be cut in the gear cutting engine as well as those of iron or steel, and the material can be readily turned in the lathe. If a lubricant is required in the working, clear water is the best.—*Scientific American.*

Bank Note Printing.

The following particulars of the processes employed in this country are by a writer technically acquainted with the subject. He begins with the remark that the chief object in the manufacture of bank-notes is to render forgery impossible, or at least easy of detection. This is sought to be effected by peculiar paper, design and printing; or by a combination of these means, as is done in the Bank of England and other banks.

The mechanical design, however, has chiefly been relied upon for security. It has been the constant aim to make the impression such as to render the genuine note readily distinguishable by the public for its high art, and to the bank officials by secret peculiarities in its execution. Until about 1837, copper-plate printing was the

only process in use for bank-notes. In that year, however, Perkins effected his valuable improvements in practical engraving. In 1855, electrotype printing was introduced in the Bank of England by Mr. Smee, and since that time the notes have been produced by surface printing by the electrotype.

The design is engraved in relief on separate pieces of metal—copper, brass and steel. From the aggregate pieces a matrix is obtained by electro deposition, and from this a plate is obtained by the same means. When backed and mounted the plate is used for surface printing.

In America and in the Banks of Ireland the plates are prepared according to Perkins' method. The separate designs forming the complete bank-note are first engraved by hand on separate steel blocks, which are afterward hardened, and are preserved as permanent patterns not to be printed from.

These engravings are transferred to the steel rollers under heavy pressure, the rollers being afterward hardened and used as dies to impress the engraving upon the printing plates. The engraved plates for printing the bank-note are made of soft steel, and are never hardened after being engraved. Being of large size—20 inches by 16 inches—they would most probably lose their flatness in hardening. Another reason for not hardening the plate lies in the fact that, when worn, the soft plates are easily repaired by re-application of the rollers thereto.

The printing plate, when receiving its first impression from the master roller or die, is fixed upon the table of a strong press, from which a pressure of 10,000 pounds can be obtained, the pressure being regulated as required by means of a weighted lever. The position of two register points on the plate is accurately noted by means of a micrometer microscope, and registered in a book kept for the purpose.

The master roller is then passed over the plate by the machine under the heavy pressure, being very steadily guided by a special parallel motion arrangement. The table is provided with complete adjustments of peculiar delicacy, the pressure of the engraving roller upon the plate is not produced by the roller descending upon the plate, but by the table being raised up to the roller.

When a plate requires renewing it is again fixed upon the table in the same position as before by means of the micrometer microscope and the register of its position; the roller being passed over, it deepens those parts of the impression which the continuous printing has worn away.—*American Stationer.*

Platinum and its Uses.

"The demand for platinum," said D. W. Baker, of Newark, N. J., to a reporter, "is so great that we never can get more than we want of it. The principal portion, or, in fact, nearly all of it, comes from the famous mines of the Demidoff family, who have the monopoly of the production in Russia. It is all refined and made into sheets of various thicknesses, and into wire of certain commercial sizes, before it comes to us.

"A popular error respecting platinum is that its intrinsic value is the same as that of gold.

At one time it did approximate to gold in value, but never quite reached it, and is now worth only \$8 to \$12 an ounce. The great difficulty in manipulating platinum is its excessive resistance to heat. A temperature that will make steel run like water and melt down fire clay, has absolutely no effect on it. You may put a platinum wire no thicker than a human hair into a blast furnace where ingots of steel are melting down all around it, and the bit of wire will come out as absolutely unchanged as if it had been in an ice house. A distinguished characteristic of platinum is its extreme ductility. A wire can be made from it finer than from any other metal. I have a sample in my pocket, the gauge of which is only one two-thousandths of an inch." Mr. Baker exhibited the sample spoken of. It looked like a tress of silky hair, and had it not been shown upon a piece of black paper, it could hardly have been seen. He went on.

"The draw-plates, by means of which these fine wires are made, are sapphires and rubies. You may fancy for yourself how extremely delicate must be the work of making holes of such exceeding smallness to accurate gauge, too, in those very hard stones. I get all my draw plates from an old Swiss lady in New York, who makes them herself, to order. But, delicate as is the work of boring the holes, there is something still more delicate in the process that produces such fine wire as this. That something is the filing of a long point on the wire to enable the poking of the end of it through the draw-plate, so that it can be caught by the nippers. Imagine yourself finding a long, tapering point on the end of a wire only one-eighteen-hundredth of an inch in diameter, in order to get it through a draw plate that will bring it down to one-two-thousandth. My son does that without using a magnifying glass. I cannot say positively what uses this very thin wire is put to, but something in surgery, I believe, either in fastening together portions of bones or for operations. A newly-invented instrument has been described to me, which, if it does what it is affirmed, is one of the greatest and most wonderful discoveries of modern science. A very thin platinum wire loop, brought to incandescence by the current from the battery—which, though of great power, is so small that it hangs from the lapel of the operator's coat—is used instead of a knife, for excisions and certain amputations. It sears as it cuts, preventing the loss of blood, and is absolutely painless—which is the most astonishing thing about it. I am assured that a large tumor has been cut from a child in this way, and that the child laughed while the operation was being performed, and that without any anæsthetic having been administered.

Outlook for Railroad Building.

The *Railway Age* of Chicago gives the number of miles of railroad built during the first nine months of the year as 2,533, and says that "from present appearances the total length of new track laid in 1884 will not much exceed 4,000 miles. This is the smallest mileage which has been added in any year since 1878, when the total was 2,677. Ten years ago, in 1875,

the aggregate was only 1,712 miles, in comparison with which even 4,000 miles for 1884 seems very respectable. While the work of construction is still in progress on a considerable number of roads, they are mostly short lines. There are also several enterprises of importance on which grading has begun or is soon to be undertaken, and the number of new lines projected during the year is surprisingly large. With the return of better times, apparently near at hand, it is certain that the construction of railways will increase very greatly. Only a small fraction of our vast country is yet supplied with necessary facilities for transportation, and there is little doubt that our present railway mileage, great as it is, will be at least doubled during the present century. Meantime every additional mile of roads means the necessity for additional supplies and equipment, both for new construction and for replacement, and manufacturers and dealers in railway merchandise of all kinds have no reason to be discouraged in regard to the outlook for all industries."

The railroad mileage at the close of 1883, the new mileage created in 1884, and the per cent. of increase on the old mileage for the various sections are as follows:

	Mileage, 1883	New Mileage, 1884	Per cent. increase
New England States..	6,231	57	0.9
Middle States	18,803	277	1.5
Southern States	18,846	791	4.2
Western States	71,564	1,245	1.7
Pacific States	6,143	163	2.6
	121,592	1,533	2.1

The Southern states show by far the largest increase—4.2 per cent.—while the Pacific states are next, with a gain of 2.6 per cent. The Western states gained 1.7 per cent., Middle 1.5 per cent, and New England states 0.9 per cent. A careful examination of the record of new mileage will show that railroad building is now proceeding where the necessity of increased railroad facilities is most pressing. This, at least, is a very encouraging feature of the situation.

A Locomotive for Ice Traffic.

Some time ago a locomotive on sled-runners was constructed in Scotland, and employed for drawing passengers and freight over the ice between St. Petersburg and Cronstadt. An exchange describes the engine thus: The two drive-wheels in the rear were studded with sharp spikes, whereas the front part of the engine rested on a sled which was swiveled, and turned to the right or left by wheels working in connection with an endless screw and segment rack. From this locomotive, which is said to have run 18 miles an hour in any direction, the transition is natural to railroads whose ties and tracks have been laid on the frozen surface of rivers. In 1870, when the mercury stood 20 degrees below zero, a train of the Northern Pacific railroad passed over the Missouri river on ice three feet thick. The pressure which the ice resisted may be estimated from the fact that the track was laid on 12 foot ties, and that the cars carried over a quantity of railroad iron as well as a number

of visitors. About a year after a similar road was built across the river St. Lawrence at Hochelaga. In this instance a rough road-bed was first leveled in the ice, then cross-beams were fitted in, and upon these were placed longitudinal beams, which were themselves crossed by the ties that held the rails, water being pumped over the whole structure to freeze it down. —*Mississippi Valley Lumberman.*

Civic Matters.

The campaign in civic affairs was fairly opened last Friday night in Trinity Hall, when the public gathered to hear addresses from Mr. C. E. Hamilton, the nominee of the Citizens' Convention for mayor, and the different gentlemen nominated on the same ticket for aldermen.

The chair was occupied by Mr. J. H. Ashdown, and addresses were delivered by Mr. C. E. Hamilton, Mr. C. S. Drummond, Mr. Alf. Pearson, Dr. Phillips, Mr. Geo. Young, Mr. T. Ryan, Mr. G. H. Campbell, Mr. G. R. Crowe, Alderman McCreary and Alderman Caruthers, all of whom are candidates on the Citizens Ticket.

The key note of all the addresses was retrenchment, and all speakers were patiently listened to and frequently applauded. At the close a unanimous vote of confidence in the nominees of the Citizens' Convention was enthusiastically passed.

On Thursday evening an opposition meeting, or what was intended as such met in the same place, called by Mayor Logan, when the large hall was crowded in every part. The meeting although a noisy one was good natured, and got through with more business than such meetings usually get through with.

The chair was occupied by the Honorable A. J. B. Bannatyne, and the meeting was addressed by Mayor Logan, Mr. Golden, Mr. H. J. Clarke, Mr. Hamilton, Mr. Sedley Blanchard, Mr. Joseph Wolf, and Mr. J. H. Ashdown. The aim of the opponents of the Citizens' Ticket was to show that the Board of Trade had outstepped its sphere in organizing the connection which nominated Mr. Hamilton and his friends. The attempt was also made to raise the old demagoguish cry of the slighted working men, but it utterly failed, as the hundreds of working men present were with scarcely an exception in favor of the Citizens' Ticket, and Mr. Logan's supporters were made up largely of that class of city employes and corporate loafers, with which every progressive city is burdened, and who are in every contest on the side of extravagance if not of corruption.

After the above gentlemen had addressed the meeting the chairman called for a vote on Mr. Hamilton or Mayor Logan as candidate for mayor. Quite an amount of confusion and noise ensued, and at length when the parties divided, it could be seen that the vote was nearly three to one in favor of Mr. Hamilton. The chairman refused to give a decision as to the vote, and the meeting broke up with noise and disorder. It was evident that the first effort of Mr. Logan's friends was an utter failure, and the division of the house showed that with scarcely an exception, the active working business men of the city were with the effort made by the Board of Trade and the Citizens Convention.

General Notes.

THERE is another movement on foot at Brandon for the construction of a line of railway from that town through Southern Manitoba to connect with the Devil's Lake branch of the St. P. M. & M. A meeting of the citizens to discuss the question is called for Friday evening which will, no doubt, be largely attended.

THE Portage la Prairie town council have decided to ask some assurance from the Insurance Underwriters Association that premiums in that town will be reduced if the telephone fire alarm system is adopted there. They are a little more cautious than the Winnipeggers who spent immense sums for fire protection and prevention arrangements, established a fire brigade costing \$50,000 a year and then had their premiums raised instead of lowered.

A CORRESPONDENT says: "With wheat quoted in the 50's it is probable that a large amount of wheat will be fed to stock the coming year. The idea that it is a 'sin' to feed wheat to stock when it is clearly intended for human consumption, is fast giving away; when wheat is high it argues that humanity is in want of bread, but when the demand is small and prices are low it indicates that the wheaten loaf has scarcely been cut, and until prices go back to \$1 or above, the demand is not commensurate with the supply. In this case no argument is needed to show that it is no violation of principle to transform the cheap wheat into beef, pork and mutton, and furnish it in another form to the people of the world. Wheat is one of the best grains to make pork; containing less oil than corn, the resulting meat is firm, with a large amount of red meat. At 85 cents there is probably no cheaper stock food grown than wheat, and when fed to the extent of increasing the demand and securing better prices, then other grains can well take its place and wheat again become an exclusive human food."—*Northwestern Miller.*

N. BAWLF,

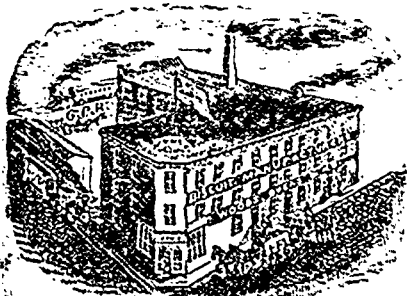
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Canadian Pacific Railway.
(WESTERN DIVISION)

CHANGE OF TIME

On and after July 25th, 1887, Trains will move as follows.

Going West.	Going East.
9:57 a.m. leave Winnipeg	arrive 5:15 p.m.
10:29 " Portage la Prairie	2:50 "
2:30 p.m. Brandon	17:00 a.m.
3:00 " Broadview	2:45 "
3:05 a.m. Regina	10:20 p.m.
5:45 " Moose Jaw	7:45 "
1:00 p.m. Swift Current	1:00 p.m.
7:20 p.m. Maple Creek	7:40 a.m.
11:45 p.m. Medicine Hat	3:45 a.m.
1:30 p.m. arrive Calgary	leave 3:50 p.m.

Three trains a week will run west of Moose Jaw, leaving Winnipeg on Mondays, Tuesdays and Fridays, with Sleeping Car attached, and will run through to Calgary. Returning train will leave Calgary Tuesdays, Thursdays and Saturdays, and arrive at Winnipeg Tuesdays, Saturdays and Mondays. Daily trains will run between Winnipeg and Moose Jaw.

Going East	leave Winnipeg arrive	Going West
7:20 p.m.	Rat Portage	17:00 a.m.
11:50 p.m.	Barelay	1:05 a.m.
4:58 a.m.	arrive rt. Arthur	8:05 p.m.
2:30 p.m.		9:15 a.m.

Going South.	leave Winnipeg arrive	Going North
8:35 p.m.	Emerson	0:10 a.m.
10:50 p.m.		4:00 a.m.
8:40, 9:15 a.m.,	leave Winnipeg arrive	4:00, 7:00 p.m.
10:30, 11:55 a.m.,	Morris	1:20, 5:05 p.m.
11:40 a.m.,	Gretna	1:00 p.m.
5:00 p.m.	Manitou	5:30 a.m.

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

Train leaves Winnipeg for Stonewall, Tuesdays, Thursdays and Saturdays at 9:30 a.m., arriving at Stonewall at 10:30 a.m. and Stonewall at 10:55 a.m. Return same day, leaving Stonewall at 1:30 p.m. and Tony Mountain at 2 p.m., arriving at Winnipeg 3 p.m.

Train leaves Winnipeg for West Selkirk Tuesdays, Thursdays and Saturdays at 4 p.m., arriving at West Selkirk 5:40 p.m., returning leaves West Selkirk Mondays, Wednesdays and Fridays at 7:10 a.m., arriving at Winnipeg 8:50 a.m.

- 1 Daily.
- 1 Daily except Mondays.
- 1 Daily except Saturdays.
- 1 Daily except Sundays.

Trains move on Standard time.

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