

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- Coloured covers/
Couverture de couleur
- Covers damaged/
Couverture endommagée
- Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée
- Cover title missing/
Le titre de couverture manque
- Coloured maps/
Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur
- Bound with other material/
Relié avec d'autres documents
- Tight binding may cause shadows or distortion along interior margin/
La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure
- Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/
Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.

- Coloured pages/
Pages de couleur
 - Pages damaged/
Pages endommagées
 - Pages restored and/or laminated/
Pages restaurées et/ou pelliculées
 - Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées
 - Pages detached/
Pages détachées
 - Showthrough/
Transparence
 - Quality of print varies/
Qualité inégale de l'impression
 - Continuous pagination/
Pagination continue
 - Includes index(es)/
Comprend un (des) index
- Title on header taken from: /
Le titre de l'en-tête provient:
- Title page of issue/
Page de titre de la livraison
 - Caption of issue/
Titre de départ de la livraison
 - Masthead/
Générique (périodiques) de la livraison

Additional comments: /
Commentaires supplémentaires:

This item is filmed at the reduction ratio checked below /
Ce document est filmé au taux de réduction indiqué ci-dessous.

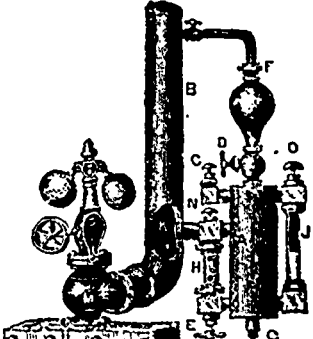
10X		14X		18X		22X		26X		30X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12X	16X	20X	24X	28X	32X					

JAMES ROBERTSON & CO.,
 -IMPORTERS OF-
TINSMITHS' AND PLUMBERS' SUPPLIES
 AND GENERAL
METAL MERCHANTS,
 11 McWILLIAM ST., EAST,
 WINNIPEG.
 JAS. TREES, Manager. WHOLESALE ONLY.

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: 76 ST. PETER STREET,
 Warehouse: 225 Wellington Street, - MONTREAL.

-THE-
Railway Supply and Manu'g 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.

THE CONTINUOUS FEED LUBRICATOR!
 Manufactured by
R. MITCHELL & CO.,
 St. Peter and Craig Streets, - MONTREAL.



A saving of fully 75% of oil which will more than cover its cost in a few months. We guarantee perfect satisfaction as they never fail. Send for prices and particulars.

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

NOTHING LIKE LEATHER.
W. N. JOHNSTON & CO.,
 Importers and Dealers in
Leather, Findings, Plasterers' Hair
HIDES AND OIL.
 8 LOGAN ST. WEST, WINNIPEG.

THE FEDERAL BANK OF CANADA.

Capital Paid-up, - - - \$2,810,000.
 Rest, - - - - - 1,450,000.

BOARD OF DIRECTORS.
 S. NORDHEIMER, Esq., President.
 J. S. PLAYFAIR, Esq., Vice-President.
 William Galbraith, Esq., E. Gurney, Jun., Esq.
 Geo. W. Torrance, Esq., Benjamin Cronyn, Esq.
 John Kerr, Esq.
 H. S. STRATHY, Cashier.

HEAD OFFICE, - - - TORONTO.
WINNIPEG, T. RENWICK, MANAGER.
 Branches: Aurora, Chatham, Guelph, Hamilton, Kingston, London, Montreal, Newmarket, Petrolia, Simcoe, St. Mary's, Strathroy, Tillamung, Winnipeg, Waterford and Yorkville.
 Bankers: New York—American Exchange National Bank Boston—The Maverick National Bank. Great Britain—The National Bank of Scotland.



OYSTERS!!
 The Largest and Most Complete Oyster House in Canada. Now receiving daily fine stock in CANS and BULK. Send your orders to
GOLD SEAL OYSTER CO.,
 JONES & ARMSTRONG, Proprietors. WINNIPEG, MAN

D. A. KEIZER,
CIVIL ENGINEER,
 MACHINE AND PATENT DRAWINGS MADE.
 Water Powers estimated and Dams located for Milling purposes, to best advantage. Attention given to general surveying. Apply,
 12 ALBERT ST., WINNIPEG.

J. A. HEALY & CO.,
BROKERS

-AND-
Commission Merchants.
 Agents St. Lawrence Sugar Refining Company, Montreal.
Office: McArthur Block, Winnipeg.

The Vulcan Iron Company,
 OF MANITOBA (LIMITED),
GENERAL BLACKSMITHING,
 Brass and Iron Castings, Iron Columns, Light and Heavy Forgings, Gratings.
 All kinds of Machinery, Engine & Boiler Works, Millwrighting, etc., etc.
 POINT DOUGLAS AV., WINNIPEG.

CHAS. E. GATE. JOHN F. THOMPSON.
GATE & THOMPSON,
 -PRACTICAL-
PLUMBERS, GAS AND STEAM FITTERS,
 9 ARTHUR ST., WINNIPEG.
 Public Buildings and Dwellings Perfectly Ventilated. All Work done on the most Improved Scientific Principles by thorough experienced workmen.
HOTEL RANGES
 -AND-
CARVING TABLES TO ORDER.
 P. O. Box 1054.

Westman Baker,
 119 Bay St., Toronto, Ont.,
 Manufacturers of the Latest Improved
GORDON PRESSES,
 PAPER CUTTERS,
 BOOKBINNERS' STANDING PRESSES,
 LITHOGRAPHERS HAND PRESSES,
 COUNTING MACHINES, CHASES, &c.
 All kinds of large printing presses set up and adjusted. Send for Price List.

Mulholland Brothers,
General Hardware Merchants
 Importers of
 Birmingham, Sheffield and American Goods,
 Dealers in Stoves and
MANUFACTURERS OF TINWARE.
 Agents for the "Washburn & Moen" Celebrated Galvanized Barbed Wire.
MAIN STREET, WINNIPEG.

THE JOHN DOTY
ENGINE & BOILER WORKS
COMPANY,
 Cor. Front & Bathurst Sts., TORONTO,
 Manufacturers of

ENGINES AND BOILERS
 Of Every Description and Capacity.
 Armington & Sims' celebrated Auto.natic Cut-Off Engines,
 Horizontal Plain Slide Valve Engines,
 Steamboat and Tug Engines,
 Hoisting and Pile Driving Engines,
 Upright Engines, and
 Meyers Variable Cut-off Engine.
OTTO SILENT GAS ENGINES,
 Steamboat and Tug Boilers, Locomotive Fire Box Boilers on Skids or Wheels,
 Horizontal Return Tubular Boilers,
 Horizontal Return Flue Boilers,
BOILERS FOR STEAM HEATING,
 Upright Boilers, also Shafting, Hangers and Pulleys for Factories and Mills of every description.
 Send for circulars and price lists to
ROBERT MUIR & CO., Agents,
 54 MAIN STREET,
WINNIPEG.

HENDERSON & BULL,

Commission Merchants

—AND—

MANUFACTURERS' AGENTS.

Agents for the Canada Sugar Refining Company, Montreal.
STORAGE, Bond or Free. Lowest Rates of Insurance in the City. Liberal Advances made on Consignments.

Offices and Warehouse, 41 Bannatyne St. East.
WINNIPEG.

The Ames, Holden Company,

AMES, HOLDEN & CO., MONTREAL.
JAMES REDMOND, } WINNIPEG.
A. C. FLUMERFELT, }

WHOLESALE

Dealers in

BOOTS & SHOES,

Gerrie Block, Princess Street,

WINNIPEG.**FERON, SHAW & STEUART,**
Commission Merchants,

GRAIN, PRODUCE and PROVISIONS.

FIRST-CLASS STORAGE—Free or in Bond.
Cheapest Insurance in the City.

BATHGATE BLOCK,

120 PRINCESS STREET, WINNIPEG.

Branch: South Water St., Port Arthur.

TEAS! TEAS!!

Anticipating the recent advance in Teas, we imported largely direct from China and Japan, and now hold a heavy stock of NEW SEASON'S CONGOUS and JAPANS, purchased at bottom prices, all of which we offer to the Trade at a slight advance.

Samples Mailed on Application.

G. F. & J. GALT,

Tea Importers and Wholesale Grocers,
PRINCESS STREET, WINNIPEG.

**Thompson,
Codville & Co.,****WHOLESALE GROCERS,**

26 McDermott Street,

WINNIPEG.

OATMEAL!!

The undersigned having been appointed Sole Agents for the

Portae La Prairie Oatmeal Mills,

are now prepared to receive Orders and will furnish Quotations on application.

The Wholesale and Jobbing Trade only supplied. All communications to be addressed to

Henderson & Bull,

41 Bannatyne Street East,

P. O. Drawer 1231. WINNIPEG, MAN.

DUNN & BENNIE,

Accountants, Auditors,

COMMERCIAL AND FINANCIAL AGENTS,

NOTRE DAME STREET EAST,

(Opposite Bank of Montreal),

Box 311.

WINNIPEG, MAN.

Special attention given to Insolvent matters. Estates in trust carefully and economically administered. Books opened and balanced for private firms. Accounts and statements of Joint Stock and Public Companies audited.

ROBT. DUNN,

THOS. BENNIE.

RIGNEY & HAVERTY,

WHOLESALE

WINES, LIQUORS

—AND—

CIGARS.

Gerrie Block, Princess St.,
WINNIPEG.

W. HIGGINS & CO.,

WHOLESALE DEALERS

Boots & Shoes, Trunks, &c.

33 QUEEN STREET EAST,

WINNIPEG, MAN.

VIPOND, McBRIDE & CO.,**Wholesale Fruit & Produce**

—AND—

GENERAL COMMISSION MERCHANTS.

Consignments of Fresh Fruits received regularly in their season.

261 & 263 Commissioners St., Montreal, and

18 ALEXANDER ST. EAST, WINNIPEG

LYON, MACKENZIE & POWIS,

WHOLESALE GROCERS,

—AND—

PROVISION MERCHANTS**NEW FRUITS CROP, 1883.**

Now in store:—New Valencia Raisins, Currants, Prunes, Figs and Nuts. Fall Stock complete in General Groceries and Provisions, at our

NEW WAREHOUSE

Corner McDermott and Albert Streets,
WINNIPEG.

Sutherland & Campbell,

WHOLESALE GROCERS

—AND—

COMMISSION MERCHANTS

STOCK LARGE AND WELL ASSORTED.

PRICES LOW TO CASH AND

PROMPT MEN.

PRINCESS ST., WINNIPEG.

**NEW FRUITS.**

VALENCIA RAISINS in 28 lb. Boxes.

CURRANTS in Barrels

PRUNES in Kegs.

ELEM FIGS in 1 lb. Boxes.

Dried Apples, Peaches, Blackberries now in stock at our warehouse.

Turner, MacKeand & Co.,

35 Bannatyne St. East, Winnipeg.

The Commercial

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

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

VOL. II.

WINNIPEG, MAY 6, 1884.

NO. 32

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.

ADVERTISING RATES.

1 month, weekly insertion	\$0 30 per line.
3 months, do	0 75 "
6 " do	1 25 "
12 " do	2 00 "

Casual rates for all advertisements inserted for a less period than one month, or for all transient advertising, 10 cents per line each insertion.

Reading notices in news columns, 15 cents per line each insertion. Special location will be charged extra.

THE COMMERCIAL will be circulated extensively amongst wholesale and retail Merchants, Jobbers, Bankers, Brokers, Manufacturers, Hotel Keepers, Insurance and Loan Agencies throughout the entire Canadian Northwest.

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

Office, 16 James St. East.

JAS. E. STEEN,
Publisher.

WINNIPEG, MAY 6, 1884.

SWANSON & CHITTY, hotelkeepers, Virden, have given up business.

JOSEPH CLEMENTSON, general storekeeper, Broadview, has opened up as hotelkeeper in that town.

MAIL services on the M.&N.W. railway, will be extended from Gladstone to Minnedosa, commencing July 1st.

THERE is a movement on foot in Winnipeg to have all wholesale houses closed at one o'clock on Saturday afternoon.

GREEN BROTHERS, hotelkeepers, Medicine Hat, have given up business there to open up in the same line at Silver City.

G. W. MCKAY, carriage builder, Nelson, is retiring from the business, and has leased his business to Thomas Underwood.

THE steamer *Victoria* will be engaged in towing logs on the Lake of the Wood, this summer. Captain Gribbon will have command.

EMERSON has received an addition to its business institutions, in the form of a jewellery store, opened up by A. E. Hopkinson.

H. B. FAIRFIELD, of the Tenapin hotel and restaurant, Winnipeg, has died rather suddenly.

GEORGE & WEST, livery stable keepers, Nelson, have dissolved partnership, and the business will be continued by J. G. West.

REID & REID, general storekeepers, St. Boniface, have dissolved partnership, and the business will be continued by George Reid.

JAMES KIRKWOOD has opened up business as a wholesale tea and general commission merchant, in the Robert Block, King street, Winnipeg.

SILVER CITY is to have a newspaper soon, and some of the parties located there have already concluded arrangements for the purchase of a plant.

CARMAN & BROS., general storekeepers, Stonewall, have closed out business in that town, and are about to open up in the same line in Brandon.

HUESTON & SMITH, general storekeepers, Maple Creek, have sold out their business in that town, and are about to open up in the same line at Silver City.

COOK BROTHERS, general storekeepers, Newdale, are arranging a dissolution of partnership, with the intention of the business being continued by J. L. Cook & Co.

It is expected that two trains a week will start west, from Winnipeg to Calgary, commencing next week. At present frequent specials have to be sent out.

GEORGE GIBBONS, publisher of the *Minnedosa Tribune*, is about to give up business there. It is to be hoped that the *Tribune* will continue to appear under new management.

THIS week has been one of the dullest of the spring so far as immigration is concerned, but thousands of new settlers are expected to arrive in the country during May and June.

SEVERAL of the C.P.R. contractor's managers have started west for the Rockies, and active work in constructing westward through British Columbia will be under weigh in the course of a week or so.

CAPTAIN COLQUHOUN's steam plough has been fitting-up for some time at the Vulcan Iron Works, and is expected to be at work within a week. Its success will clear away many difficulties in prairie farming.

It is said that Mr. Jarvis, of the Winnipeg Lumber Company, has been successful in floating the scheme for which he went to England.

THE regular line of C.P.R. steamers, between Port Arthur and Eastern Ontario, are expected to commence their trips from Owen Sound about the 10th inst. Some older lines have already started their boats out.

CAPTAIN ANDREWS, of Selkirk, has been busy shipping the tug, *May Queen*, on flat cars to the Saskatchewan river, where she will be utilized in future. Captain Andrews will run her during the present season.

MR. McDADE, of the Winnipeg *Times* editorial staff, contemplates moving to Port Arthur to assume the editorial management of the *Herald* there, and will take a share in the ownership of the journal at the same time.

W. J. WHITE, the founder of the *Brandon Sun*, has bought out that paper and its plant from the Sun Publishing Company, and once more assumes complete control of that journal. It is to be hoped that he will meet with success in his undertaking, as he deserves to.

THE rains of the past week have interfered somewhat with seeding operations, which will not be generally finished before the middle of the present month. The rain has materially helped grass growth, and grazing will be good within two weeks should no further frosts intervene.

THE impassable state of Main and other leading streets of Winnipeg, during the past month, has at last waked up the inactive City Council, and a series of plans are to be placed in the hands of the City Engineer, with instructions for him to report upon the most desirable improvements within a week. It is intended that the work of improvement will be pushed with vigor thereafter.

THE C.P.R. authorities are arranging a mail and banking system for the season at the end of the C.P.R. track in the Rockies, by which all letters will be forwarded to the men in the different camps, and drafts or money orders sent direct from the company's office to any part of the world. This has been found necessary, owing to the irregularities which attended the remittance of money last year by men to their friends.

Business East.

ONTARIO.

Elijah Bailey, hotel, Toronto, is dead.
 J. N. Laird, general store, Rossmore has sold out.
 Charles Brehm, grocer, Neustadt, has assigned.
 McDougal & Brandon, grocers, Fenelon Falls, have sold out.
 F. M. Whitmarsh, grocer, Merrickville, has assigned in trust.
 D. Cameron, tailor, Peterboro, has been partially burned out.
 T. S. Allan, of the firm of T. S. Allan & Son, tailors, Hamilton, is dead.
 W. A. Sanderson, jeweler, Peterboro; stock damaged by fire and water.
 Roddy & Nurse, printers, Toronto, have dissolved; Charles Roddy continues.
 Rice, Hare & Hanson, agents, Toronto, have dissolved; style now, Hare, Hanson & Co.
 Fair, VanEvery & Co., dry goods, Peterboro and Port Hope, have sold out their Port Hope branch.
 John Robson, grocer, Norwich, has admitted Marshall Stroud as partner; style now, Robson & Stroud.
 Henry Tait, photos, and David Morrison, barber, Bowmanville, have amalgamated under style of Tait & Morrison.

QUEBEC.

G. O. Shoener, general store, St. Thomas de Pierreville, has assigned in trust.
 Watson & McArthur, wholesale wall paper, Montreal, have dissolved; J. C. Watson continues.
 N. Renaud & Co., wholesale flour, etc., Montreal, have dissolved; business continued by A. E. Gagnon.

NOVA SCOTIA.

Ruggles A. Stewart, grocer, Annapolis, has assigned.
 P. H. Graves, general store, Aylesford, has sold out to E. L. Graves.

Farnsworth & Amberman, general store, Granville, have dissolved; Wm. R. Farnsworth retires and Samuel Groves becomes partner; style now, Groves & Amberman.

NEW BRUNSWICK.

A. Morton & Son, lumber, New Mills, have assigned.

P. Rankin & Sons, bakers, St. John, have dissolved; Alex. Rankin and his sons Henry C. and Frank continue under old style.

Newspapers Counted by Electricity.

George Rosquist, the machinist of the New York Sun, is the inventor of an electrical apparatus by which papers are counted and registered as they leave the steam presses. It is simple and complete, and has been in successful use on the Sun presses for several months. Unlike the other paper-counting apparatus now in use, which registers the revolutions of the cylinders whether the paper is running over them or not, Mr. Rosquist's apparatus only registers the actual number of impressions made.

On the male cutting cylinder of the press is fastened a bowed strip of brass about three

inches long and one inch broad. On it is a button which connects with a bell crank, which works a small rod connecting with a circuit switch in a box on one of the cylinder's journals. The switch connects, by wires from a small battery, with an electro-magnetic apparatus constructed on the principle of the Morse telegraphic instrument. The pressing of the button works the switch, which flies back to its original position when the pressure is removed. This works the bar on the electro-magnetic apparatus, which connects with the register by a lever. The lever moves a geared wheel, which registers either two or four papers, depending on the size of the press. The registers for the double presses register as high as 999,000, and those for the single presses register 99,000.

In order to prevent the registering of revolutions of the cylinders when papers are not printed, there is a small canal cut into the female cutting cylinder, into which the bowed strip of brass with its button sinks when the canal is not covered by the paper on which the impressions are made. The registers can be placed at any distance from the presses. Those used by the Sun are in the office of the superintendent of the paper department, on the floor above the presses.—*Paper Trade Journal.*

Ocean Freights.

The market at New York has not shown much improvement. In the earlier portion of the week the rates in all lines were low, the demand light and the market very dull. Petroleum and grain charters were the dullest. Some little demand for berth room for grain per the regular English and continental lines was passing, but much less than the rates for grain suggested. Later in the week there was a fair demand in both lines, and rates were a little firmer. Reports from some of the outports indicate rather more improvement than has been noted at New York. Telegrams yesterday were as follows:

At Philadelphia there has been a little more inquiry for grain tonnage, and rates have slightly advanced. Vessels are scarce. Petroleum tonnage has not been much inquired for. Grain room for Liverpool is engaged ahead in the regular line steamers. Philadelphia's transatlantic steamer service, consisting of the American Steamship Company's weekly line to Liverpool, and the Red Star's semi monthly to Antwerp, is to be supplemented by a regular monthly steamer of the Allan Line to Glasgow. In freights at Wilmington, N.C., there is a better feeling for coastwise. Ocean freight at Charleston are quiet. Freights at New Orleans have improved.

Canadian Cotton Manufacturing.

The Canadian cotton manufacturing interest has been passing through an important crisis. The old system whereby importations for the bulk of our demands were made every six months and stocks were kept by the wholesale trade, is giving way to the new one, whereby supplies of all goods except those for the making of which we have not sufficient skill, are held by the Canadian mills or their agents and called for as required by the wholesale trade. Thus

the circumstances of the time are calling into existence a class of merchants corresponding to the warehousemen of England, or the wholesale trade of the United States. But the custom of generations is not easily broken through, and the practice of large semi-annual importations has gone on in the face of supplies of the same class of goods accumulating at the mills, and the struggle is now being transferred for the time to the field of the retail dealer where the Canadian goods must gain their supremacy on their merits. As soon as they do this the wholesale trade will cease to carry heavy stocks, but will leave that for the mills and their agents to do. When this is done signs of over-production can be more readily marked at their source and should not be so severely felt. Meantime the manufacturers propose a temporary relief for the overstocked market by making an exportation of goods to England, each of the leading mills contributing a quota from stocks on hand. A meeting has been called with that object.

However, the manufacturers cannot look forward to a path all sunshine, for there still will remain the difficulty of supplying the market with that diversity of goods which the people require. The mills of the country are at the present moment running to only half of their aggregate capacity, but if all the mills were working on different goods, each seeking its different specialty, we believe that each one could be running to its full capacity to-day. This lack of diversified products, our American trade contemporaries point out, is the difficulty even yet in the States, and if this is needed in a large manufacturing country like the States, how much more is it needed here.

Cotton Goods.

The advance of one cent per pound in the value of the raw material should be followed by a corresponding addition to the price for the manufactured articles, but this sympathetic effect is not general, although it is sure that rates are firmer all round, the tendency upward, and against buyers. Jobbers, notwithstanding, continue to operate with caution, objecting to speculate on the possible requirements of their friends, until they see pretty clearly an outlet for former purchases; in consequence of which, the stocks they are likely to hold when retailers will have completed their lines for distribution, during the approaching season, will undoubtedly be low. Manufacturers complain bitterly of the small margins obtainable up to the present, but many have succeeded in reducing their stocks to a good shape, comparatively, by curtailing production, and therefore any improvement which may take place in rates will probably have a semblance of permanence, easily maintainable under such favorable circumstances, brought about by means which, however distasteful or unpalatable to the employes, were perfectly justifiable and eminently wise. We trust the short-time movement will continue until a demand springs up which will unmistakably warrant a change of procedure, so that all concerned may have a prosperous future for some time to come.—*N. Y. Dry Goods Bulletin.*

THOMSON BROS., stationers, of Portago La Prairie, have opened a branch store at Calgary.

H. Shorey & Co.,
WHOLESALE
CLOTHIERS,

—AND—
Mantle Manufacturers,

32 to 40 NOTRE DAME STREET WEST,
54 to 62 ST. HENRY STREET,
— MONTREAL.

No. 33 LOMBARD STREET,
WINNIPEG.

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.

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.

D. SCOTT & CO.,

IMPORTERS AND DEALERS IN

FURNITURE,

—AND—
HOUSE FURNISHINGS!

276 Main Street,

WINNIPEG, - MANITOBA.

BISHOP & SHELTON,

Steam Cabinet Works,

WINNIPEG.

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

MANUFACTURING A SPECIALTY.

298 MAIN STREET.

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,
Bran, Shorts, Oats, Barley and Oatmeal.

MILLS: FOOT OF LOMBARD ST.,
WINNIPEG.

S. R. PARSONS,
Wholesale Paper Dealer.

SPECIALTIES:

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

STATIONERS' SUNDRIES.

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

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

WINNIPEG.

W. J. GAGE & Co.,
WHOLESALE

BOOKSELLERS & STATIONERS,

STAPLE & FANCY STATIONERY,
PAPERBAGS, WRAPPING PAPERS, ETC
S Notre Dame St. East, Winnipeg.

W. P. GUNDY, *Manager.* WHOLESALE ONLY.

THOS. W. TAYLOR,
THE PIONEER PAPER RULER,

AND
Blank Book Manufacturer,
Of Manitoba and the North-West.
13 OWEN STREET, WINNIPEG, MAN.

Campbell, Spera & Co.,

WHOLESALE IMPORTERS OF

GENTS' FURNISHINGS, FANCY DRY GOODS, SMALLWARES, ETC

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

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

FEILDE, HAFFNER & CO.,

Wholesale Produce & Commission Merchant

SOLE AGENT FOR THE CANADIAN NORTHWEST FOR THE

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

27 AGENTS WANTED THROUGHOUT THE WEST.

P.O. Box 350.

Office: Cauchon Block, Winnipeg.

J. H. ASHDOWN,

Wholesale Dealer & Importer of all kinds of

Shelf and Heavy Hardware,

STOVES AND TINWARE,

PAINTS, OILS AND GLASS,

Railroad and Mill Supplies.

The Trade furnished with our ILLUSTRATED
CATALOGUE on application.

Corner Main and Bannatyne Streets,
WINNIPEG.

**FINE WEDDING
STATIONERY**

—AND—

ENVELOPES.

THE BISHOP

ENGRAVING AND PRINTING CO.,

(LIMITED)

20, 22 and 24 Post Office Street,

TELEPHONE.

WINNIPEG.

THE CROMPTON

Corset Co.,

MANUFACTURERS OF

SUPERIOR CORSETS,

78 York St.,

TORONTO.

The Commercial

WINNIPEG, MAY 6, 1884.

CANADIAN LEGISLATIVE TENDENCIES.

Now that the Dominion Parliament has been prorogued and the results of the past session's labors can be fairly reviewed, the question comes to the front: What are the tendencies of Canadian legislation? It may be difficult to define these, although at first sight it may be assumed, that a Government in power with a tyrant and overwhelming majority at its back, should pursue a policy regarding which there could be no mistake as to its tendency. But, after all, the majority which supports Sir John A. MacDonald and his colleagues is made up of many discordant elements, embracing the opposite extremes of religious bigotry, and almost as opposite points in local interests, so that conciliation is a very necessary commodity to secure their cohesion.

It is singular that with a support gathered from such varied sources, the most prominent tendency with our present rulers at Ottawa should be in the direction of centralization of power. Yet such is unmistakably the case. The aim is centralization, while the means of reaching the same may, and have been varied to please a party worthy, on account of its power, of such consideration, or coerce another not worthy of it. The aim was as evident in acceding to the unjust demands of Quebec, as it was in ignoring those of Manitoba. By paying the unjust demands of the former the Ottawa Government secured a stronger hold upon its railway dictation in an eastern province, while by ignoring Manitoba's just demands, the local railway rights of the Northwest were for a time, at least, effectually crushed. Power was paid for in one instance and unwarrantably usurped in the other.

Subtlety is another very important means to be employed in gaining this end, and it was made plain in the General Railways' bill of the member for Winnipeg, one of the echoes of Sir John's Government. The measure in question aimed directly at the root of provincial railway rights, by offering to branch railways, chartered at Ottawa, a subsidy denied to those chartered by provincial Governments, carrying thus a generous appearance upon its face, but at the same time

striking a heavy blow at provincial liberty.

Daring is another means employed by Sir John's Government in reaching centralization, and the \$22,500,000 guarantee to the Canadian Pacific Railway Company was the very acme of the same. By the completion of that road from the Atlantic to the Pacific our Ottawa rulers hope to forge the last links that will hold half a continent within their grasp, to be ruled or misruled by them with perfect impunity.

Other means employed in this aim of centralization might be cited, but it is unnecessary to bring them forward. The aim cannot be mistaken by the most obtuse political economist, while its justice and its wisdom must be called in question by every true friend of Canada. The days are gone when Imperial Caesar heralded his decrees from Rome, and half a world obeyed; and a system by which any man, or combination of men could so govern a people seems unsuited to the soil of this continent at least. In America rulers must rule with the will of the people, and for the interests of the people; and it is difficult to see, how a Government at Ottawa, which fills every office within its gift with its own creatures to the furthest limit of the Dominion, can be ruling in such a manner, and with such a spirit. Canada, as a nation, cannot be cemented together with blood and iron, in the old style of binding an empire. It can only become unified by a careful study of the interests of every element within it, and a policy which will further one and all of them, and that can never be associated with a power centralizing policy.

The recent speech at Montreal of the Governor-General shows how great minds like his can grasp the situation after a very short study of Canadian affairs. A delegation of as much power of local government as confederation will admit of. His Excellency foresees it necessary to make Canada united and contented. It cannot be said that the policy of the present Dominion Government has any tendency in that direction, and their rule cannot but produce discontent and discordance. These too often develop into feelings of a much more dangerous character, and instances are not wanting in history where they have ended in sectional hate. It is yet time enough to prevent any such unwished for developments, and prevention can only be reached

through a broad and liberal policy of respecting local rights.

Canada and its interests have been very aptly likened to the revolving arrow upon an old-fashioned wheel of fortune. While revolution around the central pivot may go on seemingly smoothly and regularly, it is impossible to tell where the extremities may stop. To give it with certainty, a guiding hand is required far away from the central pivot.

SHORTENING BUSINESS HOURS.

There is at present on foot in mercantile circles a movement to introduce the Saturday half-holiday in Winnipeg, or at least to make it general in wholesale circles, for it has been in force with some houses for months back. A movement of this kind is no doubt one in the right direction, and should be carried out as soon as it can be made consistent with the interests of trade. There are, however, greater difficulties in carrying out this much needed reform in a business centre of a new country than in an old city where every department of business is down to working like the wheels of a well regulated piece of machinery. In a country ever changing, and steadily increasing in its business aspect, the demands upon the time of those employed in mercantile pursuits must necessarily be made in a rather erratic manner, and cause much greater care and trouble to get the hours of labor down to a minimum, consistent with the health and comfort of such people. The difficulty, although it exists in wholesale circles, is not so great as in retail business, and its less frequent existence is due almost entirely to the desire of wholesale merchants to study the interests of their employees. Such merchants, as a rule, have gone through all the grades of their calling, and know practically how to secure the comfort and respect of their employees at the same time. This is made very evident frequently, when we find such men in their offices, away on into the hours of night, working laboriously while their employees are enjoying the hours usually devoted to leisure. It may be confidently expected that men of that stamp will use their every endeavor to reduce to a minimum the business hours of their employees, and reach a Saturday half-holiday as well as other beneficial arrangements with as little delay as possible.

When we leave wholesale and come in to retail circles we cannot say the same

for all employers, and unfortunately those who are anxious to shorten the hours of labor are much more at the mercy of greedy competitors than in wholesale business. To the credit of many of the retail merchants be it said, that they have done much already in this direction, and paid no heed to their greedy opponents, or any advantage they may gain by their greedy policy. In the end they are, perhaps, not losers, for such men can always secure the services of the most valuable employees, and one has no difficulty in distinguishing between the smart, competent clerk of the liberal employer, and the dragged out poor blockhead of the greedy competitor. The very state in which stock is kept, and other items of general appearance in stores are sufficient of a guide to the most casual observer, so that he can distinguish between such establishments. In this, as in other cities, stores which close at reasonable hours in the evening, have invariably the cream of the trade in their lines of business, while the miserable niggard, who slaves out the existence of a lot of underpaid and incompetent clerks for fifteen or sixteen hours every day, has to content himself with the dregs which his more liberal competitors do not want. Misery loves to prolong itself, and the most long-winded developments of its love are to be found in the actions of the man who thus outrages all generous principles of trade, by making the paltry remuneration he pays his employees little short of the price of blood.

The way in which trade is divided between generous and greedy merchants shows plainly, that even the careless public have their leanings towards men of a generous policy. Few people care about doing business with a niggard, and men, who have that disposition so deeply ingrained in their nature that they cannot overcome its promptings, would, as a matter of policy, find it profitable to follow the advice of Hamlet to his mother: "Assume a virtue, if you have it not." But hints to such men are valueless, unless they are of the class received by the Irishman, who, on being kicked down a flight of stairs on to the street, got up, shook himself, and remarked coolly, "Begorra, that was a broad hint to get out." The public can make their hints to such niggards equally broad, without resorting to the shoe-leather application. They can come to the decision and abide by it, that they will purchase nothing

from any merchant who does not close his place of business by seven o'clock in the evening. Let a large proportion of the general public come to such an arrangement in their minds, and we will soon see an end to those blood-sucking employers, who carry on a slavery much more galling than millions of the African race have been held in by those who claimed the right to them as their property.

DECREASED IMPORTS AND LIGHT BURDENS.

In another portion of our columns will be found a statement of the value of imports and duty collected during the first four months of 1884, and a comparison of the customs returns during the first quarters of 1882, 1883 and 1884. The figures are not without their lessons, and form a basis from which conclusions can be easily drawn. In the boom with which 1882 opened the gross imports were valued at \$1,100,007, while the duties collected reached \$235,243.73, and but for the snow blocks, and other transportation drawbacks, which existed during that period, these imports would probably have reached \$1,500,000. During the first quarter of 1883, when population had materially increased in the Northwest, and inflation was on the decline, imports reached in value \$1,154,152, and duties collected \$254,515.18. During the first quarter of the current year the value of imports fell to \$402,865, and duty collected to \$86,390.77.

The casual observer, who did not understand the true state of affairs in this country, would at the first glance over these figures conclude that Winnipeg, and the whole Northwest to which it is the commercial key, had suddenly made a heavy drop in trade importance. A closer investigation of the matter would undoubtedly produce another opinion, and show how they are strong evidences of the health and growth of the same. In our boom days, when a policy of fill and fetch more was pursued here, almost every article, beyond the actual bread of our people, had to be imported, and instances are not wanting when even breadstuffs were imported. The extreme of over-importation was reached a year ago, and was quickly followed by a rapid depreciation in values, and a period of trade depression, such as few new countries have passed through. Necessity is the mother of invention, and the parent of ingenuity

in all things, and the necessity brought about by depression has set the people of the Northwest to local production. Importations of any description of breadstuffs, even to oatmeal, are now a thing of the past, the past winter is probably the last in which we will require to import dairy produce; the importation of meats has been steadily falling-off, and, in fact, such has been the case with all articles of food, and the demand is being gradually supplied from local production. In this respect decreased imports have been an inimical blessing to the Northwest, and this is heightened when we add the fact that our exports are increasing with equal rapidity. We are on the right track now, and the less we pay to the Dominion revenue through the Custom house the better for the Northwest, and, indeed, considering the way in which the Ottawa Government treats this province, we have no desire to see our payments to their coffers increase.

There is another circumstance which has no doubt contributed much towards decreasing our imports this spring, and that is the cautious feeling which pervades commercial circles throughout the whole Northwest. A year ago the trade of the country was carrying an enormous load, the result of overstocking. This spring purchases have been very light, traders are free from the load, and are progressing surely, if a little slowly. It would not be far from a correct approximation if we placed the liabilities of the whole community of the Northwest at 40 per cent. of what they were a year ago, while the prospect of trade is immensely brighter now than it was then. When we take all these matters into consideration we may safely calculate that the decrease in our imports is a sure sign of the country's progress. We want capital here, while we do not require imported merchandise, and at the rate our exports are increasing, we can give the older portions of the world bread for their money.

THE COMMERCIAL has time and again urged the necessity for non-attention being paid to the export affairs of the Northwest, for upon the development of our export trade must depend the countries solid progress. Adversity brings its valuable lessons, and a year of stringency has shown people the folly of depending upon anything but the country's ability to produce and export, as a reliable power in adding to the wealth of the Northwest. In short, people in this country have learned the value of self-reliance, and the decrease in our imports is only one proof that they have been putting their newly acquired knowledge to practical account.

W. E. SANFORD & CO.
Manufacturers of Clothing.

45 to 49 King St., 24 McDermott St.,
HAMILTON & WINNIPEG.

S. GREENSHIELDS, SON & CO.,

Wholesale Dry Goods,
McGoun & McArthur, Agents.

THOMAS MAY & CO.,

Milinery and Fancy Dry Goods,
Novelties received fortnightly throughout the year.
McGoun & McArthur, Agents.

COCHRANE, CASSILS & CO.,

Manufacturers of Boots and Shoes,
McGoun & McArthur, Agents.

SAMPLE ROOMS, Nos. 1 and 2 Donaldson Block,
343 Main Street, **Winnipeg.**

JAMES O'BRIEN & CO.,

WHOLESALE

CLOTHING

—AND—

GENTS' FURNISHINGS,

PRINCESS STREET,

D. FRASER,
Manager.

WINNIPEG.

JAS. PORTER.

W. M. RONALD.

PORTER & RONALD,

DIRECT IMPORTERS OF

GROCKERY,
GLASSWARE,
CHINA
LAMPS,
CHANDELIERS,
CUTLERY,
SILVER-PLATED WARE & FANCY GOODS.
271 MAIN ST., WINNIPEG

STORAGE AT MEDICINE HAT.

H. YATES

Has opened a large storehouse, and is prepared to store all classes of merchandise at the lowest rates.

Special attention paid to Emigrants Effects, Trunks, Furniture, Etc., Etc.

Goods delivered to Freighters, or shipped by C.P.R. when ordered.

Address **H. YATES,**
MEDICINE HAT, N.W.T.

A. Ramsay & Son,

(Successors to W. H. Marsh & Co.)

Oil, Lead, Paint, Color and Varnish

Manufacturers, and Importers of

English and Belgian Window Glass, Plain and Ornamental Sheet, Polished, Rolled, Rough, Cathedral, Etc., Etc.

Dealers in Plaster, Cement, Brushes, and Painters' Supplies generally.

All Orders by Mail promptly attended to.

269 MAIN STREET, **WINNIPEG.**
CHAS. T. ROACH, Manager.

CARSCADEN & PECK,

Manufacturers and Wholesale Dealers in

CLOTHING &

And MEN'S FURNISHING GOODS.

Manufactory: 622 St. Lawrence Main Street,
MONTREAL.

513 Main St., opp. City Hall, and 8 Market St.,
WINNIPEG.

FULL STOCK

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

MacNAB, MacLEAN & CO.,

WHOLESALE GROCERS,

OFFICE AND SAMPLE ROOM 3 and 10 James
Street West,
WINNIPEG.

James Bissett & Son,

TEA IMPORTERS,

—AND—

General Commission Merchants.

All Supplies Brought Direct from

China and Japan.

Gerrie Block, Princess St., Winnipeg.

A. R. JAMES BANNATYNE.

ANDREW STRANG

BANNATYNE & CO.,

(SUCCESSORS TO A. G. B. BANNATYNE)

WHOLESALE GROCERS

AND DEALERS IN

Provisions, Wines & Liquors,

335 MAIN STREET, WINNIPEG, MAN.

Foundries: Hamilton and Toronto.

The E. & C. GURNEY CO., Limited,
Manufacturers of
STOVES!!

RANGES & FURNACES.

Wholesale Warehouse, Rupert St. West,
JAMES BURRIDGE,
Manager. **WINNIPEG.**

Sparkling Lager Beer!!

Is now ready for the Market at the
REDWOOD BREWERY
Delivered anywhere in the City at \$3.50 per keg
EQUAL TO ANY IMPORTED BEER.

FINE STOCK ALES A SPECIALTY.

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

REDWOOD BREWERY,

The Largest Institution of its class in Western Canada,

ED. L. DREWERY, Proprietor,

North Main Street, **WINNIPEG.**

WINNIPEG FURNITURE and UNDERTAKING HOUSE
M. HUGHES,

Dealer in

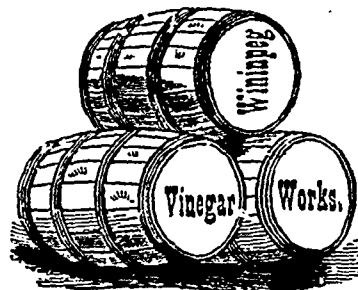
HOUSEHOLD AND OFFICE FURNITURE.
Undertaking a Specialty. Coffin Caskets and Trimming
Wholesale. Metallic Caskets also in Stock.

Hodgson, Sumner & Co.

Importers of

DRY GOODS,
SMALL WARES,
AND FANCY GOODS
BEADS, CUTLERY,
JEWELRY,
STATIONERY
Druggists' Sundries, Etc.

Princess St., Between McDermott and Bannatyne.
WHOLESALE ONLY.



Coffee and Spice Mills

Manufacture

XX and XXX White Wine Vinegar, Cider,
Pickling and Malt Vinegars. Coffee, Spices,
Cream Tartar, and Baking Powder.

C. H. GIRDLESTONE,
30 and 32 Owen Street, WINNIPEG.

WINNIPEG MONEY MARKET.

Since last issue monetary affairs in Winnipeg have shown considerable activity, and the slow feeling so general a week or two since has disappeared. With the opening of May there was an increased demand for commercial discounts, and banks have been much livelier. There has been a readiness to attend to all wants in this line, and it is now an easy matter to make a change of a discount account from one bank to another. Yesterday being the fourth, or rather the fifth, the results in paper met were of the most satisfactory description, and with the exception of some extra work for bank employees the day developed nothing of an unusual character, and was quite an uninteresting day altogether. Every symptom now indicates that commercial affairs are flowing in a steady, safe channel, and funds for such purposes are quite free. Rates have not changed. A few houses, with eastern connections, do business at 7 per cent., but the general range for first-class paper is from 8 to 9. Ordinary paper runs from 9 to 10. Promiscuous discounts range from 10 to 12, and small loans, at short dates, are to be had at the same rates of interest. Real estate mortgage loans have not been in heavy demand during the week, the farming community not being in the market during seeding operations. Rates have not changed, and still range from 8 to 10 per cent., loans being freely obtained on first-class improved property.

WINNIPEG WHOLESALE TRADE.

There has seldom been a time in the Northwest, when weather so seriously affected the state of mercantile affairs. In wholesale circles there has been a general dullness all round, especially during the early days of the week, when weather of the most depressing character prevailed. The best reports received give a slight improvement towards the close of the week, but none give a good aggregate for the whole week. The supplementary revival in season's goods generally looked for about this time has not yet made its appearance, and until weather is fairly settled it cannot be expected to. Even in the most staple lines there has been considerable of a lull, and in fancy goods there has been quite a choke-off in sales. One or two heavy buyers from far western points who have been in town, have assisted materially in swelling the aggregate sales of the week, but the general business has been altogether light. Wholesalers do not seem to have been disappointed with these results, but have perfect faith that the business for the remainder of the season will be quite satisfactory. It is expected that during the coming week railway construction will be fairly under weigh throughout the country, and that will materially increase demands from the country. At present retail merchants' stocks in country towns are by no means heavy, and anything like reasonable demands upon them must necessitate their replenishing in different lines. The city retail trade has made almost no demands during the week, and that has added greatly to the slow feeling. Over all these circumstances their still rides the feeling of uncertainty about the future, amounting to almost a conviction, that the present season's trade is in a great measure an

experiment; and almost every adverse symptom develops a movement of extreme, if not unnecessary caution on the part of traders, both wholesale and retail. The fact that collections keep so steadily improving should check this ever ready tendency, but after the year that has been passed through it must be expected that a sensitive feeling would pervade trade.

AGRICULTURAL MACHINERY.

In this line the business of the past week has shown quite a falling-off. Demands from the country have been very light, and a general lull has taken place. The trade in spring machinery is over, and circumstances have rather thrown a blight upon the preparations that were being made for harvesting goods. Collections have not shown any improvement, and are not expected to now for some months to come.

BOOTS AND SHOES.

Quite a slow feeling pervades this branch, and the business of the past week has been rather limited. There have been a few special calls, but general sales have been very light indeed. Travellers are now about to start out for the sorting trade, and their starting is expected to soon cause activity. The report from collections is very satisfactory.

CLOTHING.

As in all other season's goods there has been a quiet feeling in this branch during the week, although from some travellers still out very encouraging returns have been received. The city trade has been nothing during the week, and with but the country demands, resulting from the immediate efforts of travellers on the road, the aggregate of sales have naturally been light.

CROCKERY AND GLASSWARE.

As in other branches dependent greatly upon fancies, business has been rather dull in this line during the week. Sales have been confined to the most staple goods, and the volume has been rather light. Improved weather will doubtless make a stir in this line, and the current month may be expected to bring out some more encouraging developments. Collections are reported fair to good, and better than sales would indicate.

DRY GOODS.

As yet there have been no signs of renewed activity in this staple branch, and the trade of the week has been rather scattered, and not heavy in the aggregate. Demands have been for goods for immediate wants, and prospective purchases have been very few. Until business livens up in retail circles, and retailers begin to discover more wants the sorting trade will continue light, and no movement of that nature can be expected until steady, good weather sets in. The cold winds and rain of the past week proved quite a damper upon business all over the country, and called for a little more patience. As stocks are very light, both in the city and country, a very moderate demand will cause some stir in the sorting trade. Collections are reported quite good, and May opened with scarcely any irregularities.

FANCY GOODS AND SMALL WARES.

Business in this branch has been better than could have been expected under the circumstances, although it has been anything but rushed.

Sales have held in a steady stream, and although their volume has not been heavy, their aggregate for the week, considering the backward weather has been quite encouraging. Collections have been good, and give full evidence of the season's trade progressing on a solid foundation.

FISH AND POULTRY.

The fish trade of the past week has been almost a blank. The winter catch on the lakes is over, and until navigation sets in summer operations cannot be commenced. The only fresh fish reaching the city during the week have been sturgeon goldeye, and other river fish, and these have not been in quantities sufficient to admit of wholesale quotations. If the supply was at hand there is a demand for small lots for markets in the United States, but there has scarcely been enough to meet the very limited local demand. Prices cannot be given, as sales have not been heavy enough to base them on. Poultry is only to be had in retail lots, and a few wild ducks are offered in a similar manner.

FRUIT.

There has been a lively business done in fruit during the past week, and the variety of fresh fruits has been larger than for several months back. The novelties of the week are pine apples at \$5.50 per dozen; bananas from \$5 to \$7 a bunch, according to size and quality; and Bermuda onions at \$3.50 to \$4 a crate; coconuts are steady at \$10 a sack; a few good apples are still to be had at \$8 a bbl.; oranges are worth \$6 a box, and lemons from \$5.50 upwards. Tomatoes are again on the market at from \$2 to \$2.25 a box; raisins are quoted, Valencias \$2.60 to \$2.75 a box, and loose Muscatels \$2.75; peanuts, pecans and Brazil nuts are unchanged in prices.

FUEL.

There has been no change in this trade during the week. The demand for both wood and coal is light, except for summer delivery of the latter. Poplar sells from \$3 to \$4, in car lots; tamarac from \$4 to \$5. Anthracite coal sells at \$10.75 on track, for summer delivery, and bituminous at \$9.50. Saskatchewan lignite is now out of the market.

FURNITURE.

A good, steady business is still being done in this line, although the real activity of a few weeks ago does not continue. Trade has now reached that steady level at which it is expected to continue during the greater portion of the summer.

GROCERIES.

There has been a temporary lull in this branch of business during the past week. No reason can be given for the change, except the weather, which has had a depressing effect upon business generally. One or two heavy buyers, who have been in the city have added materially to the aggregate of the week's sales, but general business has been decidedly slow. There have been no changes in prices of staple goods and ranges are as follows: Sugars are quoted, yellows 8 to 9c; granulated 10 to 10½c; Paris lumps 11 to 11½c; 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.

HARDWARE AND METALS.

There has been rather a slower feeling in these lines during the past week, although the volume of business done has been quite heavy. Building supplies are still in steady demand, and general hardware has been selling freely. In heavy goods there has been a falling-off, which is doubtless only temporary. It is still impossible to give reliable quotations of staple goods, and these may not be expected for a few weeks yet.

LUMBER.

This business is in anything but a satisfactory state at present. While the demand for goods is steadily on the increase, and a fair season's trade may be expected, a safe basis of doing business may not be reached during the summer. So many of our large lumber concerns are in straitened circumstances, and under compulsion to realize during the present year that prices are cut pretty much as the eagerness for money dictates. To reach reliable quotations it is feared will be impossible during the summer, as slaughtering seems to be the rule, and this is made worse by the fact that American manufacturers are also prepared to deluge this market with goods at ruinously low prices.

LEATHER AND FINDINGS.

Business in this branch is steadily good, although the first rush of the spring trade is over. Prices have not advanced here, although there has been an advance in all leathers east, which so far is checkmated here by the reduction in freight rates. Quotations are as follows: Spanish sole 33c to 35c; slaughter sole 35c French calf, first choice, \$1.40 to 1.50; domestic 55c; B Z calf \$1.00 to 1.10; French kip \$1.00 to 1.25; B Z kip 85c to 90c; slaughter kip 65c to 75c; No. 1 wax upper 55c; grain upper 55c; harness leather 34c to 36c for plump stock; English oak sole 65c.

STATIONERY AND PAPER.

Business in this line has been rather slow during the past week, and a feeling of disappointment is noticeable in some instances. With the opening of May the prospect is much brighter, and there is every reason to believe that next week's report will be much more encouraging.

PAINTS, OILS AND COLORS.

Business has been moving along in a steady manner in this branch, and the volume of trade done during the week has been quite satisfactory, although not characterized by the rush which was general about the opening of April. The city trade cannot be said to have fairly got under weigh as yet, but with a continuation of milder weather an improvement there is confidently looked for. There has been a kind of monotony in prices, and quotations hold as before. Linsced oil in bbls, raw, 74c per gal; boiled, 76c; 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 32c; water

white 37c. Calcined plaster, \$4.50 per bbl; Portland cement, \$8; white lead, genuine, \$8.00; No. 1, \$7.50; No. 2, \$7. Window glass, broken, first break, are quoted at \$2.75.

WINES AND SPIRITS.

There has been a fair business done in this line during the week, although the near approach of the new licensing acts operations has created some uncertainty among hotelkeepers and retailers generally. Quotations of goods are unchanged, 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, \$2.50; 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 gallon. 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 \$3.00 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 \$1.00; pints \$2.50. Domestic whiskies, Gooderham & Wort's, in wood, \$1.65 to 2.25 per gallon; 65 o. p. rectified, in wood, \$3.50; W. F. L. five-year-old, \$2.50 per gallon cases, quarts, \$7.50; flasks \$8.50.

THE MARKETS.

WINNIPEG.

GRAIN AND PROVISIONS.

There is still no movement in grain, nor is there any expected until after seeding; prices, however, are firmer. In provisions there is a fair movement at improved quotations.

WHEAT.

There is still no movement in wheat but prices are firmer. No. 1 hard is 85c; frozen from 50 to 75c.

OATS.

Receipts are nil; there is a fair eastern demand which will be increased as the season advances; prices remain unchanged and steady at 25 to 30c, according to sample.

BARLEY.

For barley it is impossible to give quotations at present; receipts are small and the demand equally so.

FLOUR.

There is increasing activity in the flour market; the western demand is reported good, and

more inquiry from the east for choice grades; quotations are unchanged at \$2.90 for patents; strong bakers', \$2.60; and superfine, \$2.

BRAN AND SHORTS.

There is a fair business reported during the past week, and prices remain as they were: bran \$8 and shorts \$10 per ton on track.

POTATOES.

The demand for potatoes during the week has been exceedingly active at firmer prices; round lots have sold readily at 50 to 55c, and at 60 to 70c in a small way.

EGGS.

The supply of eggs has decreased during the past week, and prices are consequently not so firm; round lots are quotable at 17c; street receipts are fair and prices steady at 20c.

BUTTER.

The supply of choice grades is rather small at present in the city, while the demand is reported exceedingly active; there has been a few round lots of choice Manitoba dairy received, and sold readily at 29 to 30c; inferior is not wanted at any price; street offerings are light, and quotable at 20 to 30c, according to quality.

CHEESE.

is in active demand at unchanged values; the supply is reported fair, and round lots of choice are worth 15c; small lots, 16c.

BACON.

No change to report in values; the demand during the week has been fair; dry salt quotable at 13½c; smoked, 14c for round lots, and 14½c for small lots; spiced rolls, 15½ to 16c; and English breakfast, 16c to 17c.

MESS PORK.

Stocks of mess on hand are fair, and the demand has been more active during the past week than for some time past; quotations are: \$23½ for round lots, and \$24 for small lots.

HAMS.

are in active demand at unchanged values; dealers report a fair stock on hand; prices for round lots are 17c and 17½c for small lots.

MESS BEEF.

The demand for mess beef is reported better than a week ago; values remain unchanged; quotable at \$18 per bbl.

SEEDS.

Timothy seed per bushel, of 48 lbs, \$4.30; clover, large red, \$18 per bushel of 60 lbs; Alsike, \$18; white Dutch, \$18; Lucerne, \$14.50 per bushel of 28 lbs, and flax seed, \$2.50.

MINNEAPOLIS.

There has been an advance in all domestic grain markets the past week. Here it amounted to 3c per bus., with a strong closing. The feeling is growing that there is a scarcity of hard wheat and the shorts are covering with great unanimity. The May option has been heavily oversold and considerable squeezing is anticipated to-morrow, May 1. Much depends upon the course of the flour market. If it holds up a further advance in wheat here is sure to come. If the predictions about outside millers buying wheat here proves well based, wheat can not go much if any lower and will go higher, but there has as yet been no unusual demand for our wheat from other states. Some of the local mills outside the association and some of the association mills which "laid down" their wheat last fall may run short before July 1, but

we still believe that there is plenty of hard wheat in the belt.

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.....	\$1.04 ..	\$1.01½ ..	\$1.04
" 2 "	1.00 ..	99 ..	99½
" 1 northern..	95 ..	93 ..	94
" 2 " ..	90 ..	88 ..	90

No. 1 hard for May opened at \$1.03 and closed at \$1.04. It opened and closed at \$1.06½.

Corn was strong and higher, No. 2 closing at 58c. Oats were steady at 32c for No. 2. Barley, 35 to 60c, according to grade.

MILLSTUFF.—Bran has been strong and higher, but dropped at the close, with bids of \$9.75 to \$10 per ton in bulk. Shorts, \$11.75 to \$12.75 for fine to coarse. Corn meal, \$20 to \$24, and mixed feed \$17.50 to \$21 per ton.

FLOUR.—The market shows a great improvement in tone and millers are feeling quite jubilant. Prices have been advanced and although this has tended to reduce orders, there is such confidence in the situation that buyers will have to come to terms. The cessation of work by the great winter wheat mills, owing to the scarcity of good milling wheat, is already being felt in eastern markets, where Minnesota flour is called for more freely by dealers in high grade flours on account of the light stocks of good winter wheat brands. People who have heretofore been content with the cheaper flour, now buy our spring wheat brands at higher prices, because they can not use the second or third grade winters. Everything now indicates a steady run by the mills until the new crop comes in, but there may come so radical a change in the situation as to preclude this. Good judges still talk about short supplies of hard wheat. Quotations at the mills for car or round lots are about as follows:

Patents, \$5.75 to 6.25; straights, \$5.40 to 5.60; first bakers', \$4.50 to 5.00; second bakers', \$4.15 to 4.40; best low grades, \$2.25 to 2.75; red dog, \$1.75 to 2.00, in bags.

We are able to report a very much improved feeling on the platform this week, the recent advance in wheat having inspired a considerable degree of confidence. Millers generally report a better demand for flour, and have advanced prices, which they are obtaining in many instances. The greater portion of the trade is on domestic account, but there is at the same time a good export inquiry. Winter wheat mills are reported to be shutting from the lack of wheat, and our millers are much firmer in their views. The flour production in this city last week showed a slight falling off, being 103,375 bbls.—an average of 17,229 bbls. per day—against 112,985 bbls. the preceding week. The shipments are not quite as heavy as the output, and some of the mills are evidently storing to a slight extent. As to the current week, the production promises to waver between 18,000 and 19,000 bbls. daily. There were 16 mills in operation Tuesday, and they were making about 18,000 bbls., the Washburn mills running the strongest and to their full capacity.

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

RECEIPTS.			
	April 29.	April 22.	
Wheat, bush.....	311,500	311,500	
Flour, brls.....	3,125	3,225	
Millstuff, tons.....	108	180	

SHIPMENTS.			
	April 29.	April 22.	
Wheat, bush.....	36,500	46,500	
Flour, brls.....	85,486	107,805	
Millstuff, tons.....	3,573	3,537	

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.			
	April 30.	April 23.	
In elevators, bus.	2,307,833	2,353,333	

ST. PAUL.			
	April 30.	April 23.	
In elevators, bus.	858,000	969,000	

DULUTH.			
	April 29.	April 22.	
In elevators, bus.	2,502,009	2,508,708	
Afloat	242,603	242,603	
Total	2,744,612	2,751,311	

—Northwestern Miller.

CHICAGO.

Another week of remarkable activity and buoyancy has passed in this market; prices, however, are not so firm, shorts having covered freely, besides Liverpool and New York were quoted lower, and a feeling of weakness was apparent, owing principally to the fine weather reported in the Northwest. Quotations towards the close were:

Wheat.....	May, \$0.93	June, \$0.95
Corn.....	" 55	" 57
Oats.....	" 32½	" 33½
Pork.....	" 16.75	" 17.10
Lard.....	" 8.47½	" 8.50

On Wednesday there was less doing in grain, although early in the session trading was active, but prices were lower all around; the weakness was attributed to very liberal selling, influenced in a measure by the fine-growing weather in the West and abroad, and possibly due somewhat to anticipated large deliveries on May contracts. Quotations towards the close were:

Wheat.....	May, \$0.91½	June, \$0.93½
Corn.....	" 53	" 55½
Oats.....	" 31½	" 33
Pork.....	" 16.97½	" 17.20
Lard.....	" 8.40	" 8.52½

On Thursday the market was stronger, eastern and foreign advices quoting higher prices; besides, there was a decrease in the visible supply of 2,100,000 bus. for the past week; prices were advanced 1c on wheat, the other cereals in sympathy also closed higher. Quotations towards the close were:

Wheat.....	May, \$0.92½	June, \$0.94½
Corn.....	" 53½	" 55½
Oats.....	" 31½	" 33½
Pork.....	" 17.00	" 17.25
Lard.....	" 8.45	" 8.55

On Friday yesterday's weakness was more fully developed; wheat opened easier, and

after numerous fluctuations closed 2c lower than closing quotations yesterday. Quotations towards the close were:

Wheat.....	May, \$0.90½	June, \$0.92½
Corn.....	" 52½	" 55½
Oats.....	" 31½	" 33½
Pork.....	" 16.87½	" 17.22½
Lard.....	" 8.42½	" 8.52½

The market opened strong and closed higher on Saturday, under free buying orders, principally from the outside; eastern markets were reported stronger and excited. Quotations towards the close were:

Wheat.....	May, \$0.92½	June, \$0.94½
Corn.....	" 53½	" 55½
Oats.....	" 32	" 33½
Pork.....	" 17.00	" 17.25
Lard.....	" 8.50	" 8.55

TORONTO.

STOCKS.

The market during the past week has exhibited but little change, and prices closed fairly steady. Wednesday closing bids, as compared with the week previous were:

	April 28.	April 30.
Montreal	188	185
Ontario	102	104
Molson's	111	113
Toronto	175½	181
Merchants	110	110½
Commerce.....	120½	122½
Imperial.....	137½	137½
Federal.....	132½	124½
Dominion.....	193	191
Standard.....	114½	114
Hamilton	120	122½
North-west Land	52½	49

GRAIN AND PRODUCE.

During the past week trading has been exceedingly light, owing to small offerings; there is very little grain on hand to move, and scarcely any flour; all offerings have been readily taken at stronger prices. Stocks, according to Monday's report were as follows: Flour, 2,200 bbls.; fall wheat, \$4,409 bush.; spring wheat, 97,957 bush.; oats, nil bush.; barley, 85,692 bush.; peas, 54,796 bush.; rye, nil bush.; against on the corresponding date last year: flour 8,795 bbls.; fall wheat, 357,448 bush.; spring wheat, 161,977 bush.; oats, nil bush.; barley, 17,133 bush.; peas, 17,133 bush.; rye, 19 bush.

WHEAT.

Offerings small and in steady demand at strong prices for local requirements; No 2 fall lying outside changed hands at \$1.11, and No. 3 at \$1.07 and \$1.09 f.o.c.; spring wheat is scarce and firm, No. 1 brings readily \$1.12½, and No. 2 \$1.10 f.o.c.; markets closed strong; street offerings are light, and values are from \$1.02 to \$1.10 for fall, \$1.08 to \$1.12½ for spring and from 80 to 83c for goose.

OATS

are in good demand at firm prices; cars on track are worth 89c for choice; there are ready buyers of average quality at 38c; street offerings are small and prices are from 43 to 44c.

BARLEY.

The season seems to be about over; offerings in car lots or on the street have been light; values closed firm; No. 1 is wanted at 82c but none offered; No. is wanted at 78c, extra No. 3 at 71c; No. 3 is nominal; street receipts are light and values from 68 to 70c; the market closed weak and a shade lower.

EYE.

Unchanged and almost nominal at 60 to 61c.

PEAS.

Scarce and steady, with some lots reported sold at 76c for No. 2; No. 3 is quoted at 72c; on the street 74 to 73c is paid.

FLOUR.

The demand for flour during the past week has been good and values are firm with an upward tendency; superior is worth \$5.05 to \$5.10; extras from \$4.75 to \$4.80, market closing strong.

POTATOES.

Car lots are offered freely at lower prices; 65c is about the best that can be got for choice lots; street receipts are small and worth 75c per bag.

BUTTER.

The local demand still absorbs all the fine quality offered; all the choice tub offered has gone off readily at 20 to 21c; medium and inferior have remained purely nominal in price; new rolls of good quality are taken at 18 to 19c; street receipts are in light supply, and for pound rolls of choice quality 25 to 27c is readily obtained; tubs and crocks of good dairy are worth from 20 to 22c.

EGGS.

Receipts have shown somewhat of a decrease during the week, and all offered are wanted at 15c for round lots; street offerings are light and prices are firm at 16c.

CHEESE.

New has been in better supply and prices are a trifle easier at 13 to 13½c, while the stocks of choice old are running low, and are firm at 14 to 14½c for small lots; there is some inferior in the market selling as low as 8c.

PORK

is very quiet, but a few small lots have sold at \$20.

BACON.

There was one car lot of long clear sold at 10½c, but with this exception the market seems very quiet; Cumberland has been nominal with nothing doing; holders are asking 10c for cases; roils are unchanged at 11½ to 12c, and bellies at 13c.

HAMS.

There is a good demand for small lots at 13½c to 14c; no sales of round lots reported.

LARD

has sold well and prices are a shade lower; several lots of 50 tinnets have changed hands at 12c, and small lots have been going usually at 12½c.

APPLES.

Scarcely any business doing in default of supplies; a few small lots of street receipts have sold at \$3.75, but choice would bring higher prices.

POULTRY.

Very scarce and firm; fowl are worth 80c to 90c per pair, and turkeys \$1.25 to \$1.50 for hens, and up to \$2.50 for choice gobblers.

SUNDRIES.

Dried apples are still scarce and wanted; round lots are worth 8½c; oatmeal, per 136 lbs, \$4.40; cornmeal, in small lots, \$3.40 to \$3.50.

The *Dry Goods Bulletin* says staple cottons show more animation, and Everett denims and Coffin, Altemus & Co., brown and bleached goods were advanced yesterday from ¼c. per yard to 2½ per cent.

JOHN JACQUES, of the Allan line of steamers, who visited Manitoba last summer, has written the Department of Agriculture, stating that he has an offer from a paper mill in England to take fifty tons of compressed straw per week, and asking if any persons in Manitoba will take up the industry.

Port of Winnipeg Customs.

Statement of goods imported and entered for consumption, with duty collected, during the months of April 1882, 1883, and 1884; also statement of exports during same periods:

Descriptions.	1882.	
	Value.	Duty.
Goods import'd, dutiable,	177,011	
Ditto, free	260,758	
Total	\$437,769	

Entered for consumption, dutiable.	185,256	
Ditto, free	260,758	
Duty collected		46,657 35
Total	\$446,014	\$46,657 35

Canadian goods passing through United States,	\$508,675	
Exports	\$2,921	

Descriptions.	1883.	
	Value.	Duty.
Goods import'd, dutiable,	319,112	
Ditto, free	65,330	
Total	\$384,442	

Entered for consumption, dutiable,	305,855	
Ditto, free	65,330	
Duty collected		202,557 05
Total	\$371,185	\$202,557 05

Canadian goods passing through United States,	\$377,978	
Exports	\$94,397	

Descriptions.	1884.	
	Value.	Duty.
Goods import'd, dutiable,	156,355	
Ditto, free	16,809	
Total	\$173,164	

Entered for consumption, dutiable,	163,929	
Ditto, free	16,809	
Duty collected		42,592 68
Total	\$180,738	\$42,592 68

Canadian goods passing through United States,	\$565,484	
Exports	\$16,765	

Statement of goods imported and entered for consumption, comparing the quarter ending 31st March, 1882, 1883, with that of 1884:

Descriptions.	1882.	
	Value.	Duty.
Goods import'd, dutiable,	926,260	
Ditto, free	150,666	
Total	\$1,076,926	

Entered for consumption, dutiable,	949,341	
Ditto, free	150,666	
Duty collected		235,243 74
Total	\$1,100,007	\$235,243 74

Descriptions.	1883.	
	Value.	Duty.
Goods import'd dutiable,	1,057,051	
Ditto, free	95,545	
Total	\$1,152,596	

Entered for consumption, dutiable,	1,058,607	
Ditto, free,	95,545	
Duty collected		254,515 16
Total	\$1,154,152	\$254,515 16

Descriptions.	1884.	
	Value.	Duty.
Goods import'd dutiable,	324,009	
Ditto, free,	64,665	
Total	\$388,674	

Entered for consumption, dutiable,	338,200	
Ditto, free,	64,665	
Duty collected		86,399 77
Total	\$402,865	\$86,399 77

F. J. ALLAN,
May 1, 1884. Chief Statistical Clerk.

Railway Development in Canada.

At the end of last year the Canadian Railway system extended to 8,803½ miles, and the chief engineer of the Railway Department estimates that within two years more the total length will be 11,400 miles. In one direction, however, railway construction has met a check. The Ontario Government after giving bonuses to the amount of \$15,142,633, has ceased to make grants in aid of construction. It does not follow that it may not, at a future time, make additional grants. To the Dominion Government there will be a disposition to look for aid, since it has begun to make grants to local railways; the partial recouping of the local expenditure on the railway between Quebec and Ottawa will cause other demands to be made for similar repayment; precedent will be pleaded, and the relative strength of different claims weighed and measured. The granting of one demand causes a number of others of like character to be made; and if the money would only hold out, it is difficult to see when the end would be reached. Of new railway projects there will always be an abundance; and the only question will be where to get the capital for their construction.

The capital raised for railway construction in Canada, up to date, is \$494,271,264. Government houses stand for \$118,647,297, and Government loans reached the respectable figure of \$21,259,589. Besides the Federal Government the governments of Ontario, Quebec, Nova Scotia, and New Brunswick are among the contributors. Municipal aid to railways has been given in various forms; in loans, \$2,434,000; in bonuses, \$9,031,744; in subscriptions to shares or bonds, \$205,500. Of the municipal aids voted \$8,055,887 is paid up. In some cases interest is paid in lieu of capital. The loans gradually merged into gifts more or less grudgingly bestowed; the conversion being like the writing off of a bad debt, with this difference, that the road remains to confer the indirect advantages which first tempted the purse-holders to make the advance. The bonus was at first vaunted as an improvement on the loan. You gave your money out and out, instead of realizing afterwards that it had been lost. But it is more than doubtful whether the bonus was the better form of aid. The loan gave the mortgagor some right to give an opinion on what was being done; the bonus transferred public money to private pockets, the property in which the bonus was invested belonged to the men who had the energy to get other people to give them the means of creating the road. Subscriptions to

stock, and sometimes even loans, gave governments or municipalities a voice in the direction. It became very much the fashion to decrie these directorships; but if government or municipal directors sometimes fall short of their duty, they might furnish an occasion for individual censure, but scarcely for the abolition of a franchise which had a foundation of right. Of the several forms of aid, the bonus is the most objectionable in its tendency and results, and it is probable that its course is about run.

The ordinary share capital of the roads is \$195,591,847, upon some of which no dividend has ever been paid. This is true of the ordinary share capital of the Grand Trunk. The Great Western long paid respectable dividends. The Northern, was, as a matter of fact, though not in name, built with government money; and when it required renewal, it became a bond holders' road. The aggregate paid up preference share capital of all the roads is \$73,500,777. How this has fared in respect of dividends, the official returns, not in this respect so full as they used to be, do not tell us. The bonded debt is \$102,134,295, some of it divided almost fantastically into various orders of preference. Preference bonds, removed from the front rank have not always got the stipulated interest, from the all-potent fact that it was not earned. The interest payable on the preference bonds varies from three to eight per cent., but the greater part of it stands at five and six. The great bulk of the share and bond capital is owned in England, where the control of some of the leading roads is vested, not nominally vested merely, but efficiently exercised. These roads lie under some disadvantages in being controlled at so great a distance, where the real situation in Canada is not always easy to understand.

What does this vast, complicated, and costly machine, which we call the railway system of Canada, do for us? Last year it carried 13,266,255 tons of freight—an amount which no other power than that of steam, and on land, through no other medium than rail, would it have been possible to move—and 9,579,948 passengers, a number almost twice as good as the whole population of the country. For carrying this tonnage, \$21,320,208 was paid; passenger fares brought \$10,538,110; mail and express freight with a trifle from other sources being added, the total receipts are carried up to \$33,244,536. Out of this total, maintenance and working expenses took \$24,691,667; this necessary expenditure, in a climate like ours, being unavoidably large.

The best days of the railway system of Canada have yet to come. Many of the companies have passed through tribulation and suffered disappointment, and loss. With the increase of population and production, railway property may be expected to improve, and bring its owners a fair return.—*Monetary Times*.

REPORTS from Philadelphia indicate that the iron market is dull and weak for foreign and domestic. One thousand tons of Bessemer were sold a day or two ago at \$20 ex-ship, deliverable there or in Baltimore.

India v. America.

For many years past there has been a disposition on the part of English writers to greatly magnify the prospective importance of British India as a wheat-producing and wheat-exporting country, and during the past year or two quite a number of journals on this side of the Atlantic have given the subject what may fairly be considered undue prominence in its bearing upon production in this country, since the matter can scarcely be said to concern the present generation of American wheat-growers to any further extent than they have already realized, since, no doubt, for many years to come the exports of wheat from British India will not exceed, even if they reach the maximum attained in their harvest year ended March 31, 1882, when they amounted to about 37,000,000 bushels, and were nearly three times greater than in any preceding year. This extraordinary burst of exports in 1881-82 was not due to any material extent to the increase in the area cultivated, as so many have been led to believe, as to an exceptional combination of circumstances favorable to a very heavy export. Chief among these may be mentioned the greater exemption from famines in late years with which the country had been so frequently afflicted previously; next, to a large accumulation of stores of all kinds of old food grain, including wheat; then to a very prolific acreable yield in 1881, and to the highly attractive prices which prevailed in Western Europe in 1881-83, coupled with a large supply of ocean steamer tonnage and moderate freight rates. To these exceptionally favorable influences, and good crop prospects during the winter of 1881-82, may chiefly be attributed the big exports for the year ended March 31, 1882. In the following year, 1882-83, the exports fell off nearly one-third or to 26,400,000 bushels; and the present year will undoubtedly witness a further reduction, the out movement having thus far been considerably less than for the corresponding period in the preceding year. Owing to the great efforts of the Indian and British governments to extend and cheapen the facilities of inland carriage, there may, and doubtless has been some little little addition made to the wheat area of India during the past few years. But even now there are only 10,000 miles of railway in India, of which no more than 250 penetrate the wheat regions. After years of parliamentary agitation, looking to the extension of the railway system of a country containing 250,000,000 to 260,000,000 population, and chiefly for the purpose of stimulating wheat production, the above figures are rather a poor showing—less mileage extending into the wheat regions than in a single county in one of our large Western wheat producing States. In face of this snail-like progress in railway building, and the fact that no material enlargement of the area can be made effective without the construction of canals for irrigating purposes, this bugbear of prospective Indian wheat competition has been harped upon *ad nauseam* for years; and there are some who have lately gone so far as to use it as an argument against any improvement in our markets during the present season. In reality, the one has about to do with the other as have our

imports of white elephants. In his testimony before the Indian Railway Commission of the British Parliament, Sir James Caird said: "If wheat could be produced in India for 12s. per quarter (36 cents per bushel), as he had lately seen stated in the newspapers, he did not think America could compete with India." But, with primitive methods of agriculture in use in India, who believes that wheat can be produced there for 36 cents per bushel, even with pauper labor at the rate of 6 cents per day for subsistence and 2 shirts per annum? No one whose opinion is worth anything. Manual labor cannot compete with machinery propelled by steam. Sir James further testified that, "The two countries in point of carriage, would be very much on a par." Indeed! There is wheat now on passage, Chicago to Liverpool, rail and steamer, 4,000 miles, for 10 cents per bushel, or 3s. 4d. per quarter of 8 bushels, and negotiations are pending for shipping the grain from Duluth to New York for eight cents per bushel, lake and canal route. Twenty-five or fifty years hence the ryot of the Punjab may be able to get his wheat to Calcutta, and thence to Liverpool via Suez, at as low a cost as the Dakota farmer now sends his; but by that time our surplus wheat, if any is raised, will probably all be sent abroad in the shape of flour. This particular phase of the discussion may be a little premature, but it will give the reader an inkling, with what has gone before, of the little importance attached by *The Journal* to the mountain that has been made out of the molehill of prospective Indian wheat competition.—*Millers' Journal*.

Improved Barb Wire Machine.

The Cambria Iron Company, of Pennsylvania, are the assignees of a patent for making barb-link fencing. The wire is fed to the machine by continuously operated mutilated rolls. The rolls are loosely mounted upon the shafts and are adjustable within certain limits around the shafts by means of tightening screws and circular slots. When the wire has been fed in the length necessary to form a link, it is severed by a knife. A bending device then turns up one end of the cut-off blank and forms a double bend. Next, the blank is grasped by the preceding blank, so as to form two lines of the fencing. The second end of the link is then turned up similar to the first. The links are now ready for action of the coiling device, and are moved to the same intermittently by feeding-jaws. The coiling mechanism consists of two coiling heads, each rotating upon a stationary mandrel, longitudinally slotted. The coiling heads are actuated in opposite directions, and are placed with operating ends facing each other. Each head bends one of the link points. When the link is released it drops a short distance to free its points from the coilers, and the fencing is then carried along the length of one link.—*Industrial World*.

Transmitting Power by Electricity.

The question of the expense of transmitting power by electricity has recently occupied the attention of Professor Osborne Reynolds, who

made it the subject of a Canton lecture in England. His conclusions are: Thanks to the experiments of M. Deprez, we know that a current of electricity equivalent to five horse-power may be sent along a telegraph wire one-sixth inch diameter, some ten miles long—there and back—with an expenditure of 29 per cent of the power. Messrs. Hems send 500 horse-power along a 3-inch wire rope. To carry this amount as in the experiment of Deprez, 100 telegraph wires would be required; these, wound into a rope, would make it 1.4 inches diameter, four times the weight of Messrs. Hems' rope. With the moving rope the loss per mile is only 1.4 per cent, while with electricity it was nearly 6 per cent. With the Hems rope the loss at the ends in getting the power into and out of the rope amounted to 2.5 per cent.; in Deprez experiments 30 per cent was lost in the electric machinery alone which is very small machinery comparatively. This does not include loss of power in transmission to and from the electric machinery. Taking the whole result, it does not appear that more than 15 or 20 per cent of the work done by the steam engine could have been applied to any mechanical operation at the other end of the line, as against 90 per cent which might have been realized with the wire rope transmission.

Small Machine Shops.

The position of the small machine shop is by no means what many believed, a few years ago, it would be. Then it was very generally argued that the extended use of special and costly machinery and tools would concentrate business in a few large manufacturing establishments, which would, from the magnitude of their operations, be able to provide facilities for doing work cheaply, quite out of reach of the smaller shops. So far from these predictions being verified, the proportion of small to large shops is about the same now as ever, with no prospect of material change in this respect. When, in small shops, the mistake is not made—a very natural one—of trying to spread operations too much, the growing use of special tools is found to be of about as much benefit as in the larger ones. In many instances, owing to the thought that has been given to the subject by tool builders, the cost of machinery for special work has, within the past few years, been greatly reduced, placing it within the reach of those who could not otherwise afford to use it; and in other instances, large shops have gone to the expense of providing for the economical manufacture of special parts to supply their own wants, are willing to extend their business to supply those of others. In still other instances—and they are rapidly multiplying—parts and pieces that were made in every shop, are made and sold as articles of special manufacture, all of which the shop of limited capacity can and does take advantage of.

By a greater degree of co-operation amongst owners of small shops—mutually supplying one another's wants in specific directions—the cost of tools for manufacturing advantageously might often be materially reduced, or several small manufacturers might have substantially all the advantages of tools that neither could afford for his individual use. In such ways as this there

is undoubtedly room for doing a great deal more than has been done.

In small jobbing shops there is almost universally a tendency to cover too much ground. Frequently, in small towns, a half dozen such shops may be found, each doing the same class of work—that is, anything there is to be done—and, as a result, not properly equipped for doing any single thing. By mutual understanding and a fair division, in which each should confine himself to certain lines, it would be found that for a less expenditure they could all put themselves in condition to do better and cheaper work, all make more money and give better satisfaction to customers. Looking through all these shops, about the same line of patterns will be found, and in the busiest times a good deal of machinery will stand idle, because on the whole there is too much of it, while, as it is divided, neither has enough. Reformation in this respect would work a real benefit, and give the small shops better prospects of competing with more pretentious ones.—*American Machinist.*

A Curious Barometer.

A French meteorologist has, in the exposed court of his house, two bars of iron planted in the earth, to each of which is attached a conductor of coated wire, terminating in a telephonic receiver. His practice is to consult the apparatus twice every day, and it never fails, through indications of earth currents, to give notice of the approach of a storm 12 to 15 hours ahead.

Projected Persian Railway.

An Odessa correspondent writes (March 18th): The St. Petersburg newspaper *Rooskaya Koorier* states that at the last meeting of the Co-operative Society of Russian Trade and Commerce a M. Korianden presented a very interesting report upon the project of connecting the Black and Caspian Seas with the Persian Gulf by means of a railway through Persia from Resht, situated within a few miles of the Persian side of the Caspian sea, to Aboosher, on the Persian Gulf, which the Shah's government has proposed to construct at its own cost, and which it is calculated would amount to 125,000,000f. The construction of that line would, according to M. Korianden, increase Russian commerce in the Indian Ocean at the rate of 50 per cent. above its present amount, and put into Russian pockets for freight 35,000,000 roubles a year. Java alone requires 10 million pounds (over a million and a half tons) of kerosene yearly, and hence that island would become a very extensive market in that direction for the sale of that article. In M. Korianden's report a suggestion is thrown out for the construction also of a railway from Batoum to Bagdad.

PORTAGE LA PRAIRIE.

Dr. Wilson, M.P.P., has been appointed Provincial Secretary.

The business of the Bank of Montreal, here, will be closed up this week.

John Giles shipped a car load of fine beef cattle to Winnipeg recently.

The legal firm of Boulton & Robertson, had been dissolved. The business will be continued by Mr. Robertson.

Mr. Plummer, manager of the Bank of Montreal, here, has gone to Calgary to select a site for a branch in that place.

Mr. Thomas Neelands, of Calgary, has admitted Mr. W. Stinson, of Portage La Prairie, as partner in his butchering business.

The lot which was sold on Saskatchewan avenue last week for \$90 has changed hands several times since, and the present-owner has refused \$500 for it.

SAMUEL HOOPER, DEALER IN MONUMENTS, HEAD Stones Mantle Pieces, Grates, etc. Special designs furnished on application. McDermott Street, Winnipeg.

W. C. HARRIS, ARCHITECT, ASSOCIATE ROYAL Canadian Academy of Art. 562 Main Street.

DISSOLUTION OF PARTNERSHIP.

The partnership heretofore existing between G. C. Read & Co., General Merchants, Assiniboia Mills, was dissolved on March 11th, 1884. G. C. Read accepts all liabilities of said Company, and will carry on the business in future.

GRIFFIN & DOUGLASS,

COMMISSION MERCHANTS,

AND WHOLESALE DEALERS IN
PRODUCE AND PROVISIONS.

70 PRINCESS ST.

WINNIPEG, MAN.

A Rare Chance for Oil Makers.

A COMPLETE RUN OF
LINSEED OIL MACHINERY

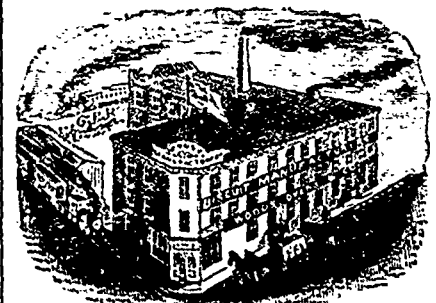
FOR SALE CHEAP,

adaptable to steam or water power, comprises
CRUSHERS, CHASERS, CONVEYORS,
SIFTER and SCREENER, DRYING
PANS and PRESSES.

The whole in Complete Running Order. Can crush and press 75,000 to 100,000 bushels of seed per annum. For full particulars and terms,

Address, P.O. DRAWER 2050,

MONTREAL, P.Q.



Manufacturers of
**BISCUIT—every variety. Brooms.
Coffee & Spices. Self-Raising Flour.**

The Trade only supplied, and on best terms. Send for Price List.

WOODS, OVENS & CO.,
Factory and Office—Corner Higgins, Fonseca and Argyle
Streets, Winnipeg.

James Park & Son,

PROVISION MERCHANTS,

MESS PORK, HAMS, BACON,

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

HENRY, SNYDER & CO.,

PACKERS,

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

CARL KAUFFMAN,

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

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.

OSLER, HAMMOND & NANTON,

3 BANNATYNE STREET EAST,
WINNIPEG.

OSLER & HAMMOND,

TORONTO.

(Members Toronto Stock Exchange.)

Financial Agents

And dealers in Railway and Municipal

DEBENTURES.

Correspondence Invited.

E. B. OSLER. H. C. HAMMOND. A. M. NANTON

HENRY PELLATT. HENRY MILL PELLATT.

Pellatt & Pellatt,

STOCK BROKERS,

46 KING ST. EAST, TORONTO.

Members Toronto Stock Exchange.

HUDSON BAY CO.'S SHARES, ETC
Bought and Sold for cash or on margin.

ORDERS BY LETTER OR TELEGRAPH
Receive prompt attention.

MONEY TO LOAN.

\$100,000

To lend at Lowest Current Rates.

Apply

A. MACNAB & SON,

Office, Dundee Blk., Main St., Winnipeg.

REMOVAL NOTICE.

CARRUTHERS & BROCK, LOAN AND INSURANCE AGENTS,

Have removed to those spacious offices, corner of McDermott St. East and Roric Street, one block east of Richardson's Book Store, where they have also on hand a large assortment of

J. & J. TAYLOR'S SAFES.

G. F. STEPHENS & CO.,

IMPORTERS OF AND WHOLESALE DEALERS IN

PAINTS, OILS AND GLASS,

VARNISHES AND BRUSHES,

33 PORTAGE AVENUE, - WINNIPEG.

Manitoba Mortgage & Investment Co

(LIMITED.)

CAPITAL \$2,500,000

LOCAL ADVISORY BOARD.

Hon. C. P. Brown, M. P. P., Minister of Public Works.
C. Sweeney, Esq., Man'gr, Bank of Montreal, Winnipeg.
A. F. Eden, Esq., Land Commissioner of the Manitoba and Northwestern Railway Company, Winnipeg.

A. W. Ross, Esq., M. P.

R. H. Hunter, Esq., Winnipeg.

W. Hespeler, Esq., German Consul, Winnipeg.

This Company has been formed expressly for the purpose of lending money on the security of Real Estate in Manitoba. Advances made on the security of farm and city property at lowest current rates.

OFFICES: Hargrave Block, Main Street.

H. R. MORTON

ROSS, KILLAM & HAGGART, Solicitors, Manager.

MONEY TO LEND.

MORTGAGES & DEBENTURES PURCHASED.

Western Canada Loan & Savings Co.

HEAD OFFICE, TORONTO, WALTER S. LEE, Manager.

WINNIPEG BRANCH, - 373 Main Street,

F. B. ROSS,
Manager Winnipeg Branch.

Geo. J. Maulson. W. S. Grant.

GEO. J. MAULSON & CO.,

Grain and Flour Exporters

—AND—

GENERAL COMMISSION MERCHANTS.

Office: Cor. Main and Post Office Streets
WINNIPEG.

KILGOUR BROS.

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

THE QUEEN'S,

The Palace Hotel of the Northwest,
WINNIPEG.

O'CONNOR & BROWN Proprietors.

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.

ROBERT ADAMSON,

ASSIGNEE-IN-TRUST,

Room No. 5, Hingston Smith Block

Corner of Main and Lombard Streets,

WINNIPEG.

Assignments in Trust taken for the benefit of Creditors.

MONEY TO LOAN on Mortgage on Improved City & Farm Property.

The Sale of Municipal Debentures and Stocks Negotiated.

ENCOURAGE HOME INDUSTRY. THOMAS G. FLEMING, Manufacturer of Choice Havana Cigars. All orders promptly filled. 381 Main Street, opposite Dundas Block, Winnipeg.

JAS. A. LOUGHEED,

Barrister, Attorney, Solicitor, Notary Public,
&c., &c.

CALGARY & MEDICINE HAT.

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.

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.	8:30 " Moose Jaw 8:30 "
8:30 p.m. Swift Current 11:30 p.m.	10:10 p.m. Maple Creek 4:30 a.m.
10:10 p.m. Medicine Hat 11:40 a.m.	8:45 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. Portage 11:40 a.m.
8:55 p.m. Barelay 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 Port Arthur. Leaving Winnipeg on Tuesday, Thursday and Saturday, and return from Port Arthur 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 4:40 a.m.	

17:40, 8:15 a.m., leave Winnipeg arrive 5:15, 8:00 p.m.	Morris 2:05, 5:30 p.m.
11:50 a.m., Gretna 3:45 p.m.	
4:45 p.m. Manitoba 8:30 a.m.	

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

7:30 a.m. leave Winnipeg arrive 3:00 p.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.

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

Trains move on Standard time.

Trains east of Brandon and west of Port Arthur or St. Vincent and north of Gretna 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,** Asst. 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. McConnell,** Traveling Passenger Agent. **F. Boyd,** 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. Train runs 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 St. et. 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 Splendid 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 to be dispensed 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 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 N. 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., 3.00 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 7.00 p.m., has through Pullman palace sleeping coach from New York, Buffalo, Suspension Bridge and Bay City to Chicago.

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

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

GOING EAST.

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

Train No. 5 leaving Chicago 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 Whit 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. B. REEVE, Traffic Manager.

S. R. CALLAWAY, General Manager.