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WHOLESALE ONLY.  
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**IRON & SHINGLE ROOFS PAINTED**  
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THE BEST IN THE WORLD.  
Leaks in old roofs stopped. Roofing done in outside  
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Nicholson & Cedar Block Paving done under the supervi-  
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the best workmen in this line on the continent.  
JAMES BRENNAN, Foreman.  
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—IMPORTERS OF—

**TINSMITHS AND PLUMBERS SUPPLIES,**  
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(SUCCESSORS TO A. G. B. BANNATYNE)

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Provisions, Wines & Liquors.  
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11 James Street East, Winnipeg, is now prepared for fall  
trade with a large stock of material.

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TURER. Stone, Lumber and Brick for sale.

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Enlargement of Plans carefully executed. Golden Sale  
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Stones, Mantle Pieces, Graves, &c. Special designs fur-  
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ANDREW SCHMIDT, MANUFACTURER OF TELE-  
GRAPH Instruments, Annunciators, and all electric work.  
Silver plating a specialty. All kinds of small work in  
brass, iron and steel to order. Hotels and private houses  
fitted up with electric bells. Brass Castings of every  
description. No. 15 McDermott street, cor. Arthur st.

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R. H. BROWN & CO., NORTH-WEST TENT FACTORY  
35 Bannatyne Street West, Winnipeg, manufacturers of  
Tents, Awnings, Tarpsulins and Shades of all kinds, on  
hand or made to order. Blinds and Rollers of all sizes,  
for Stores and Dwellings—Plain, Figured and Dado.

JOHN K. BRYDON, SOLICITOR, CONVEYANCER,  
Notary Public, Commissioner in B. R., &c. Main Street,  
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FLETCHER, Manufacturer of Choice Havana Cigars. All  
orders promptly filled. 301 Main Street, opposite Dun-  
dee Block, 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.  
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**STOVES, RANGES & FURNACES.**  
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Foundries: Hamilton and Toronto.  
JAMES BURRIDGE, Manager.

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COMMISSION AGENT AND GENERAL  
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Agencies solicited and prompt attention guaranteed.  
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**COPELAND & GIBBONS,**  
BROKERS,  
AND COMMISSION MERCHANTS.  
Custom House business attended to promptly.  
All kinds of goods bought and sold on commission.

"TECUMSEH HOUSE,"  
DIRECTLY OPPOSITE C. P. R. STATION,  
MAIN STREET, WINNIPEG.  
H. W. SMITH & CO., PROPRIETORS.

A. T. McNABB,  
**A NO. 1 CARRIAGE WORKS**  
527 MAIN STREET,  
WINNIPEG.

THOS. W. TAYLOR,  
**BOOK BINDER, PAPER-RULER AND**  
**BLANK BOOK MANUFACTURER**  
**AND STATIONER.**

OWEN ST., IN REAR OF POST OFFICE,  
WINNIPEG.

**TO THE TRADE.**

**HODGSON, SUMNER & CO.**

**DRY GOODS,**  
**SMALL WARES,**  
**AND FANCY GOODS.**

Special attention is invited to the extensive assortment of  
Small Wares and Fancy Goods, comprising full lines of  
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terns, Dolls, Albums, Writing Desks, Work Boxes, Station-  
ery, Beads, Table and Pocket Cutlery, Jewellery, Drug-  
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Princess St., Between McDermott and Bannatyne.  
WHOLESALE ONLY.

**LINKLATER & DESLAURIERS,**  
WHOLESALE DEALERS IN

**Hardware, Stoves & Tinware**

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**GALVANIZED IRON CORNICES.**  
Roofing, Steam Heating, Plumbing and Gas Fitting and  
General Jobbing promptly attended to.

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**G. F. STEPHENS AND CO.,**

Importers of and Wholesale Dealers in  
**PLAIN, FANCY AND PLATE**

**WINDOW GLASS**

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

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**THE VULCAN IRON WORKS.**

**CASTINGS, BRASS AND IRON,**  
**IRON COLUMNS,**  
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**GRATINGS.**  
**GENERAL BLACKSMITHING.**  
**ENGINE AND BOILER WORKS.**  
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POINT DOUGLAS AVE., WINNIPEG. F. H. BRYDGES.

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(Late of W. H. Higgins & Co.,)

IMPORTER AND WHOLESALE DEALER IN

**Boots and Shoes,**

FELT AND RUBBER GOODS

AND MOCCASINS.

TRUNKS, VALISES, ETC.

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**BANKERS.**

C. P. R. Bonds for Sale.

Purchasers of C. P. R. Land will save 10 per cent. by paying for land with these bonds where the amount is over \$500. For all sums less than \$500 they will save 8 per cent.

**Money to Loan on Mortgage.**

Drafts Sold on Principal Cities in Canada and United States.

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CARRY A COMPLETE STOCK OF

School Books, Stationery, Fancy Goods,

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"THE EXCHANGE,"

Corner Main St. and Portage Ave.

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**REAL ESTATE AND TRADE AUCTIONER**

LAND VALUATOR & FINANCIAL AGENT

Advances Made on Goods in Warehouse or  
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SALES PERSONALLY CONDUCTED & RETURNS  
PROMPTLY RENDERED.

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—WHOLESALE DEALERS IN—

**BOOTS AND SHOES,**

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FROST PROOF FELT BOOTS,

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FELT SOCKS, MOCCASINS, &c.

A full stock of all seasonable goods now and constantly  
on hand. Prices low and terms liberal. All orders  
promptly attended to.

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We would call the attention of the Business Public to our Superior Facilities for doing the Finest of Commercial Printing, having equipped our establishment with the latest styles of type and improved machinery.

Work of any magnitude turned out on the shortest possible notice, and satisfaction guaranteed in every instance.

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16 James St. East.

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**AUCTION MART.**

T. J. E. SCOONES,

AUCTIONEER, APPRAISER & REAL ESTATE  
AGENT.

OPPOSITE CITY HALL, WINNIPEG.

Late A. Harris, Son & Co.'s premises.

Sales of every description held in any part of the city or  
Province.

**LYON, MCKENZIE & POWIS,**

IMPORTERS,

**WHOLESALE GROCERS,**

—AND—

**PROVISION MERCHANTS.**

5, 7, 9 & 11, McDermott St., Winnipeg.

**Sutherland & Campbell,**

**WHOLESALE GROCERS**

—AND—

**COMMISSION MERCHANTS.**

STOCK LARGE AND WELL ASSORTED.  
PRICES LOW TO CASH AND  
PROMPT MEN.

PRINCESS ST. WINNIPEG.

**THE QUEEN'S,**

The Palace Hotel of the Northwest,  
WINNIPEG.

O'CONNOR & BROWN, Proprietors.



Just Received Our Direct Importations of  
**NEW SEASONS FRUITS.**

Valentias in Half Boxes,  
Valentias in Quarter Boxes,  
Currants in Barrels,  
Currants in Half Barrels.

MALAGA FRUIT EXPECTED DAILY.

**Turner, McKeand & Co.,**

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# The Commercial

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

PUBLISHED BY STEEN & BOYCE EVERY TUESDAY - \$2.00 PER ANNUM

VOL. 1.

WINNIPEG, NOVEMBER 14, 1882.

NO. 7

## The Commercial

A Journal devoted to keeping a comprehensive record of the transactions of the Monetary, Mercantile and Manufacturing interests of Manitoba and the Canadian North-West.

ISSUED EVERY TUESDAY

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

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Book, Newspaper, Railroad, Commercial and Job Printing specialties

Office, 16 James St. East.

STEEN & BOYCE,

Publishers.

WINNIPEG, Tuesday, Oct. 3, 1882.

WINNIPEG, NOV. 14, 1882.

A FINE new hotel presenting a frontage of 60 feet, is being erected at Pilot Mound.

THE post office authorities have established offices at Hanlan and Sewel stations on the line of the C. P. R.

FELIX GENTES, dealer in groceries at Gauthrie, has sold out his business there to J. B. Graveline.

GEO. BARCELO, dealer in groceries at St. Charles, has made an assignment in trust of his affairs.

BUILDERS estimate that over 3,000,000 brick will be left over this winter with which to commence next spring's building operations.

DENNIS, SON & Co., surveyors and civil engineers of this city and Toronto, have decided upon closing out their Toronto business.

MUIR & WAUGH, dealers in farm machinery, engines, boilers and so forth, of Winnipeg, have dissolved partnership, and the business will in future be carried on by Robert Muir.

J. M. ROSS, formerly of the Queen's Hotel,

has purchased R. B. Harstone's interest in the Tecumseh House, and enters into a partnership with H. W. Smith who has hitherto been managing partner of that hotel.

THE electric light has once more failed, owing to leakage and other defects. The company are making a thorough overhaul of their machinery.

In the Provincial Police Court on Monday, B. N. Choquette, was fined \$20 and costs for practicing as a veterinary surgeon without a license.

THE Manchester, England, Chamber of Commerce have passed resolutions favoring the construction of the ship canal between that city and Liverpool.

THE business of the Assize Court for the past week has been made up principally of criminal trials, and no cases of any material interest to the commercial world have been disposed of.

TOUSSAINT, RATTE & Co., dealers in groceries, Main Street, Winnipeg, have decided upon giving up the business they have hitherto carried on in the city of Quebec, and confining their operations to the North-west trade.

A BOARD of trade has been organized in Emerson with R. S. Chalmers as president, C. S. Douglas, secretary, and E. M. King, treasurer. The organization will be put in working order with as little delay as possible.

Yesterday the C. P. R. opened up another division of their Western extension from Regina to Swift Current Creek, a distance of over 150 miles. The daily trains leaving this city will proceed as far as the latter place, while construction trains are running about 100 miles further west.

A COMPANY is being formed in Winnipeg for the purpose of working some of the valuable stone quarries in the Lake of the Woods district. Some beautiful specimens of granite and other hard stone from there have been shown at THE COMMERCIAL office, which, if utilized for building, would add very much to the beauty and solidity of Winnipeg's architecture.

A PARTY engaged in the wood and fuel business in Winnipeg in connection with a representative of THE COMMERCIAL a few days ago gave it as his opinion that before the winter

was over wood would sell in this city for \$5 a cord, owing to the enormous quantity that was now ready for bringing to the city. It is to be hoped that his opinion is value for something.

A PROMINENT insurance agent of this city complains that the article entitled "Insurance Sharp Practice," in our last issue, reflects on the agents of the city generally. By what line of reasoning he arrives at this conclusion it is difficult to understand, unless insurance agents are so combined that to touch one is to touch all. The article in question gave an isolated instance, which it is to be hoped does not often occur.

THE firm of Bishop & Sholton, wholesale dealers in furniture are now making arrangements to put steam power and machinery into their factory, and go heartily into furniture manufacture. This will make the second steam furniture factory in Winnipeg.

WE HAVE been hearing numerous complaints about the mail arrangements between this city and St. Paul and Minneapolis. Letters mailed in these cities on Saturday evening are frequently not made up with that evening's mail for the North, and in such cases they are not delivered in Winnipeg until Tuesday forenoon.

THERE has been any amount of excitement in the New York oil market during the past ten days. With crude petroleum standing between \$1.20 and \$1.50 a barrel, and making an advance of 11c in about an hour, there was cause for excitement.

We are informed that the syndicate intend to establish a line of Clyde-built steel steamers upon the waters of the upper lakes. If they do so the propellers of the Asia type will soon become a thing of the past. Those dangerous, top-heavy, clumsy monstrosities of vessels will never be able to compete with steel steamers of a thousand tons burden, drawing thirteen feet of water and provided with all the advantages of an ocean steamer. The people of this country will owe the Canadian Pacific Railway a debt of gratitude if such a change is brought about as a result of the establishment of this line. Vessels of the class of the Asia are too dangerous to be much regretted. — *Montréal Free Press.*

## STRIKES.

The recent strike of the printers of Winnipeg, and the threatened turn out of the carpenters of the city a few weeks ago, proves, that while labor is in demand beyond the available supply, and mechanics have more or less of a power of dictation to employers, the city is not yet beyond the reach of those disputes between employers and employees, which so often bring great loss to both, and create annoying interruptions to the ordinary current of industrial pursuits.

In the case of the threatened strike of carpenters it seems that each mechanic acted to a great extent on his own account, and judged, whether wisely or not, that the state of the labor market in his particular branch allowed an opportunity for his securing a higher price for his labor, and in this action each and every man possessed that right of selling at the best market. Their selection of opportunity proved good, and their demands were acceded to by their employers, and no bitter feeling so far as can be learned now exists. In the case of the printers the case was totally different. Individual rights were ignored, and the whole action of the mechanics shaped and ordered by the dictates of a trades union. As stated, individual opinions were ignored, and in the strike which ensued, more than one artisan obeyed a mandate, which his better judgment told him was unwise. It has ever been so with trades unions whether they are formed by employers or employees. Individual opinion is never allowed to be acted upon, and in the interim the weak ones are the sufferers. The weak ones among employers may be set down as those possessing least financial resources, who are compelled to stand out and make sacrifices for a gain in which their share will certainly be smallest; while the weak ones among employees are those whose mechanical skill is inferior to others, but who are nevertheless compelled to stand out for an indiscriminating equality in remuneration. It stands to reason that in the event of success, the stronger of either parties will be those who will profit most, although the sacrifices are equal.

There is another light in which trades unions occupy a rather undesirable position, and this is particularly so in connection with workmen's unions. These associations are represented by their members as being organized for mutual benefit, and yet there is not a workman's union in Canada or Britain, or probably in the United States reserving to itself the power of fixing remuneration for labor, which is chartered, incorporated or registered, as the case may be, according to law, and is capable of suing and being sued in any civil court. The commercial laws of the different provinces of the Dominion and most of the United States cannot allow of their being chartered; and even the Friendly Societies Act of England, which exempts societies of a mutual benefit nature from all direct taxation, and offers unusual encouragement for the formation of provident societies among the working classes, does not admit of such unions being registered under its provisions. In a contest therefore with such an organization an individual employer is placed at a great disadvantage. He has to contend with an association not re-

cognized by law, and which cannot be bound by any agreement verbal or written. In a word irresponsible in every respect, while the members composing the union can hold him by law to any agreement which he makes with them. Under such circumstances it is not at all wonderful or even unreasonable, that employers should combine to break up an union, even by the questionable means of adopting the tactics of their opponents.

It is only to be expected that Manitoba will yet have the labor troubles of older countries, and they will occur until individual judgment is recognized as an unquestioned right in the labor as well as other markets; and the societies connected with trades fall into line as law-recognized organizations, enjoying the advantages which every well governed country possesses for the nurture of providence by means of co-operation. Such a state of affairs can never be wholly secured by legislation, although much can be accomplished in that way. The only way in which such an end is to be gained is by a growth of feeling of mutual interest between employer and employee.

## Irresponsible Correspondents.

There is no limit to the amount of complaint that has been made by society in every country where a free press exists, against the anonymous correspondence which appears in newspapers, and the irresponsible persons from whom some newspaper managers receive and publish letters, which often cause great injury to individuals, and leaves the injured ones no redress as a rule, or if any be left it is through a process of law, which requires both means and persistent courage to secure. In short there is no means by which more cowardly and unjustifiable injuries are inflicted than through anonymous newspaper correspondence. The evils thus inflicted are not confined to individuals alone, as cities and even whole countries are often made to suffer by the flippant scribble of some irresponsible scribe who has no interest in what he writes, further than the satisfying of a vanity which such individuals have in seeing their productions in print. There is no country in the world which has suffered more in this way than the Canadian North-west, and no city more than Winnipeg. It is always the case that a new country will be misrepresented more or less by the press of other and older places, for the simple reason that many people are, as a rule, interested in the spreading of such misrepresentations. The North-west has had for three-fourths of a century parties so interested, and will doubtless have more or less of this evil to contend with for many years to come, and the residents thereof are to some extent satisfied and prepared to contend with such disadvantages. The irresponsible and disinterestedly flippant correspondent, however, is an animal capable of a great amount of mischief, which is all the more mischievous on account of its being unnecessary, and its procuring no benefit to any one. Among the thousands of new arrivals in the North-west are numerous parties who have no direct connection with the press of the East, but who are anxious to express their opinions or impressions

of the new country through some country newspaper at their former home, and as a rule the less able they are to give correct impressions of the country the more liable they are to supply the same, and unfortunately too many newspapers are prepared to publish such correspondence. Like the Cockney who made his first trip to Scotland, and is prepared to certify to the semi-savage habits of the people of that country, and the relics of barbarism still remaining there, although his experience has been confined to sampling smoky flavored whisky and lolling around some remote hamlet. So many of the verdant visitors of the North-west have scarcely arrived in Winnipeg until they know thoroughly all about the country they have come to, and the letters of John Smith or Tom Jones to the *Mudburg Foghorn*, or the *Gutterville Squeaker* are published as a record of actual facts regarding a great country whose undeveloped resources are only beginning to be known by those who have resided many years in the same. Only the newspaper man whose business necessitates the perusal of a long list of eastern exchanges can fully comprehend the quantity of nonsense that is published about the North-west, much of which gives good cause for merriment, were it not that it accomplishes considerable evil.

There is a latitude to be allowed to newspapers in dull eastern towns, where stirring news is scarce, and a very good fund to draw from to fill the want is the North-west. Even the leading journals in large cities have to draw upon the same at times, and more than one of these have sadly misrepresented the Prairie land and its business affairs, while the Manitoba capital, and its sanitary affairs, health and other matters have been made subjects for misrepresentation and unqualified falsehood by a few. These cases are not numerous, as such journals usually employ experienced and responsible correspondents. The country press of the East, however, are not always able to secure such, and these would do well to confine themselves to actual news regarding the North-west, which only requires the use of the scissors to secure from the papers published in the country itself. To those who must have correspondence on the subject, it will not be a great breach of professional secrecy to say to them, "manufacture a little." The imaginations of a reasonable country editor will be much more sensible reading, and do less injury to the North-west, than the senseless scribbling of an amateur correspondent, whose only qualifications are his literary obtrusiveness and consummate vanity.

The world seems to be growing smaller every day, if we are to judge by the rapidity with which the people in far separate portions of it can communicate with each other. Telegrams can now be read in Winnipeg an hour or two later in the day than they are written in Liverpool, that is taking the sun time at both points, thus making fact out of a most outrageous bull. Expedition in regular mail matter is also making rapid advances, as is evident from the fact that the *Liverpool Journal of Commerce* of October 25th was in the office of THE COMMERCIAL on the morning of Nov. 8th.

### Mining as an Investment.

There are great differences of opinion regarding the profits secured in different classes of investments, and not a few capitalists are rather sceptical regarding the average returns secured from those made in mining undertakings. The huge fortunes made by many in such speculations are proof that cases of success are much more marked in connection with mining than any other field, not even excepting North-western real estate. There is every reason to believe that a mining excitement is about to take place in connection with the reported gold and silver finds around the Lake of the Woods district. Whether or not great success will attend mining operations in that district remains to be seen, but to those who wish to ascertain the chances of good returns for money invested in mining generally, some figures on the subject may be of interest, and on this subject a recent number of the *American Mining Ledger* says of mining in the United States: For the thirty years ending in 1880, the money invested in mining for the precious metals—buying mines, labor and machinery—is estimated at \$700,000,000. For this expenditure we have a return of values—values can be converted into cash at sight in mines, mills and actual cash received, \$2,200,000,000, which is over 300 per cent. on the investment as actual profit. Over half of this profit has accrued within the past twelve years. The next five years, ending in 1885, will show a product of \$2,000,000,000, with an expenditure of less than \$500,000,000, giving a net profit of over 500 per cent. in five years.

### United States Wheat Yield.

On this subject the *United States Miller* for November says: The October returns of yield per acre of wheat, estimated from results of threshing, foreshadows a product slightly exceeding 500,000,000 bushels. The average yield per acre will not much exceed 13.5 bushels, on an acreage slightly under 37,000,000. There is a reduction of area in the spring-wheat region, and a large yield in the great winter-wheat-growing belt of the West. The six principal winter-wheat States will aggregate about 244,000,000 bushels, or nearly half the crop of the United States. The spring wheat of the North-west may make 113,000,000 bushels. The Pacific coast crop, which has been persistently exaggerated in commercial estimates, may possibly reach 45,000,000 bushels. The Middle States have produced about 40,000,000 bushels, and the Southern States slightly in excess of 50,000,000. Slight modifications may come from further investigation as the results of the harvest are more closely tested; but the total cannot be much changed, and certainly cannot be expected to enlarge the aggregate above, which requires nearly as large a yield per acre as has ever been reported in this country by census or official estimate. The average yield has never fallen quite to ten bushels, (though very near it last year), and never has quite touched 14 bushels in years of greatest abundance. It was 12.9 in the census year, and the crop of 1880 was estimated at 13.1.

The yield in New England varies from 14 bushels in Maine to 18.7 in Vermont. It is unusually high in New York, 18.7 bushels; in Pennsylvania not quite so high, 15.5 bushels. Delaware and Maryland secure good yields; but the South, from Virginia to the Mississippi river, though yielding better than usual, ranges 7 to 10 bushels. Arkansas and Texas do better.

Coming to the winter wheat belt of the Ohio Valley, the country north of that river averages nearly 16 bushels. Michigan and Illinois stand highest in this belt. Kentucky and Missouri promise about 14 bushels; Kansas reports the extraordinary yield of 19.5, a crop of about 34,000,000. The yield of California is apparently about 13 bushels, while Oregon and Washington are higher and more uniform in local areas.

The quality of wheat is generally good; high in the Eastern and Middle States, and approximating 100 in the South. In Illinois the average is 99; in Indiana, 97; in Ohio, 96. Some loss of quality resulted in Michigan from heating in the stack, reducing the average to 90. In West Virginia it fails to reach perfection by nine points. Iowa, in the spring-wheat belt, makes lowest returns, averaging 87. Further west, and on the Pacific coast, quality is reported uniformly good.

### FIRE INSURANCE IN WINNIPEG.

This is seemingly the most vexed question of the hour among business men of this city, and it is difficult to treat of it without coming into collision with what some class or other consider their rights. In a former issue we advocated the advisability of having the sole right of judging of risks and fixing the premium on the same in the hands of local agents, they being in our opinion the parties best able to judge of the insurance wants of the city. It seems that some of the agents for whom we make the claim are in no way desirous of acquiring the power in question, and are by no means satisfied with the tone of the article mentioned. One leading insurance man of the city informs us that a board of underwriters such as is now formed by the insurance agents of the city is perfectly competent to attend to the matter of fixing rates, and that such is included among the duties of that board. If such were the absolute facts in the case there would certainly be less cause for complaint among insurers than now exists. But the same agent admits that this power of the city underwriters is only held by them subject to the approval of their different companies, which reduced to a purely commercial way of stating the matter means, that the city board have practically no power to fix rates at all, beyond making an arrangement among themselves, that insurance on each risk shall not be taken by one agent at a lower figure than by another. While companies at their headquarters hold a veto power there is but little chance of the local board being able to reduce rates, and the formation of a board itself is simply reducing the insurance business of the city to a level of a trades union administration, by which an equalization charges is secured, and all chance of individual competition is shut out. In favor of the board system the argument

is advanced, that there are not sufficient companies now doing business in Winnipeg to carry the fire risks of the city, and without an ornamental board whose powers are limited as above stated, several leading companies now doing business here, would cancel every policy they now have in force in the city. Threats of this nature are much more easily made than conveniently carried out, and it is questionable if insurance would be any more difficult to obtain under a principle of open competition, than under the present system. If it would be then the capital of the Prairie Province must possess but little of the confidence of the great insurance corporations of this continent and Europe. There is a constant cry in the North-west against monopolies, and the present system of fire insurance in Winnipeg must be classed among the number of these. Monopolies are at times and under certain circumstances by no means burdensome, especially when they confer special advantages upon those who have to bear with them. In fire insurance, however, Winnipeg has no special advantages, but on the contrary, rates are as high, if not higher, than any western city with similar risks, and such must continue to be the case while insurance managers at a distance have the power of placing a minimum limit to premium rates, and a city board is simply a combination by which competition is shut out. It would be unjust to assume that the insurance agents of Winnipeg are all favorable to the present system; and the efforts made by some of their number to secure better terms for insurers proves that they have the interests of their patrons at heart. It is to be regretted that they have so far accomplished so little by these efforts. We believe, however, a little more united effort by all the agents in the city might carry greater weight, and mitigate to some extent the burden which insurers have now to bear.

THE oft rumored transfer of the Manitoba South-western to the St. P. M. & M. is now completed, and the latter company will operate what is now constructed until a further extension be made. Messrs. Hill, Manvel and Smith, of the Manitoba company, are now on the South-western directorate, and the whole arrangements amount practically to a relinquishment by the Northern Pacific of their claim for a share of the Manitoba traffic. A crossing of the boundary line to connect with the Casselton branch, which the St. P. M. & M. have also acquired, will no doubt be the aim of the new South-western directorate, and it remains to be seen how far the government disallowance policy will affect such a course on their part.

SOME idea of the volume of trade done by merchants in the far North-west may be had from the purchases of one from Edmonton during the past week. The merchant in question does a general business and while he was in Winnipeg last week he made purchases of different classes of goods to the value of some \$25,000. These figures may seem fabulous to retailers in slow going eastern towns, but they are if anything lower than the facts will warrant.

to \$16 for timothy. Straw \$13.50 to \$14 for bundled rye and oats. Hogs sold at \$9.25 to \$9.75. Poultry in better demand approaching the holiday on Thursday. Butter and eggs at quotations. The grain market was dull. About 300 bushels wheat sold at 90c to 93c for fall. 78c to 81c for goose, \$1.02 for spring. There were 3,000 bushels barley sold at 55c to 79c, the range for the bulk 60c to 70c. Peas, quoted 75c, oats quoted 42c, rye sold at 60.

## STOCK MARKET.

The business of the week opened with a general weakness, and on Tuesday a marked decline took place in Dominion Bank, while other shares suffered more or less. Only two or three banks held firm, and purchasers of any stock were not eager. There was an unusually heavy demand for money for stock operations, and some exorbitant rates of interest were paid. Quotations in the afternoon were:—Montreal, 207½, sales at 208½; Toronto, 178½, sales at 179; Commerce, 137½, sales 137½; Federal, 156½, sales 157; Dominion, 194½, sales 194; Standard, 110½, sales 111½.

Tuesday being national and state election day in the majority of the United States, and in Minnesota and Illinois in particular, no market quotations for that day can be supplied, as all boards of trade were closed, and business generally suspended.

## TORONTO.

## GRAIN AND PRODUCE.

There was very little change in prices on Wednesday in either grain or produce, and prices were moderately firm.

**CALC-BOARD**—TORONTO, Nov. 8—No. 2 fall wheat was offered at 96c with 93c bid. No. 2 fall wheat, sellers January, was wanted at 94c and No. 1 at \$1; No. 3 barley was offered at 60c with 58c bid.

Street market quotations were: Butter 23c to 25c for lb rolls; 16c to 21c for tub. Eggs 23c and 24c. Hogs \$8 to \$9.50. Poultry 7c per lb for geese, 8c to 10½c for turkeys, 9c to 10c for ducks, fowls 45c a pair. Apples \$2 to \$2.50 a barrel. Potatoes 75c to 90c a bag and a large supply. Turnips 25c a bag. Hay \$13 to \$16. Straw in bundles \$13 to \$14. Grain was light in supply, 300 bushels wheat sold at 93c to 94c for fall, 78c to 81c for goose, \$1.02 for spring. About 6000 bushels barley sold at 58c to 81c, medium ranges 65c to 75c. About 200 bushels oats sold at 42 cents, rye sold at 61 cents. Peas quoted at 75c, white beans \$1.75.

## STOCK MARKET.

Wednesday made some change in stocks and an advance generally was secured. Considerable excitement prevailed during the day, and afternoon quotations were as follows:—

Montreal 207½ asked, 206 bid, xd 204 and 203½. Toronto 177½ and 176½, sales 30:70-40-10 at 177. Merchants' 127 and 126½, sales 50-20 at 127. Commerce 137½ and 137½, sales 20 at 137½. Imperial 140 asked. Federal 155½ and 155½, sales 30-50 at 156, 20 at 155½. 10-50-10-20-50 at 155½, 10-10-10-200-10-10 at 155½, 10-10 at 155½. 10-25-50-10-10 at 155, 10-50 154½ xd 152½ and 151, sales 10 at 152½. Dominion 198½ and 198, sales 2-20 at 194½, 20 at 194½, 40 at 194½, 20 at 195, 20 at 195½, 20 at 196½, 20-20 at 197, 20-10-20 at 197½, 50-50 at 197½, 20-20 at 198. Standard 110½ and 110, sales 50 at 110, 20 at 116½.

## MINNEAPOLIS.

Friday's market showed no special change, flour only showing a slight decline. Offerings of wheat were not heavy; corn quotations were nominal and oats were rather dull.

**WHEAT** was quoted:—No. 1 hard, \$1.00½ to \$1.01; No. 2 hard 98c; No. 98c.

**CORN** quotations were No. 2, 69c to 70c; Rejected 65c to 66c.

**OATS** sold No. 2 white 35c; No. 2, 34c; Rejected 31c to 32c.

**FLOUR** quotations were: Patents \$6 to \$6.50; Straights \$5.50 to \$6; Clears \$5 to \$5.25, and Low grades \$2 to \$3.

**BRAM** was plentiful and offered at \$8.25 a ton free on board in bulk.

**SHORTS** were quoted at \$9 to \$10 a ton according to quality.

The feeling was stronger on Saturday and prices for wheat advanced 1 @ 1½ from yesterday both for spot and January. The offerings were light and more buyers were out. Oats sold sparingly on previous quotations. Corn and barley remained dull and unchanged. Bran was steady at yesterday's figures.

**WHEAT**.—Lower quotations on bids by grade, higher on sales of extra by sample in store.

|            |         |       |         |
|------------|---------|-------|---------|
| No. 1 hard | \$1.02  | No. 2 | 87c@93c |
| No. 2 hard | 96c@99c | No. 3 | 75c@85c |
| No. 1      | 95c@98c | No. 4 | 65c 72c |

**CORN** was quoted as follows:—  
No. 2 68c@71c | Rejected 65c@68c  
Nov 60 at 62.

**OATS**.—Prices on 'Change to-day were:  
No. 2 white 35c | Rejected 31c to 33c  
No. 2 mixed 34c | Samples from 31c to 35c  
Scale: by sample at 34.

**FLOUR**.—Quotations:  
Patents \$8.25 to 6.50 | Clears \$5.00 to 5.25  
Straights 5.50 to 6.00 | Hinkle's Gold Dust 6.50  
Inland \$5.25

**BRAM**—Free on board \$7.50 to \$7.75 bid per ton in bulk, \$7.75 to \$8.25 asked; in sacks \$9.00 to \$10.00, nominal.

**SHORTS**—were quoted at \$9 to \$10 according to quality. The feeling weak. More offerings.

## LATEST MARKETS BY TELEGRAPH.

## TORONTO.

## GRAIN AND PRODUCE.

*Special Despatch to The Commercial.*

Produce generally had an improving tone to-day. Flour was weaker. Superior extra sold \$4.50. Wheat was quiet but steady, No. 1 Spring sold \$1.02, No. 2 Spring \$1.00, No. 3 Fall 93c. Oats were inactive with a few sales at 40c. Barley was steady and in moderate demand. Good round lots sold 17c to 18c. Choice Dairy 10c to 20. Meats were easier, Long Clear sold 13c, Cumberland 12c for round lots.

*Special Despatch to The Commercial.*

**TORONTO**, Nov. 13.—Stocks showed unusual weakness, although the decline is not as marked in this city as it has been in Montreal, and a decided firmness was noticeable near the close. Closing Bids to-day were Montreal 202½, sales at 202 and 202½; Ontario 119, sales 121 and 122; Commerce 134, sales 135½ and 134½; Imperial 138½ sales 140; Federal 154½, sales 155 to 156½ and down to 153½; Dominion 201½ sales 201½ and 200; Standard 112½, sales 112½ to 114; Hamilton 114; Merchants offered 126; N. W. Loan 57½; Manitoba Loan 120 bid. The whole market was an unsettled one but a decided firmness developed near the close.

## CHICAGO.

*Special Despatch to The Commercial.*

**CHICAGO**, Nov. 13.—To-day's markets showed continued weakness both in wheat and pork. Corn made no improvement. Oats were firm and slightly higher. Lard was firm and advanced a little. Closing quotations were: Wheat,

Nov., 92½c, Dec., 93½c. Corn, Nov., 66½c, Jan., 63½c. Oats, Nov., 34½c, Dec., 34c. Pork Nov., \$18.40, Jan., \$17.70. Lard, Nov., \$11.82½, Dec., \$11.00.

## MINNEAPOLIS.

*Special Despatch to The Commercial:*

**MINNEAPOLIS**, Nov. 13.—Flour showed some weakness to-day, wheat was firm and holders confident of securing higher prices. Corn was nominal. Oats were steady but not too firm. Closing quotations were: Flour, Patents, \$6.25 @ \$6.55, Clears \$5.25 @ \$5.50; Wheat, No. 1 hard, \$1.02½, No. 2 hard, 96c @ 99c, No. 1, 95c to 98c; Corn, No. 2, 69c to 70c, rejected 66c to 67c, Nov, 60c to 62c; Oats, No. 2, White, 35c, No. 2, 34c, Rejected 31c to 33c.

## WINNIPEG MONEY MARKET.

The demand for money during the week has not lessened in activity, and has if anything increased. As a natural consequence the stringency of the past few weeks still continues, and there is very little hope of any early relief. The feeling is to some extent a sympathetic one, and is at least strengthened by the state of the money market in the eastern provinces, and the fact that the Dominion government is now making demands for the extinction of bonds. There are local causes, however, and one of these is stated by some to be the fact that too much money is now locked up in real estate business, a great proportion of which should be available for commercial purposes. There has as yet been no actual advance in rates, although bankers are very careful in the selection of their business, and the majority are not open for new business, but confine themselves to that of regular customers, and none are prepared to take in hand with any speculative business. First class commercial paper is still receivable at 8 to 10 per cent., and ordinary at 10 to 12. Mortgage loans on landed property have been made during the week at from 9 to 10 per cent., but loan companies are not as a rule so eager for investments as they were a few weeks ago. Altogether the city's monetary affairs while they are not in a loose or easy condition are in a perfectly healthy state, and a temporary relief from the present stringency is expected as soon as the general movement of crops sets in, although money is not expected to be really plentiful or at much lower rates during the approaching winter.

The Winnipeg Warehousing Co. have just completed the construction of a frost-proof storage building, 30 x 60 feet in area and two stories in height. It is their intention to keep this heated to a temperature of 60 to 70 degrees above zero, and use it for the storage of liquids and other perishable goods. Next spring this company will construct extensive brick buildings.

BRADSTREET'S reports for last week are of a very satisfactory character, although the merchandise markets of the continent are reported generally quiet. The iron market is mentioned as specially weak. One hundred and forty-nine failures are reported, twenty-one of which were in Canada, and the balance in the United States

# The Commercial

WINNIPEG, NOV. 14, 1882.

## THE DISSOLUTION OF PARLIAMENT.

It was somewhat of a surprise to those who heard it yesterday afternoon, that the Hon. Mr. Norquay, provincial premier, had decided upon an appeal to the voters of the province, and that his Honor the Lieutenant-Governor had granted his request for a dissolution of the Local Parliament. What were the Premier's motives in so doing we are not as yet aware, though doubtless he will explain the same at an early date. We can only commend the honesty of the course he and his colleagues have adopted, as by so doing they throw down the gauntlet of battle, and appeal to the voters of Manitoba to decide what party shall control the affairs of the province through this period of excitement regarding local railway rights. The course is specially commendable because it is that advocated and called for by the leaders of the opposition, so that the dissolution cannot be called a hasty or ill-judged step, nor an attempt at a *coup d'etat*.

It cannot be expected that the results of the coming election will do much towards settling the question of disallowance or no disallowance. Both leaders go to the people pledged to uphold provincial rights, and there is strictly speaking no disallowance party in the field. From the maze and confusion of an exciting election the voice of the people of the province will be heard, however, and the power of the opposition to the C. P. R. syndicate and the policy of the present clearly known. As to the question being discussed in a purely business sense, and with a regard for existing rights whatever they may be, there is very little hope of that during the heat of the contest, and when the election is over the great question which caused the same, will be as far from a practical settlement as ever. Mr. Greenway, the leader of the opposition, has within the last few days admitted, that the best course to a settlement of this difficulty is by appeal to the Imperial Privy Council, and should the election prove favorable to him and his party, he will get an opportunity of following such a course and securing a final settlement of a question which materially affects the welfare of the Dominion and the commercial progress of the North-west.

## THE MONETARY SITUATION.

During the past two weeks the press of the Eastern provinces has discussed pretty freely the present monetary situation, and the late developments in connection with bank directors' liabilities has lent to the subject an amount of interest which has made it an all-absorbing topic in commercial circles. Every department of trade has felt the continued stringency of the money market, although the strictly commercial circles are probably those which have suffered least, for the simple reason that in connection with these, recklessness has not to any extent made its appearance, and trade has been conducted on a healthy principle. While we have not the slightest belief in the dark forebodings of a coming crisis, which more than one Canadian journal of influence have recently foreshadowed, there can be no doubt but the country is entering upon one of those periods of inflation which take place at intervals of a number of years, and it is probably fortunate that the recent bank irregularities have come to light, as the exposure of the same may and doubtless will tend towards checking that spirit of speculation which is so liable to grow up with a few years of continued prosperity. It is to some extent gratifying to the commercial and industrial classes to mark the effect that the publicity of the irregularities in question have had upon business affairs generally. While rates of discount in purely commercial affairs have made no material advance, money for stock operations has been exceedingly difficult to obtain even at ruinous rates of interest. During the past week stock operators have paid as high as 3 per cent. for a loan of a few days, and as the week wore round, banks generally refused to advance on stocks under any circumstances. Such action on the part of banks indicates a desire to use their funds for the benefit of legitimate trade, and proves that in connection with the same perfect confidence exists all over the Dominion. The fact that all this monetary excitement will no doubt be a weeding out of the poor material which has crept into the country's edifice of credit, and while a monetary stringency may for a short time longer continue, the results will be purifying of the whole business system of the country, and a consequent extension of the prosperity of the last two years.

## DISALLOWANCE.

The seemingly all important question in North western political at present is circles that of the recent disallowance of Manitoba charters by the Ottawa government, and so confused and heated has the discussion of the subject become, that people at a distance are very liable to mistake the state of public feeling in this province. During the past week for instance, a Toronto daily journal represented our local contemporary the *Free Press* as hinting at secession as a way out of the disallowance difficulty; and a few of the least influential of the country newspapers have been blowing off considerable political steam in the shape of warnings and threats about civil war, all of which is of a very harmless character and are only the escapement from that safety valve which the rank and file of the press furnishes for that class who are bound to make a noise in the world, if only for the pleasure of hearing it themselves. People who are anxious to take a business view of the disallowance question, and endeavor to get at a practical solution of the matter, would do well to consider the elements that combine to make up this loud-toned opposition to the policy of the present government. As in all such questions the element desirous of making political capital out of the question is the most noisy, and least inclined to look for a practical and peaceful solution of the question. Thus we have the leaders of both great political parties in this province arrayed against disallowance, and in view of a coming election each is louder than the other in his pledges to enforce what are considered by the anti-disallowance parties, provincial railway rights. It requires but little perception on the part of the calm observer to see that the anti-disallowance cry arising from a political origin is of all others the least reasonable, and least likely to lead to a sensible solution of the difficulties connected with the question.

Next to the political agitation comes that of the speculative party, each section of which have their pet railroad scheme which comes into conflict with the present government's disallowance policy. It is but natural that the opposition of this party would be of the most stubborn character, and no one will doubt their honesty, when they avow their intention of abandoning party ties in order to obtain for the province of Manitoba asserted



rights, which would prove of great benefit to themselves. It is astonishing how numerous this class is, and the casual observer of the present agitation would scarcely believe were he told, how many agitators have "an axe to grind".

There are several other less important elements interested in this agitation, all of which tend to swell the general cry. But there is one other class who, although not the most numerous, make up quite a respectable proportion of the movement. These are the people who honestly believe that the Dominion of Canada is bound by its agreement with the C. P. R. syndicate to prevent the construction of any other railway within a certain distance of the international boundary line of the province and the North-west territory, but who are now convinced that such a policy is going to prove a great draw-back to the development of this country, and wish to ascertain what will be the most reasonable and most profitable course to follow in getting out of the difficulty. People of this class are more numerous in commercial circles than anywhere else, and it is their influence that supplies ballast for the whole anti-disallowance movement. This class do not make the senselessly conceited claim that they foresaw all the evils they complain of in this C. P. R. contract before it was entered into; but honestly admit that the exceptional development of the North-west has far exceeded their former calculations. It is the arguments of this class that are hardest for the supporters of disallowance to contend with; and they carry much greater weight than the demagogic politician or scheming speculator, who boasts of having forseen a state of affairs which, two years ago, was within the limit of the vision of Omniscience only. But even among disbelievers in the binding nature of the C. P. R. agreement individuals of a practical turn of mind will crop up. In the meeting held in the Emerson Opera House on the evening of the 3rd we find amid a cloud of bombast and threats, some practical people. Mr. F. E. Burnham in moving a resolution showed the utter folly of the course outlined by the present provincial premier, of re-enactment of charters disallowed by the Dominion government, and boldly asserted that the carrying of the question before the Imperial Privy Council was the only course which would definitely settle it. As a legal man Mr. Burnham took a legal view of the matter

and this seldom differs from a commercial view. A practical course in the matter is that outlined by this gentleman, and should the Privy Council confirm the Dominion government's right of disallowance, as many believe they would, there is but one way for the anti-disallowance parties to secure their aims, and that is by a compromise in which the C. P. R. would start in with immense advantages. Before entering into such a contest however, it might be wisdom to use discretion instead of valor, by looking for a compromise before the Privy Council were appealed to. As the political campaign progresses the noise of the agitation will no doubt increase and reason diminish, out in judging of the power of the movement people at a distance will do well to take into consideration, as we have stated, the elements composing the same.

### AMERICAN ELECTIONS.

As the returns come in from the different United States, and the extraordinary gains of the Democratic party are made public, people who weigh their political opinions in a commercial scale are puzzled to know what has created such a radical change in the vote of the American people. There is probably no nation in the world which has made such commercial and industrial progress during the past twenty years, and certainly none whose greatness depends so much upon progress in the arts of peace; and yet there has not been a state of the union where a commercial question has been the issue between the two great political parties. Even the question of free canals in New York has been carried by an overwhelming vote, in which party lines were completely discarded by almost all outside of the circle of professional politics. This state of affairs is all the more incomprehensible, when it is taken into consideration that at present the United States have no question of foreign policy to direct the attention of their people from what should be their most important interests. Nor, indeed, has the changes caused by the elections taken place in states where the antagonism of races engrosses public attention, out in states of the North, who are not suffering from the disorganized state of society which still lingers in Southern states as relics of the old slave system. The only commercial question which seems to have been an issue in any state is the question of a fiat

national currency, which still finds some advocates crazy enough to stand by its impracticable and stupiditory doctrines. New York, Massachusetts, Michigan and Wisconsin have passed through a struggle of the outs and the ins, and revolutionary struggles have been accomplished. Pennsylvania has merely taken a step towards freeing itself from a system of domineering "Bossism," and has accepted change merely for the sake of change; while Iowa and Kansas in the West have made struggles to free themselves from a fanatical liquor prohibitory system, which the sectional feelings of the people had formerly led them into, and which would make the executive powers of both states merely machines to enforce the ideas of intolerance and bigotry.

Look at the American elections from what stand point he may, the commercial philosopher must be at a loss to understand how changes, which would cause bloody revolutions in some older countries, can be accomplished in such a great industrial nation without the questions most vital to its greatness taking any part in these same changes. It may be accounted for by the old adage that "too much prosperity is dangerous."

### RAILWAY TOWN MAKING.

At the indignation meeting of the citizens of Emerson on the evening of the 6th inst., held for the purpose of protesting against the disallowance of the Emerson and North-western charter, a speaker made the statement that the C. P. R. boasted that they had the power to make or unmake towns, a privilege that should not be afforded any corporation. This statement at first sight seems a reasonable one, and in many countries would no doubt be a safe one to act upon. The experience of the people of Manitoba and the North-west during the past two years has shown, however, that the principle will not be a judicious one to adopt, and is a very dangerous one when applied to railway corporations. Until last spring many people of a speculative turn of mind believed in the power of individual land owners to make a town, and so far did this belief gain ground that a well got up map of a section of swamp land laid out in town lots, and accompanied by a printed sketch describing a future city in all the glowing colors of the New Jerusalem was all that was necessary to secure investments by the unwary. Fortunately this

state of affairs ceased with the collapse of the boom last spring, and the real estate owes its present healthy condition to the very circumstances which the speaker in question complained of, namely, that the making of towns is in the power of railway corporations, and not in the hands of adventuring land owners. There certainly can be no parties more interested in establishing of prosperous towns along their lines than the railway corporations themselves, and when such towns are located none are more interested in securing their prosperity thereafter. It is not a desirable state of affairs that the full power of locating and making towns should be in the hands of any class, but past experience has taught the people of the North-west that in this matter they are reduced to the old maxim, "Of two great evils choose the least," and their experience has also taught them that their interests are more likely to be advanced by town making being in the hands of railroad corporations than in those of scheming and reckless speculators. This system does not apply to the C. P. R. alone, but to the Manitoba South-western, the Portage, Westbourn and North-western, and all other North-western lines, not excepting the Emerson and North-western, should its enterprising projectors be successful in accomplishing its construction.

So much for making towns and in the particular of un-making them there is in reality no space for argument. When the C. P. R. or any other railway corporation locates a depot and makes a town they usually receive some consideration therefor if they are not the regular proprietors of the site. It is unnecessary to state that having thus made a town, the undertaking of un-making it by removing their depot is one which, powerful and wealthy as such corporations are, they are not likely to attempt, and if they did there is a legal power which would compel them to indemnify those that lost by the change. In the un-making of towns which others have established by refusing to locate a depot, they are merely acting upon a commercial right which every corporation and individual possesses.

This question of making and un-making of towns is one that greatly affects the commercial and industrial progress of the North-west, and we have no doubt but past experience has taught the strictly business public of the same the truth of

Hamlet's philosophy "Better bear the ills we have, than fly to others that we know not of". It would be unjust to the people who were present at the Emerson meeting mentioned to accept this speaker's statement as their judgment on this subject. We shall therefore accept it as the opinion of one whose whole aims and interests in the North-west are centered in real estate business that savors strongly of being of a speculative character.

#### A Cheap Excursion Wanted.

It is a little out of the track of a journal to use any dictation to railway managers regarding any special arrangements they should make, but THE COMMERCIAL being in the position of an advocate for certain classes, we may be pardoned if we suggest to the managers of different lines between this city and the Eastern provinces the advisability of arranging a cheap excursion for the benefit of wholesale mercantile men of this city during the holidays of December. It has been a misfortune that most of the cheap excursions to the East have hitherto been arranged at very inconvenient seasons for this class, and few of them have been able to take advantage of them. About the close of the year is a very convenient time for a large proportion of the wholesale trade to get free, as it is directly between the seasons with those whose business runs in season's trades. There is certainly no class of men in the North-west from whom railways derive more profit, or who import more freight over their lines. Their claims for special privileges are therefore good, and a little liberality on the part of railway managers will not be bestowed upon them needlessly. At present lines between St. Paul and Chicago are giving specially low rates of travel to the public generally, and a share of these advantages could be included in the arrangements for the excursion rates we now ask for. Hitherto nearly all the cheap excursions have been from the East to Manitoba and back, and it would be well to give the Prairie Province a share of the advantages by reversing these arrangements for once. As a paying undertaking we believe the excursion would be a good one for the railways.

THE Manitoba South-western Railway Company having failed to fulfil the terms of their contract with the municipality of North Dufferin regarding the construction of their line, the \$100,000 debentures issued to the company as a bonus have now to be returned to the municipal board.

## WINNIPEG WHOLESALE TRADE.

### AGRICULTURAL MACHINERY.

The wholesale trade in this branch are coming near to the close of this year's transactions, although a week or two of busy trade in sieels, cutters and such vehicles are looked for. Most of the houses are beginning to look ahead for the coming year, and some are making arrangements for their advertising of 1883. The present month will, it is thought, close up pretty well the season's business, and dealers are looking forward to a few weeks of comparative rest.

### BOOTS AND SHOES.

A good steady trade in this branch is reported for the week. The recent cold weather has made quite a stir in the retail trade all over the country, and orders for sorts are beginning to come in from numerous points. It is evident that retailers have underestimated the seasons trade, as some second orders are of considerable magnitude, and are more like opening season lines. Wholesale stocks are diminishing rapidly and before the season is over it will in all probability be found that numerous lines will run short.

### CLOTHING.

There is no material change in the state of trade in this branch. The rush of the season is over, but second orders are sufficiently numerous to keep affairs still lively. Some travellers are still out, and returns from them are of the most satisfactory nature. While the season may be said to be drawing near a close, several weeks of reasonably good trade are expected, and December will probably have some life. Country collections are reported improving and confidence is generally expressed.

### CROCKERY AND GLASSWARE.

Trade in this branch has brisked up very much during the week, and the wholesale houses are at present busily employed filling both city and country orders. Contrary to what might be expected a very heavy trade is being done in better class goods of an ornamental nature, and as the holiday season approaches a steady increase in that department may be expected. The winter's trade is now in full swing, and no falling off is expected until near Christmas.

### DRUGS AND CHEMICALS.

Reports from this trade are of an encouraging nature. Country orders have been numerous during the week, and the town trade has held steadily good. It is evident that the local houses are steadily gaining ground, and the North-western depot for supplies is gradually being fixed in Winnipeg. An occasional new stock comes in for filling, and during the winter numerous new retail stores are expected to open up in far western towns.

### DRY GOODS.

Cold weather has given a new impulse to this branch of trade and a short rush has taken place during the latter days of the week. Extensive retailers who purchased a large portion of their stocks in eastern and foreign markets have been sending in heavy orders for sorts, and the retail trade generally have been paying some attention to filling up immediate wants. Affairs in wholesale circles savor a little of an

opening season rush, and this little spontaneous activity will in all probability last for a week or two. Some travellers are now out, and they report both orders and collections easy. There is some talk of preparations for the spring trade, but it will be some weeks before any active steps will be taken in this direction.

#### FANCY GOODS AND SMALLWARES.

Trade is steadily improving in this branch, and the past week has been one of considerable bustle. As the holiday season approaches, the orders both for town and country increase both in number and extent, and business is expected to be even more lively during the next few weeks than during the one past. The trade generally talk in the most hopeful manner.

#### FISH AND POULTRY.

There has been an active and steady demand in the fish trade during the week, and the supply of fresh white and other lake fish has been liberal, but not in excess of the demand. Smoked fish are still in the market, and find ready sale at the prices of the previous week. Eels and salmon are those most in demand and these sell at thirty cents. Lake trout are not over plentiful, and find ready sale at 11 cents. White fish are to be had in steady and regular supply, and have sold during the week at 9 cents. Oysters have an increased demand as the cold weather strengthens, and the trade of the season may now be said to be at its best. In cans prices have been, Counts 75 cents, Selects 60 cents, Standards 50 cents. In bulk prices have not changed being from \$2.50 to \$4.00 per gallon. Dressed turkey and chickens have been much more plentiful during the past week, and since the Thanksgiving demand has ceased prices have fallen very considerably, both are now quoted at 25 cents per pound. As the present cold weather is extremely favorable for shipments from the East a further decline is not improbable should it continue. It is understood that quite a number of heavy consignments are now in transit for Winnipeg.

#### FRUIT.

The only novelty in the market in this branch of trade is figs, which have made their appearance during the week in fine quality boxes. These find ready sale at 20c per pound. The variety of green fruits is not very extensive in the city at present. Oranges are getting more plentiful and have been selling at \$15 a box. Lemons have been slow sale and are quoted at \$6 to \$6.50 box. California winter pears are yet in good demand and can be had in plenty at \$7 to \$7.50 a box. Almeria grapes are among the few kinds of small fruit still to be had, and these are quoted at \$10 a barrel. This year's cranberries have put in an appearance but not in sufficient quantities to warrant the giving of quotations. The demand for winter apples keeps good and inclines to increase. Prices have held firm and quotations are still \$6 to \$7 a barrel.

#### FURS AND HIDES.

There is practically no trade in furs except in a manufactured state, and no shipments worthy of notice have taken place during the past week. Manufactured goods are in heavy demand. The demand for green hides is still active and prices

have held firm and shown a tendency to advance. No sales are reported under 7 cents, and quite a number have taken place at 1 cent advance on that figure. A further advance is anticipated should the present good demand continue. Pelts also find ready sale at 35c to 40c., and as high as 45c has been paid in a few instances.

#### FURNITURE.

Trade in the wholesale department of this branch is not very lively, but dealers are hopeful that an improvement is near. The holiday trade is expected to set in during the current week.

#### FUEL.

There has been no change in the price of coal since a former report, although various rumors have been circulated during the week, and some have found their way into the daily press. Competition between opposing parties in this trade is as keen as ever, and no advance in prices seems likely at present. Each has quotations down to where profits are at a shaving and business is by no means profitable. There is no likelihood of any compromise being reached, as the North-West Fuel Co. evidently mean a rule or ruin policy. A decline to losing figures is not unlikely to take place, but such a course would undoubtedly force either party to a compromise. Anthracite sells at \$13.25 on track, bituminous for grate purposes at \$11, and for steam purposes at \$12.50. Wood is beginning to reach town by rail in considerable quantities, but the street supply has as yet remained very limited. With the opening up of general sleighing this will doubtless increase. Prices have made no material change during the week. Dry poplar is quoted at \$7 to \$8, and tamarac \$9 to \$10. There is a prospect of a good supply of this class of fuel during the winter.

#### GROCERIES.

Trade reports in this branch for the week are of an improving tone. Both town and country orders have been coming in freely, and the slight lull of the preceding has given place to a period of activity. Specialties for the holiday season are beginning to be among the demands, and several prominent retailers from the districts with which no railroad communication exists, who have been laying stocks before winter gets fairly set in, have assisted much in increasing the activity. Prices have made no noticeable change. Sugars have been quoted at 10c to 10½c for light yellows, granulated 11½c, Paris lumps 12½c. Green coffees are also unchanged, and quotations are Rio 15c to 16c, Government Java 22½c to 25c, Mocah 36c. Collections are reported improving very materially.

#### HARDWARE.

Reports are of a satisfactory nature from this line of business, and a slight improvement upon the previous week is noticeable. The rush of building operations in view of cold weather has kept demands for that purpose heavy, while in shelf goods, both country and city trade has been very active. Only in heavy goods has there been any falling off, and this has more than been compensated by the increase in other departments. Several weeks of life and activity are expected before the season's trade may be considered over.

#### LUMBER.

There has been no let up to the activity in this branch, and both manufacturers and dealers have still some heavy contracts to fill before the season is over. No change in prices have taken place and quotations still remain as follows: Sheeting, \$28; common dimension, \$30 to \$32; fencing, \$28 to \$34; stock, \$33 to \$40; flooring, \$35 to \$45; partition, \$45 to \$50; graded clear, \$50 to \$70; shingles, \$4.50 to \$6; lath, \$5.

#### STATIONERY AND PAPER.

There have been good reports from this line of business for the week. Orders from the country have been liberal and one house reports returns of a most encouraging nature from the West as far as Regina and Q'Appelle, where their traveller has met with exceptional success. Collections are reported free, and a good winter business is evidently opening up.

#### WINES AND SPIRITS.

There has been no change in this branch during the week, and the report from the trade generally is a satisfactory one. Some extra activity is expected during the balance of November.

## THE MARKETS.

### WINNIPEG.

#### GRAIN AND PROVISIONS.

The supply of wheat for the past week has been much more liberal than for any week since the season opened. On Thursday some forty cars were reported on track at this city from different points, and on Friday fourteen more arrived. Each day of the week has brought liberal receipts, and millers have had sufficient to keep their mills running pretty steady. Oats have not been as plentiful, but with a lessening of the supply the demand has also decreased, which may be attributable to the gradual ceasing of out door contracting work. Prices have consequently eased off somewhat. Barley, flax and buckwheat quotations are nominal, as none can be had at present. It is expected that sleighing will soon be general and roads good, and a consequent increase in the street receipts will take place, which will materially add to the supply of grain generally, and fill the demand for barley, buckwheat, rye and so forth.

#### WHEAT

Owing to the increased receipts prices have declined considerably, and the best lots of hard Fife sold towards the close of the week at 85c, while the inferior grades went as low as 80c. The softer specimens were not in much demand and went at figures below the latter quotations. An increase in the receipts is expected during this week.

#### EGGS

No scarcity has as yet been felt, and the demand being comparatively small no advance in prices has taken place. Almost the only stock on the market is that received from Iowa, but a few car lots are now in transit from Ontario. Prices are still steady at 30c, but dealers state that an early advance in prices is unavoidable, and some consignments now on their way from the East are expected to realize at least 5c above the present price.

#### HAMS.

With the general easier feeling in all pork products, hams have shown a drooping tendency, and a slight decline has already taken place. Only the brisk demand which has kept up during the entire week has prevented a still greater reduction in prices. Sales were made in the beginning of the week at 19c. later on

at 18 1/2, and during the last day or two at 18 1/4. It is probable that a further decline will take place during the current week.

BACON.

The stock in the city is confined almost entirely to American goods, and it is not expected that any large supply will be received from Eastern Canada for a week or two to come. Prices have declined some during the week, although the demand both from the city and country has been steadily good. The highest sales reported were at 19c but the bulk of the trade has been done at 18 1/2, and quite a fair share during the last days of the week at 18 1/4c.

MESS PORK.

Trade in this product is in a very unsettled state, and prices show a decided tendency to a rapid decline. During the recent high prices at the great packing centers wholesale dealers in this city limited their purchases as much as possible, if not a little too much. Purchases were made only to fill immediate wants and as a natural consequence the stock now on hand is altogether inadequate to the demand. Purchases made since packers reduced prices are not expected in town for some two weeks, and the present scarcity is likely to continue until then. Prices have eased off somewhat during the week, but have not made any great decline. Some sales were made early in the week at \$30.00, and the general price has been \$29.50. A few have taken place at \$29.00, but \$29.50 may be considered the actual price. A gradual decline is generally anticipated during the next few weeks.

CORNED BEEF.

The demand for this product has been reasonably active during the week, although a slight decline in prices has taken place. During the first days sales were made at \$19.50, but towards the close of the week \$19.00 was the price in all transactions.

FLOUR

Prices have remained unchanged, and millers are taking advantage of the few cents reduction in wheat to secure better profits than they have for weeks been compelled to work along upon. Shipping to eastern markets they have been compelled to refrain from during the week, but now a liberal supply of grain is at their disposal. The local trade continues good, and shows no indication of falling off. Quotations are as follows: Patents \$3.50, Bakers or 4x \$2.50. Traders or 2x \$2.00.

BRAN

There has been a marked increase in the demand during the week, and some heavy contracts for winter feed are to be filled. Prices have made a big advance and are now \$2.00 above the figures of last week. Small lots are quoted at \$13.00 a ton and car lots at \$12.00.

SHORTS

An advance of \$1.00 per ton has taken place during the week, owing to an increased demand, and millers are confident of holding at the advance. The stock on hand is limited at present, but with the increased milling operations now in prospect, it remains to be seen if the present price can be maintained. Quotations are now \$14.00 a ton.

BUTTER.

Receipts from the east have fallen off very materially during the past week, while an increased demand has made prices advance considerably. Purchases from the country are numerous and heavy, and the abundant stock which was in the city ten days ago has greatly decreased. Quite a number of car lots are in course of transit from the East, but the prospect is that they will all be required to fill a demand, which seems not likely to fall off during the balance of the year. Prime Ontario lots have been sold from 25c to 27c, with quite a large proportion of the sales at the latter figure. Lower grades are not much in demand, although some sales of butterine warranted to

contain 60 to 65 per cent. of creamery have been made. Prices are quoted from 22c to 24c.

OATS

Have been selling from 47c to 50c and early in the week 52c was paid. An easier feeling prevailed towards the close and for three days past nothing over 50c has been paid. There is a tendency to lower prices, but the demand hitherto has been of such an erratic nature that it is impossible to foreshadow any turn in prices.

BARLEY

Is wanted at 60c to 65c for prime lots, but there has been scarcely any received during the past week. Good street receipts are anticipated during the coming week, should sleighing fairly set in, as it is known that quite a quantity is at present held by the surrounding farmers.

BUCKWHEAT

has not put in an appearance during the week, not a load having come to town as far as can be ascertained. Buyers are offering 90c for it at present.

PLAS

is wanted at 90c to 94c, but a scarcity prevails, and it is believed that very little is held in the country.

MINNEAPOLIS.

Business was again dull both on 'Change and outside on Wednesday. The grain markets were weak all around, not here alone but at lake points as well. There was no life in the trade. The bran market was weak and lower, and there was a little easier feeling in mixed feed. Wheat declined 1c; other grain, except barley, was nominally unchanged, barley lower.

WHEAT.—The lower quotations on bids by grade, higher on sales of extra by sample in store.

|            |         |       |         |
|------------|---------|-------|---------|
| No. 1 hard | 101 1/2 | No. 2 | 88c@95c |
| No. 2 hard | 95c@98c | No. 3 | 75c@85c |
| No. 1      | 95c@98c | No. 4 | 70c@72c |

CORN was quoted as follows:— No. 2 (65c@71c) Rejected 65c@68c. This market nominal. Offered at 71 on track by sample.

OATS.—Prices on 'Change to-day were: No. 2 white 35c (Rejected 32c@33c) No. 2 mixed 31c.

FLOUR.—Quotations: Patents 5.00@5.50 Straights 4.50@5.00 Clear 2.00@2.50 Low grades

BRAN.—Free on board, \$8.25 to \$9.75 bid per ton in bulk, \$8.75 to \$9.00 asked: in sacks, \$10.00 to \$10.50.

SHORTS were quoted at \$9.50 to \$10.50, according to quality. The feeling steady. Small offerings.

The grain markets were easy on Thursday and generally dull. Wheat was the center of attraction and fair sales of No. 1 were made, prices remaining steady. Offerings were at 101 and bids at 100 1/2 in store at the close. The orders for purchase appeared mostly at 95 for No. 2 hard, and at 100 for No. 1 hard. At these figures a large amount could have been sold. 60 was bid for good dew corn. Oats held at 34 for No. 2, bidders at 33.

WHEAT.—Lower quotations on bids by grade, higher on sales of extra by sample in store.

|            |         |       |         |
|------------|---------|-------|---------|
| No. 1 hard | 81.01   | No. 2 | 88c@95c |
| No. 2 hard | 95c@98c | No. 3 | 75c@85c |
| No. 1      | 95c@98c | No. 4 | 65c@72c |

CORN was quoted as follows:— No. 2 (65c@71c) Rejected 65c@68c New 58c@72c

OATS.—Prices on 'Change to-day were: No. 2 white 35c (Rejected 31c@33c) No. 2 mixed 34c (Samples from 31c@33c) Sales: 1 car sample at 34 and 1 at 35.

FLOUR.—Quotations: Patents \$6.25@6.75 Clear \$5.00@5.50 Straights 5.50@6.00 Low grades 2.00@2.50

BRAN.—Free on board, \$7.50@8.75 bid per ton in bulk, \$8.25@8.50 asked: in sacks \$8.00@10.00, nominal

SHORTS.—Were quoted at \$9.00@10.00 according to quality. The feeling weak. More offerings.

CHICAGO.—THURSDAY.

Thursday's markets displayed a continued weakness, and a general decline took place in grain. Pork opened weak, but showed a little firmness near the close under a good demand for immediate wants. Quotations were as follows:

| WHEAT.        |                  |               |  |
|---------------|------------------|---------------|--|
| Opened at     | Nov. 8 91        | Dec. 8 92 1/2 |  |
| Highest point | " 92             | " 93 1/2      |  |
| Lowest point  | " 91             | " 92 1/2      |  |
| Closed at     | " 92             | " 93 1/2      |  |
| CORN.         |                  |               |  |
| Opened        | Nov. 8 66 1/2    | Jan. 8 53 1/2 |  |
| Highest point | " 66 1/2         | " 53 1/2      |  |
| Lowest point  | " 65 1/2         | " 53 1/2      |  |
| Closed        | " 66 1/2         | " 53 1/2      |  |
| OATS.         |                  |               |  |
| Opened at     | Nov. 8 34        | Dec. 8 33 1/2 |  |
| Highest point | " 34 1/2         | " 34 1/2      |  |
| Lowest point  | " 34             | " 33 1/2      |  |
| Closed at     | " 34 1/2         | " 33 1/2      |  |
| PORK.         |                  |               |  |
| Opened        | Nov. \$18.40     | Jan. \$18.00  |  |
| Highest point | " 18.57 1/2      | " 18.02 1/2   |  |
| Lowest point  | " 18.40          | " 17.92 1/2   |  |
| Closed at     | " 18.57 1/2      | " 18.00       |  |
| LARD.         |                  |               |  |
| Opened        | Nov. \$11.77 1/2 | Dec. \$10.95  |  |
| Highest point | " 11.77 1/2      | " 10.95       |  |
| Lowest point  | " 11.47 1/2      | " 10.95       |  |
| Closed at     | " 11.47 1/2      | " 10.95       |  |

Friday's grain market was active with prices a little firmer but very irregular. Both wheat and corn made a slight advance, and oats held firm till near the close, when they weakened somewhat. Pork suffered another decline; while lard held firm. Closing quotations were as follows. Wheat; Nov. 93 1/2c; Dec. 92 1/2c. Corn: Cash 69c. Nov. 67 1/2c. Oats; Cash 35c; Nov. 34 1/2c. Pork; Cash \$19.06, Nov. \$10.45, Dec. \$18.75. Lard \$11.60 Cash, \$11.45 Nov. \$10.85 Dec.

Saturday again developed some weakness in grain generally, and a decline in wheat took place. Nothing seemed able to stop the downward tendency of pork, and another decline in prices occurred. Lard was moderately firm. The following are quotations:—

| WHEAT.        |                  |                  |  |
|---------------|------------------|------------------|--|
| Opened at     | Nov. 8 92 1/2    | Dec. 8 92 1/2    |  |
| Highest point | " 92 1/2         | " 93 1/2         |  |
| Lowest point  | " 92             | " 92 1/2         |  |
| Closed at     | " 92             | " 93             |  |
| CORN.         |                  |                  |  |
| Opened at     | Nov. 8 66 1/2    | Jan. 8 53 1/2    |  |
| Highest point | " 66 1/2         | " 53 1/2         |  |
| Lowest point  | " 66 1/2         | " 53 1/2         |  |
| Closed at     | " 66 1/2         | " 53 1/2         |  |
| OATS.         |                  |                  |  |
| Opened at     | Nov. 8 35 1/2    | Dec. 8 34 1/2    |  |
| Highest point | " 35 1/2         | " 34 1/2         |  |
| Lowest point  | " 35 1/2         | " 34 1/2         |  |
| Closed at     | " 35 1/2         | " 34 1/2         |  |
| PORK.         |                  |                  |  |
| Opened at     | Nov. \$18.25     | Jan. \$17.00     |  |
| Highest point | " 18.25          | " 17.70          |  |
| Lowest point  | " 18.25          | " 17.00          |  |
| Closed at     | " 18.25          | " 17.00          |  |
| LARD.         |                  |                  |  |
| Opened at     | Nov. \$11.47 1/2 | Dec. \$10.92 1/2 |  |
| Highest point | " 11.50          | " 10.92 1/2      |  |
| Lowest point  | " 11.47 1/2      | " 10.82 1/2      |  |
| Closed at     | " 11.50          | " 10.82 1/2      |  |

TORONTO.

GRAIN AND PRODUCE.

CALL BOARD.—TORONTO, Nov. 7.—One car of No. 3 fall wheat was disposed of at 90c; 10,000 bushels of rye, seller year were sold at 60c. One car of rye, on spot, was offered at 62c with 60 1/2 bid. No. 1 barley was wanted at 78c.

The street market was an exceedingly dull one. Produce from wagons was unchanged in price. Hay sold at \$11 for cow stables and \$14

(For continuation of Markets see page 128)

## PORTAGE LA PRAIRIE.

Business generally has been active in this town during the week and the receipts of grain have been heavy. Wheat has been selling from 75c to 80c, oats 45c to 50c, barley 45c to 55c, potatoes 65c to 70c. With the advent of snow for sleighing much heavier receipts are anticipated.

The Ontario Bank has been moved into much more commodious premises in the Lafferty Block on Main Street.

Thursday was observed in town as Thanksgiving and business was almost entirely suspended. Services were held at the different churches.

The Portage, Westbourne and North-western Railway is now so far advanced in construction, that regular trains will commence running between Portage and Gladstone during the present week.

The fire extinguishing facilities of the town are being supplemented by six new tanks at different parts, which are being constructed at a cost of \$500 each.

At a very early hour on Saturday morning fire broke out in the Bank of W. T. Adamson & Co., and before it could be got under communicated with the drug store of Dr. Macklin, and the general store of Mr. Patterson. Mr. Adamson managed to save most of the bank papers, but the building was destroyed and the others mentioned badly injured.

Philip Gagnon barber and dealer in cigars, pipes and so forth has sold out his business on Dominion Street to Alex. Leach.

Alex. Taylor dealer in books and stationery goods intends giving up business in this city.

On Tuesday morning a large and influential meeting of citizens was held in the Town Hall, at which the recent disallowance of Manitoba railway charters by the Dominion Government was denounced in strong terms. Some very strong sentiments were expressed by some of the speakers.

## BRANDON.

The city has been placarded for several days calling a meeting of the citizens for the purpose of discussing the question of disallowance. The feeling does not run so high as in some of the other towns, although considerable excitement is felt about this question.

It is rumored that a large butchering establishment is about to be started here, three lots have been purchased for this purpose and a large drove of cattle is now on the way from Montana. The firm is supposed to be worth \$500,000 and it is the intention of its members to supply meat to the retail dealers at Winnipeg, Portage La Prairie, Regina and other towns along the C. P. Railway.

A number of commercial men from Montreal paid this city a visit last week and booked a number of large orders. Every indication points to a large business being done here this winter and next spring.

The Brandon club is to be opened this week. It is a very handsome brick building and will be of great benefit to its members who have hitherto lived at the hotels.

Lieut. Osbourne is about to erect a couple of

stores opposite his present place of business near the postoffice.

It is expected that the price of potatoes will be very high next spring. Several enterprising parties have constructed large root houses for the purpose of holding, with a view of taking advantage of the expected rise.

Thanksgiving day was celebrated very generally. The stores were all closed and business suspended.

Mr. Noble, the contractor for the new skating rink, is progressing rapidly with his building. The C. P. R. station is also being pushed forward, as is also the new Imperial Bank of Canada's building.

Messrs. Fortier & Bucke expect to have the city lighted within a week with their improved street lamp. Something in this line is greatly needed.

Several of the insurance agents here have thrown up their agencies, as they find the general agents at Winnipeg too exorbitant in their demands. For example, a City of London Insurance Company's General Agent at Winnipeg demanded 5 per cent. on an isolated building in this city. As this city will soon have engines and tanks and a good fire brigade, it will be well for the companies to appoint direct agents for it is impossible for the business to be conducted under the present arrangements.

Messrs. Soles & Kavanagh have opened a butchering establishment in Sheriff Richard's block.

No change in the price of grain since last week.

Messrs. Atkinson & Quigley, general merchants have dissolved partnership, and the business in the future will be conducted by Mr. Atkinson.

## EMERSON.

Strong feelings are expressed by almost every one in this city regarding the disallowance of the Emerson and North-western charter, and party politics are for once lost in local interests. The general determination is to put the matter to the test by an appeal to the Imperial Privy Council, and have the question of provincial rights clearly defined.

The river is gradually freezing over, and navigation may be said to be closed, although an occasional steamer still passes through the bridge. Boats will ply until blocked completely by the ice.

Business during the closing days of last week livened up very much and merchants are feeling correspondingly good. The freezing up of the roads and the snow that has fallen have given farmers better opportunities of coming to town, and grain receipts have materially increased. Wheat has been selling at 75c to 80c; oats, 40c to 45c; barley, 55c to 60c. Sleighing is now expected, and with it a further increase in the grain receipts.

The Menonite settlements being the only districts where the wheat crops have failed, considerable hardships will occur among that class during the winter. The Emerson International says that over 150 cases are now on the docket for next county court against those far-

mers, most of which are actions to recover the price of farm machinery.

A. Rinskoff is giving up his retail grocery business, and is going into the wholesale wine and cigar business.

Thanksgiving day was observed on Thursday and business in town was almost entirely suspended.

J. Johnston, baker, has sold out his business to John S. Crawford.

The heavy importation of glass by Walton & Bird mentioned in THE COMMERCIAL a few weeks ago, has come to grief. On opening the same it was found to be nearly all broken. The importers will suffer from delay, but will not lose directly as the consignments were insured.

## MORE RAILWAY WAR.

For the last two or three weeks it was thought that the differences between the railways running from Chicago to Minneapolis and St. Paul were in the fair way of being amicably arranged and the former rates of travel had to some extent been restored. The lull was only the silence of a volcano before it again bursts out with a great eruption, and this week war has been once more declared, and entered into with determination by all the lines concerned. Passengers can now travel from St. Paul or Minneapolis to Chicago or back over any of the lines for \$5, and as we are going to press a rumour from a trustworthy source reaches us that the Rock Island or Albert Lea route are about to reduce their fares to \$3. The low rates are not only allowed to passengers who book from any of the stations mentioned, but at Winnipeg and other points of the North-west coupon tickets are issued at figures which give the purchasers all the advantage of the cut in rates. In freight rates the cutting will no doubt be introduced also, and a bitter war will no doubt be carried on.

In a former number of THE COMMERCIAL we stated that only two railway interests existed in the North-western States outside of the Northern Pacific and St. P. M. and M. The first, composed of the Chicago, Milwaukee and St. Paul, and Chicago and North-western, has had a monopoly of a large portion of North-western traffic for many years; and the second, which is composed of the Rock Island and Chicago, Burlington and Quincy and other smaller corporations is the new candidate for the disputed trade. The Rock Island is ostensibly alone in the struggle but those who understand the railway affairs west of the Mississippi know that they have the secret help of the C. B. and Q. The struggle will decide whether the new combination shall receive their share of the traffic between Chicago and Milwaukee and the North-west, and as both combinations are very powerful, the struggle will be a determined one. While they are smashing each other the residents of the North-west have a chance to pick up some of the pieces.

Dr. J. F. ROLLS, wholesale and retail druggist of Winnipeg, has admitted H. E. Neelands as a partner. The latter has for a long time managed the business in this city, and his admission into the firm gives a fresh guarantee for the prosperity of the business.

**Prospectus of the Emerson Agricultural Works.**  
[LIMITED.]

Whereas the present proprietors of the above-named works are desirous of increasing the capital of the works, so as to make them of large, permanent advantage to the town; they propose therefore to organize a joint stock company, (limited,) under the above name for the purpose of manufacturing the Dewey Manitoba Cord Self-Binder, and also their celebrated Harvester, or any other machinery or implements necessary to meet the requirements of the trade of this country. The capital stock of the company to be \$100,000, divided into shares of \$100 each. The manufactory and headquarters to be in the Town of Emerson, if we meet with sufficient encouragement to warrant us in doing so.

The first thing an investor wants to know is, whether what he proposes to put his money into will pay. I think it will not be difficult to demonstrate that there is good prospect of a paying investment in the Emerson Agricultural Works.

In the first place I will premise, that agricultural implement manufacturing establishments are prosperous more especially when large capital is put into them. A great deal of money is being made by self-binding manufactories both in the United States and Canada. The great fields for their use are the "great North-West of both countries."

2d. Are we able to manufacture our machine and put it into the field as cheaply as any other self-binder in the market? When in the field will it be as economical as any other machine? In answer to the first, I would say, that our machine, from the simplicity of its construction, can be manufactured much cheaper than any other machine now in use, and I think I may safely say that it will not only be as economical, but more so, as I believe it will not be as hard for two horses to work it as it is for three to work any other machine now in use.

There are many points of excellence that will commend it to those who require such machinery, that will insure for it a large and ready sale.

1st. Its simplicity will bring it within the easy comprehension of almost anybody, though not versed in mechanics.

All canvas is done away with in our machine, which is a great desideratum, the grain being carried forward to the binder by means of rake teeth, and the sheaf when bound is elevated over the drive wheel by the same process and placed on a rack to be dumped at the will of the driver, which latter will be almost the saving of a man's time in shocking.

3d. Another point of advantage is the fact of being made on the spot, where repairs can be easily and conveniently got by those who use our machine.

I might go on and enlarge on the prospects of a good paying business, but will content myself with one more instance. The large quantity of repairing that will require to be done from the large amount of machinery now, and to be in use in this country, will necessarily insure for it a good paying business in that direction.

To the business men and all interested in the prosperity of the town, we would say that the establishment of such an enterprise here would be of immense benefit, inasmuch as it would add very much to the general business of the town, and increase the value of every foot of real estate. It is capable of expansion to almost any extent. I think I need only point you to any place where such are established to see the immense benefit to those places.

We have no doubt if we were to make a proposition to locate in any other town in the Province but what we would meet with large encouragement.

We will give an opportunity to any who may wish to subscribe for stock, and hope that we may meet with the success the enterprise deserves, and would rather that the stock was

mostly held in this locality, so that the benefit arising therefrom would be here.

Now, when we have attained success with our machine, we feel confident in putting the matter before you in this shape, and that it will be a good thing for the stockholders and of large advantage to the town.

On behalf of the Company,  
ROBT. S. CHALMERS,  
Manager.

--- WINNIPEG ---  
**COFFEE, SPICE AND VINEGAR WORKS,**  
SPECIAL ATTENTION GIVEN TO  
ROASTING AND GRINDING COFFEES.  
C. H. GIRDLESTONE, Proprietor.  
N. B.—Manitoba and Northwest Agent Globe Tobacco Co., and Cuban Cigar Co., Detroit, Mich., and Windsor, Ont.

**C. H. FIELD & CO.**  
WHOLESALE DEALERS IN  
**Saddlery and Carriage Hardware,**  
HARNESS, SADDLES,  
Whips, Trunks, Valises, &c.  
471 MAIN ST., WINNIPEG.

W. R. LANGRIDGE. A. McD. WILSON.

**LANGRIDGE & WILSON,**  
**WHOLESALE DRUGGISTS,**  
**PRINCESS ST**  
Between McDermott & Bannatyne,  
WINNIPEG.  
SEND FOR QUOTATIONS.

**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.

**Roy & Poulin, Proprietors.**  
**THE WINNIPEG**  
**Brewing & Malting Co.**  
**ALES, PORTER AND LAGER.**  
WINNIPEG.

**G. E. MANUEL,**

MANUFACTURER OF

**BROOMS AND BRUSHES**

68 WILLIAM ST. WEST.

P. O. BOX 598,

WINNIPEG, - MANITOBA.  
Manitoba Steam Coffee and Spice Mills.

**G. N. SCOTT & CO.**

IMPORTERS, MANUFACTURERS AND WHOLESALE DEALER IN

**COFFEES, SPICES**

MUSTARD & GROCERS SPECIALTIES.

Roasting and Grinding for the Trade.

Cooper St. Near the new Court House, Winnipeg

P. O. BOX 935

**EDWARD LLOYD**

Takes the opportunity of informing his friends and the public of Winnipeg generally that he

Has purchased the entire interest of  
Mr. T. P. Murray

In the business of Real Estate Agent lately carried on at 436 Main street. Also that of

**ACCOUNTANT AND COMMISSION AGENT,**

and that he will continue the said business at the same offices, and hopes to receive the same support so liberally given to his predecessor.

**EDWARD LLOYD,**

436 Main St. Winnipeg.

W. J. S. TRAILL. GEO. J. MAULSON. WM. CLARK.

**TRAILL, MAULSON & CLARK,**  
EXPORTERS OF

**Grain, Flax-Seed, Flour,**

ETC., AND

General Commission Merchants.  
WINNIPEG, MANITOBA.

BUYERS AT

West Lynne, Brandon, Dominion City,  
Emerson, Portage La Prairie, Niverville,  
Smuggler's Point, Carman, Chater, Carberry,  
And other Points on Railway and River.

# STEEN & BOYCE,

16 JAMES STREET, EAST.

## STEAM PRINTERS, BINDERS AND ENGRAVERS,

Are prepared to turn out on the Shortest Notice, every description of



Our prices are as low as are consistent with a legitimate business, and the class of work expected



The only Financial, Mercantile and Manufacturing Journal in the North-west.

Sample Copies of the paper and Advertising Rates can be had on application at "The Commercial" office, 16 James St. East, Winnipeg, Manitoba.

## R. W. FRANCIS & CO.,

WINNIPEG, MAN.,

### COMMISSION MERCHANTS and GENERAL AGENTS.

Respectfully solicit Consignments which will be placed or stored to the best advantage of Consignee. Being the best Commission House in Manitoba, and having full connection formed throughout the Province of Manitoba and the North-west Territories, we are in a position to

HANDLE GOODS TO THE BEST ADVANTAGE.

OFFICES AND SAMPLE ROOMS FOOT OF POST OFFICE STREET.

### WINNIPEG WAREHOUSING COMPANY.

[LIMITED.]

R. W. FRANCIS, MANAGER.

Are now in a position to STORE ANY CLASS OF GOODS—Bonded or Free. Warehouse Receipt issued negotiable at all Banking Offices.

All Goods Shipped to them or to Messrs. R. W. Francis & Co., when in Car Lots, will be delivered at Warehouse on switch of C. P. Railway, thus saving cartage charges.

Building intended as a Frost-proof Warehouse just completed for the use of parties requiring such storage.

WAREHOUSES C. P. R. TRACK, POINT DOUGLASS AVENUE.

MANITOBA AND NORTH WEST.

Liquid Fire and Water-Proof Paint Company.

### T. PERKINS & CO.,

The only Wholesale Manufacturers of Brown and Black Fire and Water-Proof Paint, put up in Barrels of Forty-two Imperial Gallons, ready for use. A call solicited and satisfaction guaranteed.

T. Perkins, J. C. Young, W. Cameron.  
Office No. 1, McDermott Street.

P. O. Box 1182.

### JOHN W. WINNETT,

MANUFACTURER OF AND DEALER IN

Fine Furniture, Office Desks, &c., Picture and Mirror Frames, &c.

Factory Corner Princess Street and C. P. R. Warerooms, Main Street Opposite Queen Street.  
WINNIPEG.

### W. L. BRUCE,

General Employment and Intelligence Office.

(Special Attention Paid to Advising Immigrants.)  
Baggage Department Attached.

Chambers.—Merchants Bank Block, Winnipeg.

## ROLLS & NEELANDS,

IMPORTERS,

Wholesale Druggists

AND

Manufacturing Chemists,

WINNIPEG.

## 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.

JOHN STARK. GEO. T. ALEXANDER. FRED. J. STARK.

### JOHN STARK & CO.,

(Formerly Alexander & Stark).

Members of Toronto Stock Exchange.

BUY AND SELL STOCKS, DEBENTURES, & C., FOR CASH OR ON MARGIN.

Orders promptly attended to.  
20 ADELAIDE STREET EAST, TORONTO.

# Canadian Pacific R'y Co.



(WESTERN DIVISION)  
TRAIN SERVICE.

## CHANGE OF TIME

On and after October 1st, 1882, Trains will move as follows:

|             |                       |                  |  |
|-------------|-----------------------|------------------|--|
| Going West. |                       | Going East       |  |
| 8.15 a.m.   | leave Winnipeg        | arrive 6.15 p.m. |  |
| 10.35 "     | Portage la Prairie    | 3.55 "           |  |
| 1.55 p.m.   | Brandon               | 12.5 "           |  |
| 4.15 "      | Oak Lake              | 10.20 a.m.       |  |
| 11.30 "     | Brookview             | 3.30 "           |  |
| 5.55 a.m.   | arrive Regina         | leave 8.30 p.m.  |  |
|             |                       |                  |  |
| 9.40 a.m.   | leave Bat Portage     | arrive 4.03 p.m. |  |
| 1.45 p.m.   | Whitemouth            | 12.20 "          |  |
| 3.45 "      | Selkirk               | 9.50 a.m.        |  |
| 4.55 "      | arrive Winnipeg       | leave 8.45 "     |  |
|             |                       |                  |  |
| 8.25 a.m.   | leave Winnipeg        | arrive 5.15 p.m. |  |
| 9.45 "      | arrive Stonewall      | leave 3.40 "     |  |
|             | Daily except Sundays. |                  |  |

|              |                         |              |           |
|--------------|-------------------------|--------------|-----------|
| Going South. |                         | Going North. |           |
| Leave        | Winnipeg                | Arrive       |           |
| 7.35 a.m.    | 7.35 p.m.               | 7.05 p.m.    | 8.60 a.m. |
|              | Otterburn.              |              |           |
| 9.00 a.m.    | 8.50 p.m.               | 5.50 p.m.    | 5.20 a.m. |
|              | Enerson.                |              |           |
| 10.25 a.m.   | 10.18 p.m.              | 4.40 p.m.    | 4.05 a.m. |
| Arrive       | St. Vincent.            | Leave        |           |
| 10.40 a.m.   | 10.28 p.m.              | 4.20 p.m.    | 3.45 a.m. |
|              | Daily except Mondays.   |              |           |
|              | Daily except Saturdays. |              |           |

### SPECIAL NOTICE.

Magnificent Palace Sleeping Cars will be run daily, without change, between Winnipeg and Regina.

Trains run on Winnipeg time.

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

## HUTCHINGS & RICE, UPHOLSTERERS.

MATRASSES, WINDOW BLINDS, LAMBERKINS, &c.  
MADE TO ORDER ON SHORT NOTICE.  
All orders will have our personal supervision.  
8 RUPERT ST., 2nd Door West Main Street, WINNIPEG.

## G. W. GIRDLESTONE, INSURANCE & GENERAL AGENT

ROYAL OF ENGLAND, Assets \$31,000,000  
CITIZENS OF MONTREAL, Capital 2,200,000  
CITY OF LONDON, of England 10,250,000

Fire, Life, Marine and Accident Insurance.

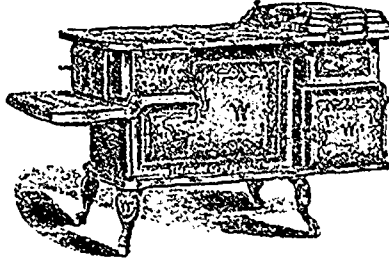
Cunard Steamship Line passage tickets granted.  
Agents for Collingwood Lake Superior line of steamers.  
GOLDIE & McCULLOUGH'S SAFES, VAULT DOORS  
MONEY TO LOAN.  
OFFICE, NO 10 McDERMOTT ST., WINNIPEG, MAN.

## WESTERN CANADA LOAN AND SAVINGS CO.

OFFICES, 373 MAIN ST., FIRST FLOOR FRONT.  
MONEY TO LEND ON CITY OR FARM PROPERTY  
at lowest current rates and on favorable terms.

MORTGAGES BOUGHT.  
DEPOSITS RECEIVED AND INTEREST ALLOWED.  
CAPITAL \$2,000,000  
RESERVE \$250,000  
WALTER S. LEE, Manager.  
J. B. ROSS, Manager.  
Head Office—Toronto. Winnipeg Branch.

**B. C. KENWAY,**  
MANUFACTURER AND DEALER IN  
**LUMBER, DOORS, SASH, BLINDS AND MOULDINGS.**  
TURNING AND BAND SAWING.  
NORTH STAR PLANING & SAW MILLS,  
Yonge and Disraeli Streets, Point Douglas,  
WINNIPEG.



## MERRICK, ANDERSON & CO.

OFFICE, 243 MAIN STREET, WINNIPEG.

Wholesale Agents for MOORE, ROBINSON & CO., Hamilton, Ont., (late D. Moore & Co.) manufacturers of

## STOVES AND TINWARE

We carry in stock a complete line of Cook, Box and Parlor Stoves, Base Burners, Ranges, for Coal or wood; Stamped and Pieced Tinware.

We also represent the following leading manufacturers:  
Montreal Rolling Mills Co.—Nails, Shot, &c., &c.  
F. F. Dalley & Co., Hamilton—Patent Medicines and Extracts.  
Smart & Shepherd, Brockville, Hardware.  
Hamilton Industrial Works, Wringers and Washers.  
J. W. Paterson & Co., Montreal, Roofing Felt, &c.

## 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 lines running in all directions.  
**NORTHEASTWARD.**  
Express leaves St. Paul at 7.00 p.m. and 8.00 a.m., arriving at St. Vincent at 4.20 p.m. and 3.45 a.m. the day following, making close connections with the Canadian Pacific.  
Trains run between St. Paul and Minneapolis almost every hour.  
Sleeping cars on all night trains.  
Trains run on St. Paul time.

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

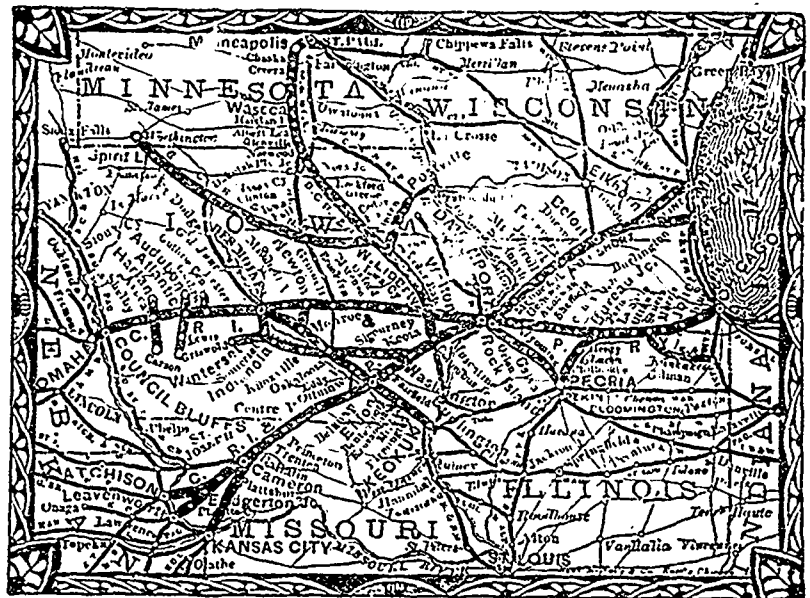
**GOING EAST.**  
Express trains leave Minneapolis at 1.00 p.m. and 8.00 a.m.; and St. Paul, 1.45 p.m. and 8.45 p.m.; arriving in Chicago at 7.00 a.m. and 2.00 p.m.  
**COMING WEST.**  
Express trains leave Chicago at 11.30 a.m. (except Sunday) and 9.00 p.m., arriving at St. Paul at 6.15 a.m. and 12.45 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 for Sioux City, Omaha, Kansas City and San Francisco at 7.10 a.m. and 3.30 p.m.

## Michigan Central.

**EASTWARD.**  
Express trains leave Chicago at 6.45 a.m., 9.00 a.m., 3.30 p.m., 5.15 p.m., and 9.10 p.m.; arriving at Detroit at 6.15 p.m., 6.30 p.m., 11.40 p.m., 4.35 a.m., and 8.00 a.m. All trains make close connection at Detroit with the Great Western, and Canada Southern for points east; through sleepers being attached.  
**WESTWARD.**  
Express trains leave Detroit at 7.00 a.m., 9.30 a.m., 3.00 p.m., and 9.50 p.m.; arriving in Chicago at 6.50 p.m., 7.40 p.m., 7.30 a.m., and 8.00 a.m. These trains take the through sleepers from Great Western, and Canada Southern, and make close connection at Chicago with the trains of other roads. Dining cars on trains for breakfast and supper.

## MAP OF THE



## ALBERT LEA ROUTE

The favorite route from the North to Chicago and the East. Chicago fast express leaves Minneapolis at 6.30 P. M. daily, arriving at Chicago 3 P. M. next day. This is a solid train, consisting of Pullman Cars, Coaches and Baggage Cars, running through without change. Trains leaving Minneapolis at 3.30 P. M. and 7.25 A. M., connect through to Chicago via the C., R. I. & P. Ry.

FRED. FRENCH, Gen. Northwestern Agent, WINNIPEG, MAN.  
E. ST. JOHN, G. T. A. C. R. I. & P. B. F. MILLS, G. P. A. B. C. R. & N. S. F. BOND, G. P. A. M. & St. L. R.



# M. A. MacLEAN,

◀IMPORTER▶

—OF—

## TEAS, SUGARS,

—AND—

## GENERAL GROCERIES.

OFFICES AND SAMPLE ROOM,

8 AND 10 JAMES ST. WEST,

WINNIPEG.

## GRIFFIN & DOUGLAS,

**COMMISSION MERCHANTS,**

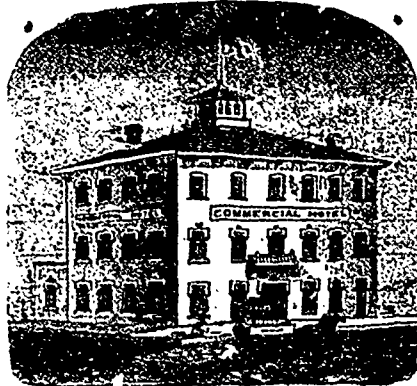
AND WHOLESALE DEALERS IN

### PRODUCE AND PROVISIONS.

GERRIE'S NEW BLOCK, PRINCESS ST.  
WINNIPEG, MAN.

## COMMERCIAL HOTEL,

MORRIS, MAN.  
BETWEEN WINNIPEG AND EMERSON, ON THE  
RED RIVER



GOOD ACCOMMODATION FOR COMMERCIAL  
TRAVELERS. SPLENDID SAMPLE ROOMS.

J. K. MULLETT & CO., PROPRIETORS.

JAS. PORTER.

W. M. RONALD

## PORTER & RONALD

DIRECT IMPORTERS OF

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CHINA,  
LAMPS,

### CHANDELIERS, CUTLERY,

SILVER-PLATED WARE & FANCY GOODS.  
271 MAIN ST., WINNIPEG.

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MINERALOGISTS & ASSAYERS.

Specimens of all kinds of mineral bearing ores assayed  
with accuracy and dispatch. Office, No. 2 McDermot  
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## JAMES O'BRIEN & CO.

WHOLESALE

### CLOTHIERS,

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WINNIPEG.

DONALD FRASER, Manager.

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—MANUFACTURERS OF—

### BISCUITS & CONFECTIONERY.

WE CARRY IN STOCK A FULL LINE OF

Biscuits, Confectionery, Jams,  
Jellies, "Old English Mince Meat,  
Flavoring Extracts,  
Baking Powders, Licorices, &c.

GOODS SENT OUT FRESH AND IMMEDIATELY  
UPON RECEIPT OF ORDER.

McMARTIN, CLARK & CO., 464 MAIN STREET,  
AGENTS FOR WINNIPEG.

W. P. NILES,  
MANAGER, PORTAGE LA PRAIRIE.

## FORTIER & BUCKE, MANUFACTURERS' AGENTS.

—AGENTS FOR—

THE WILSON SEWING MACHINES,  
THE HOWE SCALES AND BEAMS,  
THE FOREST CITY OIL COMPANY,  
THE STANDAR LIFE INSURANCE CO.

Wholesale dealers in Tobaccos, Cigars, Spices and Vinegars.

GENERAL COMMISSION MERCHANTS, BOSSER AVE., BRANDON, MAN.

The new type from which the  
Commercial is printed is from  
the celebrated Scotch Type  
Foundry of Miller & Richard,  
Edinburgh, London, and Jordan  
Street, Toronto.

## D. McCALL & CO.,

—IMPORTERS OF—  
**MILLINERY & FANCY DRY GOODS,  
FEATHERS, FLOWERS, ETC.**

51 YONGE STREET, TORONTO, AND 58½ GERRIE  
BLOCK, PRINCESS ST., WINNIPEG.

T. H. DORITTY, MANAGER.