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# The Commercial

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

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

VOL. II.

WINNIPEG. JULY 1, 1884.

NO. 40

## The Commercial

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

ISSUED EVERY TUESDAY.

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Office, 16 James St. East.

JAS. E. STEEN,  
Publisher.

WINNIPEG, JULY 1, 1884.

TO-DAY being Dominion Day banks and all leading places of business are closed.

D. SCOTT & Co., furniture dealers and manufacturers, have sold out their business to Thos. Scott.

The Merchants' Hotel, Winnipeg, has been refitted and over-hauled generally, and is now opened again by P. O'Connor, formerly of the Grand Union Hotel.

O'CONNOR & DEMICK, saloon keepers, Winnipeg, have had their effects sold out by the sheriff. The MacCarthy Act is making havoc among the groceries.

The figures of the past three months insolvencies, taken from Dunn, Wiman & Co.'s report will be found treated at length in our editorial columns.

GENERAL MANAGER VAN HORNE, of the C.P.R., arrived in this city on Saturday morning, and left again Sunday morning, without giving any attention to the numerous matters he has been asked to redress by the different interests in Winnipeg.

THE rains of Friday and Saturday seem to have thoroughly saturated the ground around Winnipeg and to the south. This takes in the district where the want of rain was most felt. Private crop reports from all parts of the country record great progress in growth during the past week.

It is worthy of note, that some 600,000 bushels of oats have been exported from New York to Europe during the past three weeks, the bulk of the shipments having Antwerp for their destination. This is a larger quantity than has before been exported from this port in any one year since 1878, when 6,473,383 bushels were sent out.

J. S. COOLICAN, real estate and trade auctioneer, has sold out his household and other effects in Winnipeg, and is about to leave for Minneapolis. He can be done without in Winnipeg at present, as real estate does not go well now by auction, and bankrupt stocks have become rather scarce. He will, no doubt, create some stir in Minneapolis.

THE rage for speculations appears to have had disastrous results of late elsewhere than in the United States. The liabilities of two bankrupt houses on the Bourse at Pesth, Hungary, amounted to 8,000,000 florins. In both cases there were no personal assets, they having been enabled to enter upon their engagements by the credit granted them by various institutions.

THE new steamship *America*, of the National Line, who made her first trip west in the short space of 6 days, 15 hours, 41 minutes recently, left New York, June 11, on her return trip, and arrived at Queenstown June 18, making the best passage on record, viz., in 6 days, 14 hours, 18 min. The best time of other crack boats is, *Oregon*, 6d., 19h., 57 min.; *Alaska*, 6d., 18h., 37 min.

THE cavalier style in which General Manager Van Horne has treated the petition of Winnipeg importers for redress of discriminating freight rates has rather exasperated the latter, and it is probable that very shortly an association of importers will be formed here, members of which will bind themselves not to ship a pound of freight from the east by the Port Arthur route. Such a move is perfectly justifiable.

THE Nickel Plate Hotel, Main street, Winnipeg, is again in full swing under McMahon & Borland, two practical hotel men.

THE number of failures in the United Kingdom and Ireland as reported by *Kemp's Mercantile Gazette* (London), for the week ending May 31 was 78, as compared with 223 and 164 respectively in like weeks of May in 1883 and 1882. England and Wales had 59, as against 209 and 147; and Ireland 3, as compared with 3 in the last week of May, 1883, and none reported in a like portion of May, 1882.

THE pitiable condition of the labor market in Austria is shown by a strike of blacksmiths and farriers, which has just been begun at Pesth. The strikers demand only that they shall be allowed to rest on Sundays, that twelve hours shall constitute a day's work, and their pay shall be seven florins (\$2.81) a week. At present they are required to work fourteen hours a day and half time on Sunday, and receive as wages only about 36 cents per day.

A LETTER recently received from a Turkish miller in Syria by an American journal says:—"Our flour mills are yet in old style, very heavy, much expensive, in one thing they are good for nothing." The letter further asks for information regarding American mill machinery, and encloses some Arabic inscriptions to be affixed to package of circulars asked for. There is no doubt that the fame of American milling machinery has extended to all parts of the world, and with a little missionary work a good foreign market could be secured.

THERE were 187 failures in the United States reported to *Bradstreet's* during the past week, against 184 in the preceding week, and 178, 137 and 85 in the corresponding weeks of 1883, 1882 and 1881 respectively. Additional comparisons are given in the following table:

| States.                       | 1884       |                | Correspond'g wk. |       |       |
|-------------------------------|------------|----------------|------------------|-------|-------|
|                               | Past week. | Previous week. | 1883.            | 1882. | 1881. |
| Middle .....                  | 47         | 42             | 39               | 38    | 21    |
| New England .                 | 33         | 21             | 20               | 20    | 11    |
| Southern .....                | 46         | 43             | 31               | 17    | 18    |
| Western .....                 | 41         | 54             | 61               | 55    | 23    |
| Pacific and territories ..... | 20         | 24             | 28               | 7     | 12    |
| Totals ....                   | 187        | 184            | 178              | 137   | 85    |
| Canada .....                  | 16         | 15             | 28               | 8     | 8     |

## Business East.

## ONTARIO.

M. Donly, general store, Palmerston, is dead.  
 James Hamilton, hotel, Toronto, has sold out.  
 C. W. Parker, grocer, Strathroy, is burned out.  
 Geo. Kelsey, general store, Dunchurch, is dead.  
 P. A. McDougald, grain buyers, Oakville, is dead.  
 H. E. Trent, flour and feed, Toronto, has sold out.  
 Diamond & Dyer, grocers, Lindsay, have closed up.  
 Mrs. Babbitt, tobacco, Toronto, is selling-off by auction.  
 F. A. Anderson, publisher, Chatham, is in difficulties.  
 Alex. Stevenson, harness, Strathroy, is damaged by fire.  
 M. Morrison, grocer, Seaforth, has moved to Woodstock.  
 Mrs. Allen, grocer and bakery, Springfield, has sold out.  
 A. Rose, grocer, Woodstock, has sold out to M. Morrison.  
 Walter Briggs, hotel, Toronto, has sold out to Harrison Bros.  
 M. B. Rymal, gents' furnishings, Oakville, has closed up.  
 Mrs. Doney, general store, Tyrone, has assigned in trust.  
 W. B. Mills, general store, Arden, has assigned in trust.  
 S. J. Kemp, harness, Colborne, has sold out to J. G. Cowan.  
 T. W. Campbell, fancy goods, Strathroy, is damaged by fire.  
 Mason & Co., jewelers, Brantford, have removed to Toronto.  
 P. Slavin & Co., dry goods, Napanee, have assigned in trust.  
 Peter D. Clark, grocer, Amherstburg; style now Clark & Rupert.  
 G. Evans, of the firm of G. & E. Evans, tins, etc., Toronto, is dead.  
 Sidney Hobart, furniture, Cobourg; style now Mrs. M. T. Hobart.  
 Thomas Robinson, general store, Newburg, has assigned to Dr. Roome.  
 Pardee & Cobleigh, grocers, Dundas street, have sold out to B. D. Legg.  
 Pardee & Cobleigh, grocers, Ontario street, London East, are burned out.  
 G. & P. H. Luther, bakers, Winson, have dissolved, each continuing alone.  
 Snowdrift Baking Powder Co., Brantford, have held a meeting of creditors.  
 G. W. Berry, drugs and books, Lucknow, has sold out his drugs to R. T. Copeland.  
 D. Henly, dry goods, Amherstburg, held a meeting of creditors on the 24th inst.  
 J. Ford, grocer, Brantford, has compromised at 70c. in the \$; 3, 6, 9 and 12 months.  
 Midland and North Shore Lumber Co., Peterboro; mills at Parry Sound are burned out.  
 Luke Parkins, flour and feed, London East, is out of business and succeeded by — Smith.  
 Stewart & Co., paints, Toronto, has admitted R. A. Wood as partner, style now Stewart & Wood.

Rae & Watson, commission agents, Toronto, have admitted Charles Robinson as partner under same style.

## QUEBEC.

Dr. J. E. Landry, Quebec, is dead.  
 S. Corneil, painter, Quebec, is burned out.  
 Laurent Gagne, mills, St. Henedine, is burned out.  
 McColl & Bro., hotel, Chambly Canton, have dissolved.  
 Daniel McNamany, greengrocer, Quebec is burned out.  
 Helne Nugent, general store, Chicoutimi, is compromising.  
 Albert Tremblay, general store, Herbertville, is compromising.  
 Mrs. M. O'Reilly, general store, Dundee, has assigned in trust.  
 S. H. May & Co., wholesale paints, Montreal, are in difficulties.  
 Pagels & Ferguson, wholesale tobacco, Montreal, have sold out.  
 P. H. Dufresne, general store, St. Barthelemy has assigned in trust.  
 Rice, Miller & Co., manufacturers paper boxes Montreal, have dissolved.  
 Wilson & Lambi, publishers and bookbinders, Montreal, have assigned in trust.

## NOVA SCOTIA.

R. P. Bliss, boots and shoes, Halifax, has assigned in trust.

## NEW BRUNSWICK.

D. R. Frye, general store, Grand Maun. has assigned.  
 D. J. Hatfield, provisions, etc., St. Stephen, has assigned.

## NEWFOUNDLAND.

Goodridge, Allen & Sons, St. John's; Allen Goodridge of this firm is dead.

## Workshop Inconsistencies.

Having moved in certain spheres on various engineering works which necessitated a frequent association with foremen, the writer has thus had the opportunity of studying their vices and weaknesses, and after due consideration prejudice is placed among the worst and most common of their faults. Prejudice debars all progress. Under its influence a foreman will, with the utmost self-satisfaction and complacency, go on working for years with old, wasteful, and slow processes, persistently avoiding all new contrivances. It is impossible for a servant in any capacity who allows prejudice to have complete sway to succeed in advancing his employer's interests. Prejudice is not unfrequently fostered by men who have spent many years in one firm. They have long moved in a contracted area, and have during this period viewed the creations of their own brain, until the superiority and importance of these works have become so magnified, that no outside opinions or schemes can receive one moment's attention. The prejudiced man fortifies himself with certain quickly-formed opinions, strings together a few stale phrases, and adopts a stereotyped method of working in keeping with his narrow-mindedness. These relics form his stock in trade, and every proposal advanced by others, no matter how practical and worthy of

recognition, if it is out of accord with these antiquated notions, and if the idea is foreign to anything found in his little stock of information, it cannot be entertained—in fact, everything out of harmony with and antagonistic to his preconceived notions must be rejected. When the work and methods of manipulation are out and dried by the manager or chief draughtsman the prejudiced foreman has no alternative but to obey and bury his inconsistencies. In such cases the foreman's influence is extremely limited, and his old-fashioned ideas can do little or no harm. But when a foreman who is influenced by prejudice happens to rule supreme (over no matter how small a department), what a stumbling block to progress he becomes! The longer he reigns the greater will be the difficulty of causing him to move with the times, and haul his inconsistencies to the wind. In choosing a foreman to work harmoniously with others it is wiser to have one whose mind is unbiased, and who will implicitly follow the directions of his superiors, rather than one who has his head crammed with pet notions and unreasonable opinions, which cause him to view all new methods of working with distrust, to the detriment of real progress.—*Mechanical World.*

## Measuring Standing Grain.

An officer in the English Navy has constructed a table for estimating with all needful accuracy, the amount of wheat on an acre of land, before it is harvested. The estimate can be made as soon as the grain is ripe. Make a wood or iron frame one yard square, carefully let it down over the standing grain, and then shell and weigh all the grain on the straws belonging inside that frame. If a circular "crop form," as he calls it, is more convenient, make it six feet nine and a quarter inches in diameter, of half-inch iron. From his elaborate table, as published in the *Dublin Farmers' Gazette*, we extract the following:

| oz. per sq. yd. | equals | 10.08 bushels per acre |
|-----------------|--------|------------------------|
| 2               | "      | "                      |
| 2½              | "      | 12.60 " "              |
| 3               | "      | 13.86 " "              |
| 3½              | "      | 15.12 " "              |
| 4               | "      | 17.65 " "              |
| 5               | "      | 20.17 " "              |
| 5½              | "      | 25.21 " "              |
| 6               | "      | 29.00 " "              |
| 7               | "      | 30.25 " "              |
| 8               | "      | 35.29 " "              |
|                 | "      | 40.33 " "              |

These estimates are on the basis of 60 lbs per bushel. The 2½ ounces per square yard is about the average yield of wheat per acre in America, the 5½ ounces per square yard is the average in Great Britain.—*Northwestern Miller.*

## Monster Russian Bridge.

It is reported from Russia that the question is being agitated of connecting Constadt and Oranienbaum by a bridge at a cost of £2,400,000. The structure is to rest upon granite pillars fixed by the caisson method, each of them protected from the action of the waves during the prevalence of southwest winds by an angular wall-like guard of stone. The bridge will be about five miles in length, and it is expected to be completed by 1889. When finished—if it ever is finished—it will consist of two parts, a railway and a foot bridge.

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78 York St.,  
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# The Commercial

WINNIPEG, JULY 1, 1884

## LAST QUARTER'S INSOLVENCIES.

Nothing can more forcibly illustrate the gradual improvement in the state of trade in the Northwest than the steady decrease in the number and magnitude of insolvencies which has been going on since last fall. There can be no doubt but the results of the third quarter of 1883, in this respect, sent a thrill of nervous agitation through the commercial circles of this country, from which recovery has been slow. The number of insolvencies during that quarter were 87, and their aggregate liabilities nearly one million and a half dollars. The closing quarter of the year brought about only partial confidence, although the number of insolvents fell to 35, and their aggregate liabilities to \$415,000. The first quarter of 1884 was much more reassuring, the number of failures being only 32, and their aggregate liabilities \$286,000. We have now reached the close of the second quarter, and the record of misfortune has again shown a marked decrease, the number of failures being only 17, and their aggregate liabilities only \$174,200. Even this estimate includes a coal company and a heavy mercantile failure whose united liabilities reach \$85,000, but who were strictly speaking among the failures of 1883, having been on the hang since last winter. Deducting these, the aggregate liabilities of the insolvents of the past quarter would be under \$90,000. This record is certainly encouraging, when we compare it with that of the corresponding quarter of 1883, when we had 44 failures with aggregate liabilities of \$596,000. The most incredulous should be convinced by a comparison of these figures that we are rapidly reaching a state of commercial safety, such as exists only when trade is in a perfectly healthy state.

In connection with these figures it may not be uninteresting to note how these insolvencies are distributed. Only five out of the seventeen took place in Winnipeg, the heaviest liabilities in any case being \$30,000. Of the twelve which took place in the country the liabilities of one was \$55,000, so that the two highest make up nearly half of the total liability, while the remaining fifteen range in liabilities from \$20,000 down to \$1,000.

In connection with the decrease in insolvencies it must be borne in mind that there has been a heavy decline in the liabilities of the whole mercantile community. There has also been a heavy falling-off in imports with a corresponding increase in exports. In short every indication is in the direction of improvement and approach towards trade independence. The age of recklessness has passed over us, and traders in the Northwest have entered upon one of economy. To lessen liability as much as possible has been their steady aim, and they have accomplished wonders in that direction. If they have run a little to the opposite extreme of commercial parsimony, they are quite excusable, and the slight error thus made has been on the safe side. The results now are that goods can be sold with perfect impunity all over the Northwest, and the chances of payment are better than they are in any other province of the Dominion.

The business changes which have taken place during the past quarter have not all been the result of failures. On the contrary over 500 traders have gone out of business and a slightly larger number have succeeded them, the actual increase during the three months being 32. Taken altogether the record even of business misfortunes during the past quarter is an encouraging one, and its figures should make the most inconsolable of business alarmists heave a sigh of relief. Let us hope that the work of improvement will go on, and that 1884 will show as rapid a recovery in trade affairs as 1883 showed a decline. Should the harvest prospect brighten as it has during the past month there is no fear but the year's record will be of the most cheering description.

## THE MANITOBA NORTHWESTERN.

It is now an open secret that the Manitoba Northwestern Railway Co. are open for offers in the line of bonuses, right of way grants and so forth in lieu of the extension of their main line from Portage la Prairie to Winnipeg. The Company have in no way advertised this intention on their part, but it is pretty certain that were the conditions agreeable in every other respect it would not require a great amount of coaxing to persuade them into the proposed extension.

The extent of line construction necessary to bring the Manitoba Northwestern into Winnipeg is something scarcely

worthy of notice, when compared with the advantages the work would bring to the city, and a large proportion of the Northwest. The Company have for their objective point Prince Albert, the key to the upper valley of the Saskatchewan, which must before many years become one of the best wheat producing sections of the whole Northwest. The products of this valley must ere many years have an outlet to the eastern world, and with the eastern terminus of the M.N.W. at Portage la Prairie, the route to the outer world have to be as the C.P.R. directed. It is true that the M.N.W. have by agreement powers of running over the C.P.R. to Port Arthur of the most favorable nature. But these powers are framed so as to force all freight to Port Arthur and keep it out of the reach of lines running south, and thus shut off all competition in routes. The M.N.W.R. Company are shrewd enough to see this hampered position in which they must in a few years be placed, and it is but natural that they should be desirous of securing independent communication with the capital of the province, and in time, with all routes leading therefrom to the eastern world whether by the south, east or north.

The advantages to be secured by this new railway connection are no. all on the side of the M.N.W. Company. On the contrary Winnipeg would be a great gainer thereby, and especially the wholesale mercantile community thereof. An immense field for trade must soon be opened in the upper valley of the Saskatchewan, which for many years must be tributary to Winnipeg, and experience has shown that a route, where the C.P.R. possesses no monopoly, would be much superior to one where a monopoly existed. The people of the Saskatchewan valley would also be gainers by the extension, and would doubtless have a cheaper and better freight and passenger service, than by depending upon two companies. As a matter of trade importance, therefore, the extension of the M.N.W. to the city of Winnipeg would be of great value to many over the Northwest.

But to look at this proposed extension in the light of a move towards development, the advantages are decidedly great. By constructing the line along the south side of the Assiniboine River the opening up of one of the finest dairy and cattle raising districts of Manitoba would be the result. It is estimated that the country



between Portage and Winnipeg, and the Assiniboine and Stinking rivers, there affords grazing for over half a million cattle, is well watered, and better suited for a dairy country than any other portion of Manitoba. It would also have the advantage of being close to a market if this line of railway were constructed. Build this road, therefore, and the question of supply of dairy products for Winnipeg is settled for ever, and the country raised to the position of an exporter in these goods. In many other respects the construction of this fifty or sixty miles of railway at a cost of less than one million dollars, would be an extraordinary step in the direction of Manitoba development.

In a work like this there will always be some opposition met with, and in this case some people will be prepared to adopt a dog in the manger policy. There is no necessity, however, for such people blocking the wheels of progress, and happily in this instance their power to do so is very limited. The city of Winnipeg being one of the first parties to be benefitted by the undertaking, it is the duty of its citizens to make it an object for the company to connect with this city, and it will be found that in the route above proposed there will be plenty of others who will give substantial encouragement to the undertaking. Altogether it is a work in which private enterprise alone is interested, and one for which one cent of funds would not be required from the Dominion Government, and it would seem a luxury to have at least one fifty miles of railway in our province which was not subsidized by the Dominion out of the plunder that has been wrung from the Northwest.

### THE SOURCE OF TROUBLE.

Those people who have been looking forward to the statement of the different Canadian banks being likely to foreshadow a little of the future commercial and financial prospects of the Dominion must have been greatly disappointed since their appearance, and the statements of the general managers of leading banks have certainly done very little in the way of enabling outsiders to make any forecast of prospects. These officials, when they ventured upon any statement outside of actual figures, seemed to have concentrated all their reasoning powers upon an effort to slide their hearers gently down from the inflated profits of last year to the much more moderate ones of the present.

and with any spare logic they were possessed of to gloss over the losses of the past twelve months. That they have not been very successful in quieting the suspicions or fears of the public is evident, from the downward tendency of all stocks since their statement were made public, and were the present financial state of the country a subject for wagging, it might be said that a few more bank statements would bring about a general panic.

Among the many excuses and studied explanations of reduced bank earnings during the past year, that of Mr. Hague, general manager of the Merchants' Bank, is certainly of most interest to people in Manitoba. Mr. Hague, with a subtlety worthy of a man of his financial ability, while careful not to directly attribute the bulk of the losses of the bank to the Northwest, indirectly credits its losses to this country, and blames the periods of inflation here for producing demoralization among the business men in all parts of Canada. So gushingly does Mr. Hague propound this theory of reduced profits, than an outsider might imagine, that he, Mr. Hague, had slept for the last three years, and had only awakened in time to hear some newsboy shout the collapse of the Manitoba boom, and to discover by his bank figures for the past year that the urchin's cry was correct. People in the eastern provinces are undoubtedly slow in comprehending the real state of affairs in Manitoba, but we can scarcely allow Mr. Hague such a fool's pardon, as to imagine that he could be so far behind in his knowledge of Northwestern affairs.

With all due deference to the opinions of a gentleman of the ability of Mr. Hague, we must positively assert that he has altogether mistaken the source of trouble, and that he could find the key to the reduced profits of the Merchants' Bank much nearer home. He cannot assert that the bank has suffered any excessively heavy losses in this country, and it does not require a very intimate knowledge of the financial affairs of this province to know that in proportion to the amount of business done, the losses were probably lighter than that of any other bank doing business here. As to the demoralization which our boom caused in the East, we must accuse Mr. Hague of that great Indian weakness of "throwing the hatchet." That the results of a boom in a new country like the Northwest should be the cause of depreciation in

stock, glutting of both mercantile and manufacturing markets, and depression in almost every branch of trade in Eastern Provinces, is too absurd to require any arguments to disprove. Yet such are the direct causes of depreciated bank profits, and increased bank losses, while Mr. Hague wishes us to believe that underlying all these is that terrible financial sketch on the Manitoba boom.

Nearer home, Mr. Hague can find better explanations for Merchants' Bank stock-holders. A reliable estimate places the depreciation in value of stocks during the past year in the United States alone at about \$1,500,000,000. What they have been in Canada we have no reliable estimate of, but we know that all the losses by the collapse of the Manitoba boom are infinitesimal beside them. At present there is no denying the fact that *panic stares us in the face in the East*, while the Northwest under the blessing of Providence is slowly emerging from the evils of folly which was not its own. At present its prospects taken from a home view are as bright as those of any other portion of this continent. Any danger it has now to fear is likely to come from the East, from which a wave of financial ruin may sweep westward at any time, as did the wave of disease in days of Asiatic cholera. From that source Manitoba has most to fear at present, and from that cause has the great bulk of the present trouble sprung. It might astonish Mr. Hague to see this country glide into prosperity in the near future, while Eastern Provinces are sinking deeper into financial depression and commercial demoralization. The former we heartily wish, while the latter we hope may be effectually averted.

Manitoba and the Northwest have had their day of depression no doubt, but they have shown a vitality and power of recovery that might well astonish even Mr. Hague. Although it is only about fifteen months since actual depression set in in trade circles here, and during that time we had suffered a partial failure of crops, the figures of the past three months insolvencies, to be found in another portion of our columns, prove that commercial danger is over; and that we are entering upon a period of prosperity. After the collapse of 1873-4 the Eastern Provinces did not show as much recovery in four years, nor will they do much better should another crash take place. The Northwest can thus acknowledge its misfortunes, and have no reason to be ashamed of results, but it cannot afford to be made a pack mule on which to load all the financial sins of the Dominion.



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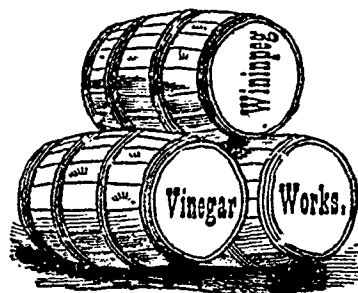
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**WINNIPEG MONEY MARKET.**

There has been scarcely a change in the state of monetary affairs in this city during the past week, and any that has taken place has been almost imperceptible. It might reasonably be expected that with the present financial excitement in the east, there would be a stirring-up of affairs here, but the past week has been, if possible, more uneventful than others of the month of June. In commercial circles the demand for discounts has remained light, and the stir which usually takes place during the opening days of each month is not expected to be very marked in July. There have been no changes in rates, and banks have no difficulty in attending to all the business that comes their way. First-class paper is still held at 8 per cent.; ordinary at 9 to 10; and promiscuous and one name paper 10 to 12. The demand for small loans is not so great as it was a few weeks ago. In loans on real estate mortgage there has been quite an increased demand of late, and companies with spare funds are feeling more hopeful. The progress of crops has given encouragement to farmers, and loans for the purpose of improvement of farms are beginning to be applied for. A good business in this line is confidently expected during the coming fall. Loans on city property are also coming more into demand, and altogether loan companies have before them a brightening prospect at present. Rates of interest are unchanged the range being from 8 to 10 per cent., the bulk of the business being at 9.

**WINNIPEG WHOLESALE TRADE.**

Last week adds another to the dull ones of the present season in Winnipeg wholesale circles. At present no person looks for any rush of business, and the dullness is in consequence no surprise. The centre point between seasons has now been reached, and the quietest point in trade might be expected. Still the past week shows improvement upon the preceding one in the aggregate of sales, and, although collections have been a little closer they are yet much freer than could be expected, and certainly much better than could have been anticipated a month ago. The increase in the aggregate of sales is due in a great measure to the presence in the city of a few traders from the far west, who have been making some heavy purchases and selling their stock of furs. Outside of their purchase the week's business would be about up to the average of June. As in all weeks of the past month, the lines connected with building operations, and the grocery and provision trades have been most active, while in season goods the general report is one of dullness. Some houses are now getting their fall samples ready, and travellers are expected to be out selling fall and winter goods before the close of the current month, and we hear of eastern houses who have their men in the field now. Travellers who have returned during the week report the whole trading community in the country in quite a hopeful state, but are cautious as yet about investing in fall and winter goods. In the city business has been at a very low ebb in season goods, and purchases have been few and light. Altogether the week has

been similar to others of June, and the whole month, while a poor one for sales, has been a wonderfully good one for collections. The state of the crops at present warrants the prediction of good times this fall and winter, and as retail merchants' stocks all over the Northwest are very light, once the turn of trade for the better becomes certain, purchases will naturally be heavy. Notwithstanding any dullness, therefore, the wholesale trade of the city is in a healthy and undimmed condition.

**AGRICULTURAL MACHINERY.**

The frequent showers of rain in different parts of the province have raised the hopes of country dealers in this line, and their orders for harvesting and threshing machinery have begun to come in freely during the past week. Every week seems to add to the crop prospect, and stimulate the sale of these goods, and a few more weeks of lively sales are now looked for. The sale of plows even for breaking purposes has fallen off greatly. The sudden improvement in collections which was felt during the middle of June has ceased, and cash returns now come in very slowly. Very little improvement in this respect is looked for until after harvest.

**BOOTS AND SHOES.**

There is still a little life in this branch, and during the past week the sorting trade footed up to quite a respectable total. Wholesalers are now preparing to receive consignments of fall and winter stock. This season has been on the whole a good one in boots and shoes, and a good fall trade is looked forward to. Collections are reported fair to good.

**CLOTHING.**

There has been no improvement in sales in this line during the past week, and business is about as dull as it well can be. Fall goods have commenced to arrive, but no business in these is expected for at least a month to come. All sales during the past week have been small sorting lots with the exception of a few heavier parcels to traders from far western points. Collections are reported moderately good.

**CROCKERY AND GLASSWARE.**

During the past week there has been a slight stir in this trade, especially in the sale of staple goods, crockery for the rapidly increasing butter trade of the country being in brisk demand. Fancies are still very slow in sale, and until travellers go out on the road again no improvement in this respect is looked for. Collections are reported fair.

**DRY GOODS.**

The same dullness reigns in this staple branch, although the past week has developed a little erratic activity, and there has been a slight increase in sales over the previous week. Still business has been very slow, and the only life has been in the receipt of fall and winter goods, which are now beginning to arrive. Samples of these goods will be getting ready from this time onward, and about the close of this month some travellers will start out. The report of the week from collections is a mixed one, varying from indifferent to good, but an average of fair may be relied upon.

**FANCY GOODS AND SMALL WARES.**

In this as in all other fancy lines there is a quietness, and the business of the past week has been made up of a succession of jerky spurts, reaching in all a very limited aggregate of sales. Collections are reported rather good, and wholesalers seem perfectly satisfied to get along with light sales for a time.

**FISH AND POULTRY.**

The supply of fresh on the market during the past week has been very limited, while the demand, although purely local has been quite active. The variety has been confined to Lake Winnipeg white and river fish, the former have been rather scarce and sold readily at 7c. River fish have ranged from 3 to 4c, and have been too scarce to allow of steady wholesale quotations, those we give now being to a great extent nominal. During the present week a plentiful supply of white fish are expected in the city, and shipping south in refrigerator cars will probably commence. Poultry are still too scarce to admit of wholesale quotations being given.

**FRUIT.**

The fruit business still keeps lively, and the past week has been quite a busy one. The supply of green fruits has been anything but steady. Strawberries in crates have appeared once or twice, and this week the native product in this line is expected to be plentiful. Tomatoes have sold as low as \$1.50 a box but have been as a rule in poor condition. Oranges are higher and have sold up to \$3.50. Lemons are still quoted at \$7. This week numbers of novelties from more southern latitudes are expected, and among others new season's apples. Raisins are still selling: Valencias \$2.25 to \$2.50, and loose Muscates at similar figures. Peanuts, pecans and Brazil nuts are quoted at 15 to 17c, and English walnuts at 18c.

**FUEL.**

The very bottom of dullness has been reached in this trade during the past week, and sales have been unprecedentedly light. Coal still sells: anthracite \$10.75 on track, and bituminous \$9.50. Wood is quoted, poplar \$4 to \$4.50 and tamarac \$4.50 to \$5.50.

**FURNITURE.**

There has been rather a quiet feeling in this business during the past week, although matters have not got down to actual dullness. No marked improvement is looked for during July, but a lively fall trade is expected. Collections are reported rather slow.

**GROCERIES.**

A steady business is still being done in this line, although there has been a slightly quieter feeling during the past week. Still general satisfaction is expressed at the results, and high hopes of a lively fall trade are being indulged in. There have been no changes in the prices of staple goods, although in sugars and one or two other staples there has been a disposition to shade regular quotations. Prices run as follows: Sugars—yellows, 7½ to 8½c; granulated 9½ to 9½c; Paris lumps 10½ to 11c; Coffees are quoted, 14 to 17c for Rio; Java 21 to 24c; teas range, Moyuna gunpowder 25 to 70c; Japans 20 to 45c; Young Hyson 25 to 70c; Congous 24 to 75c.

## HARDWARE AND METALS.

There is still no let up to the activity in this trade, and as yet building material has by far the heaviest demand. Other lines are not affected by dullness, and altogether the trade is in a satisfactory condition. There is still some uncertainty about prices of goods, not owing to any cutting on the part of the trade, but owing to the changing nature of freight rates from the east in consequence of keen competition between the C.P.R. and the all rail route. Collections are reported fair to good. The following are representative quotations of staple goods: Tin plate 14x20, \$6.75 to 7.25 a box; 20x28, \$13 to 13.50; Canada plates \$4.50 to 4.60; sheet iron, 28G, \$4.75 to 5.25 per 100 lbs; iron pipe, 40 to 50 per cent. off list price; ingot tin, 28 to 31c per lb.; pig lead, 6 to 6½c; galvanized iron, No. 28, 7½ to 8½c, according to quality; bar iron, \$2.95 to 3.15 per 100 lbs; cut nails, \$3.60 to 3.80.

## LUMBER.

There is no change to report in the state of this trade. Mills are still running, and have quite a quantity of orders ahead. Sales during the past week have been quite up to the average, and are expected to keep so for weeks to come. No reliable scale of prices can as yet be given.

## LEATHER AND FINDINGS.

A quiet feeling pervades this trade, and is expected to continue during the current month. Collections are reported fair. Quotations of staple goods are as follows: Spanish sole 33c to 35c; slaughter sole 35c French calf, first choice, \$1.40 to 1.50; domestic 55c; B Z calf \$1.00 to 1.10; French kip \$1.00 to 1.25; B Z kip 85c to 90c; slaughter kip 65c to 75c; No. 1 wax upper 55c; grain upper 55c; harness leather 34c to 36c for plump stock; English oak sole 65c.

## SADDLERY AND HARNESS.

There has been a decidedly quiet feeling in this trade during the past week, although the city retail trade has been moderately active. Collections, however, are reported good. There have been no changes in the prices of staple goods and quotations are as follows: Harness leather, 33 to 36c per lb; collar splits, 27 to 33c; sheep skins, \$7.50 to 11.50 per doz, according to quality.

## PAINTS, OILS AND COLORS.

The quiet feeling noticed in our last report is still prevalent in this trade, and the past week has been rather a slow one for this season of the year. Collections are reported rather encouraging. The only change in prices of staple goods has been a decline of a few cents on linseed oil. The scarcity of window glass still continues, and only one car is now in transit here, which will give but little relief. Quotations of staple goods are as follows: Linseed oil raw, 71c per gal; boiled, 74c; seal oil, steam refined, \$1.10; no pale or straw seal in the market; castor, 15c per lb; lard, No. 1, \$1.30 per gal; olive, \$1.50 to \$2, according to quality. Machine oils, black 30c; oleine 50c; fine quality 65c to \$1. Coal oils, Headlight 32c; water white 37c. Calcined plaster, \$4.50 per bbl; Portland cement, \$6; white lead, genuine,

\$8.00; No. 1, \$7.50; No. 2, \$7. Window glass, broken, first break, are quoted at \$2.75.

## STATIONERY AND PAPER.

Wholesalers in this trade report a rather quiet week. No great activity is looked for about this time, but the week has been even slower than was anticipated. Collections are reported only fair. There is still a scarcity of some staple lines, which adds to the quietness.

## WINES AND SPIRITS.

Although there has been no great addition to the volume of sales in this line during the past week, there has been a better feeling and wholesalers are beginning to feel a little more hopeful for the fall trade. In collections the report does not show much improvement, but is no worse than the week previous. Quotations of goods are unchanged, and are as follows: Hennessy's one star, \$13 to \$14; in wood, \$4.50 to 5.00 per gallon; Martel, in case, one star, \$13 to \$14; Renault, 1-star, \$12, \$16 and \$20; Louis Freres, in cases, qts, \$9; flasks, two dozen in a case, \$11; M. Dubois, in wood, \$3.50 per gallon; cases, quarts, \$8; flasks, \$9. Gin, Holland, in wood, \$3 per gallon; red cases, \$10.50 to 11.50; green cases, \$5.50 to \$6.50; Old Tom gin, Bernard's, in wood, \$3.25 per gallon; Booth's, in wood, \$3.25; Booths, in cases, quarts, \$8.50; Scotch whisky, Ramsay's in wood, \$3.50 to \$4.00; Cap. Ila Islay, in wood, \$3.50; Stewart's, in cases, quarts, \$8.50; flasks, \$10.50. Irish whisky, John Jameson & Sons, in wood, \$3.50 to \$4; Bernard's, in cases, quarts, \$8; flasks, \$9.50. Jamaica rum, \$3.75 to \$4.00 per gallon. Cinnamon—Pomeoy, quarts, \$3.4; pints \$35 per case; Bollinger, quarts, \$33; pints \$34; Moet & Chandon, quarts, \$27; pints \$29; G. H. Mumm, quarts, \$28; pints \$30; Piper Heidsieck, quarts, \$27; pints \$29; Carte Blanche, quarts, \$20; pints \$22. Sherry from \$2.50 to 8.00 per gallon, according to quality and brand; ports \$2.50 to 7.00, according to quality and brand; claret in cases \$5.00 to 7.00; Bass's ale in quarts \$3.50 per doz; pints \$2.25; Guinness' porter in quarts \$4.00; pints \$2.50. Domestic whiskies, Gooderham & Wort's, in wood, \$1.65 to 2.25 per gallon; 65 o. p. rectified, in wood, \$3.50; W. F. L. five-year old, \$2.50 per gallon cases, quarts, \$7.50; flasks \$9.50.

## THE MARKETS.

## WINNIPEG.

## GRAIN AND PROVISIONS.

Wheat has been in more plentiful supply during the past week than for some time past; the growing crops are looking exceedingly well, and the farmers are selling what surplus stock they have on hand; the quality, as a rule, has been inferior; deliveries of oats have been liberal and values unchanged; in provisions the week's business has exceeded the expectations of the wholesale merchants for this season of the year.

## WHEAT.

During the past week farmers' deliveries have been on quite a liberal scale, for the reason

noted above; the quality has been rather inferior, consequently prices have varied from 50 to 93c, the latter figure for No. 1 hard; the low grades the millers would rather not handle at any price.

## OATS.

Car lots are in good demand at 30 to 32c on track; street receipts are fair and prices range from 25 to 30c, according to sample.

## BARLEY.

No receipts and no demand, consequently values are unquotable.

## FLOUR.

There is no change worthy of note in the flour market; values are firm at last week's prices; the demand still continues active both on local and shipping account; quotations are: patents \$3.10; strong bakers', \$2.70; and superfine, \$2.20.

## BRAN AND SHORTS.

No change to note in bran and shorts; the demand still continues active and values are unchanged; quotations are: \$8 for bran and \$10 for shorts per ton on track.

## POTATOES.

Receipts are growing less as the season advances contrary to dealers' expectations; round lots are worth 60 to 65c, and 75 to 90c is paid for choice stock in small lots.

## EGGS

are in active demand at firm prices; stocks in the city are being reduced rapidly; farmers are evidently holding back this product in anticipation of higher prices in the near future, and without doubt their aim will be realized; fresh stock is worth 20c in round lots, market closing firm.

## BUTTER.

The condition of the butter market is still without any change worthy of note; choice Manitoba rolls are slow sale at 18c per pound in round lots; offerings from the country continue large, but they are not always of a desirable quality, consequently prices vary widely; some sales being made as low as 13c.

## CHEESE.

Quiet, and prices are without any essential change; round lots of primo new are still quoted at 14 to 15c.

## BACON.

The trade in this product during the past week has been of rather a moderate character, and prices are easier in sympathy with outside markets, which are reported dull and with a downward tendency; quotations are: dry salt 12½c; smoked 12½ to 13c; spiced rolls 14½ to 15c; and English breakfast, 15 to 15½c.

## MESS PORK.

The business done in this product during the past week is reported as only fair; values are unchanged, and \$22.50 is still the quotation for round lots.

## HAMS.

The demand still continues active and values are firm, although not notably higher; quotations are 16 to 17 in round lots.

## MESS BEEF.

No change to note in this product, neither as regards the volume of business or values, \$10 per barrel is still the quotation.

## SEEDS.

Timothy seed per bushel, of 48 lbs, \$4.30; clover, large red, \$18 par bushel of 60 lbs; Alsike, \$18; white Dutch, \$18; Lucerno, \$14.5 per bushel of 28 lbs, and flax seed, \$2.50.

MINNEAPOLIS.

The market one week ago to-day was apparently strong, with No. 1 hard above the dollar mark, but the bull combination we then spoke of weakened suddenly, and the result was a fall of 5c in the price. The fluctuations of the past ten days illustrate clearly the fact that while other markets may be influenced by reports of the doings of the Minneapolis millers, the Minneapolis market pays no attention to the doings of other markets, so far as influence upon local prices is concerned. The last sharp advance was engineered in the face of weak and falling markets everywhere.

Crop reports from the Minneapolis belt continue very encouraging. G. S. Barnes, president of the Northern Pacific Elevator Co., who is regarded as authority on the northern half of the belt, came in Wednesday. He reports that everything indicates a crop which will average two to three bushels per acre larger than last year. The rainstorms which have been of almost of daily occurrence at Minneapolis for weeks were, he says, local, not extending over a wide area. There have been frequent storms throughout northern Minnesota and Dakota, but they have, he says, followed regular courses, leaving dry strips on either side, so dry that complaints of injury to the growing grain are heard, while in the wet strips the weeds have got the start of the wheat. This, however, is not regarded as a serious misfortune, as wheat will head out well, even under weeds. The chief complaint is that recent hot weather has forced the heads too fast. In the James River valley, Dakota, where drouth hurt the crop greatly last year, prospects are now better than in the Red River valley.

The following were the highest and lowest prices by grade on 'change during last week, with Wednesday's closing prices:—

| Wheat.          | Highest. | Lowest. | Closing. |
|-----------------|----------|---------|----------|
| No. 1 hard..... | 1.00½ .. | 96 ..   | 96½      |
| " 2 " .....     | 94 ..    | 92 ..   | 92       |
| " 1 northern..  | 88 ..    | 86 ..   | 86       |
| " 1 " ..        | 87 ..    | 85 ..   | 85       |
| " 2 " ..        | 82 ..    | 80 ..   | 80       |

No. 1 hard for July opened at 99½c and closed at 96½c.

Coarse grains were quiet, No. 2 corn closing at 45c, and No. 2 oats at 29 to 31c.

MILLSTUFF.—Bran is dull and lower, closing at \$8.50 per ton for bulk. Shorts \$10.50 to \$11 per ton.

FLOUR.—There is little change to report in the flour market, which remains dull and featureless. Millers generally maintain a firm front and are constantly refusing orders which do not meet their views, managing by extra efforts, to sell their product at fair prices, all things considered. The eastern demand shows an improving tendency, but there must be more confidence and better offers before lively business can be done. Low grades are going abroad in large quantities, but others are exported in fair bulk. Quotations at the mills for car or round lots are about as follows:

Patents, \$5.75 to 6.00; strights, \$5.40 to 5.60; first bakers', \$4.60 to 5.00; second

bakers', \$4.10 to 4.40; best low grades, \$2.10 to 2.50, in bags; red dog, \$1.75 to 2.00, in bags.

Now that the eastern freight rates have been advanced, there is not as much of a disposition to hurry things on the platform as formerly. The warm weather too, makes the wheat "tough" to grind and recards operations. The flour production last week amounted to 107,600 bbls.—averaging 17,633 bbls. for the six working days—against 99,126 bbls. the preceding week. All the merchant mills in the city except two were running Tuesday, but the average output was somewhat reduced, and the production the current week is likely to be smaller. There are some millers who talk about shutting down unless the situation improves, and if several mills were closed in a few days it would not cause surprise.

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

|                   | RECEIPTS. |          |          |
|-------------------|-----------|----------|----------|
|                   | June 24.  | June 17. | June 10. |
| Wheat, bush...    | 324,000   | 313,500  | 465,000  |
| Flour, brls....   | 1,750     | 875      | 1,000    |
| Millstuff, tons.. | 36        | 180      | 72       |

|                   | SHIPMENTS. |          |          |
|-------------------|------------|----------|----------|
|                   | June 24.   | June 17. | June 10. |
| Wheat, bush ..    | 48,000     | 36,500   | 31,500   |
| Flour, brls ....  | 106,200    | 101,500  | 90,678   |
| Millstuff, tons.. | 3,095      | 2,716    | 904      |

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

|                        | MINNEAPOLIS. |           |           |
|------------------------|--------------|-----------|-----------|
|                        | June 25.     | June 18.  | June 11.  |
| In elevators, bus..... | 1,921,000    | 1,929,000 | 1,962,500 |
| ST. PAUL.              |              |           |           |
| In elevators, bus..... | 250,000      | 315,500   | 362,000   |
| DULUTH.                |              |           |           |
| In elevators, bus..... | 1,097,648    | 1,449,910 | 1,571,446 |

—Northwestern Miller.

CHICAGO.

The feeling has been very unsettled during the past week and values have declined on all the leading speculative articles; the weakness was attributed to the favorable condition of the growing crop prospects, and the unsettled condition of financial affairs in Wall street, heavy failures being still the order of the day, and by all appearances the end is not yet, and without something extraordinary occurs low prices will rule for another year to come; prospects for an abundant harvest were never more promising on this side of the water, and in Europe, the outlook, with few exceptions, is equally as bright; in provisions a large business has been transacted but the feeling has been unsettled and a lower range of values have been established. On Tuesday the markets closed as follows.

|             | June, \$0.85½ | July, \$0.86½ |
|-------------|---------------|---------------|
| Wheat,..... | 54½           | 55½           |
| Corn,.....  | 31½           | 31½           |
| Oats,.....  | 18.90         | 19.10         |
| Pork,.....  | 7.42½         | 7.45          |
| Lard,.....  |               |               |

On Wednesday the wheat market opened strong and an advance of ½c was soon established, but the speculative offerings were increased and, with reports of more trouble in Wall street, part of the advance was soon lost; in corn the weakness was more apparent, caused principally by the fine weather report, from the Northwest; hog products were weak and prices were lower all round. Closing quotations were:

|             | June, \$0.86 | July, \$0.86½ |
|-------------|--------------|---------------|
| Wheat,..... | 54½          | 55½           |
| Corn,.....  | 31½          | 31½           |
| Oats,.....  | 18.80        | 19.10         |
| Pork,.....  | 7.30         | 7.32½         |
| Lard,.....  |              |               |

Thursday the feeling was very unsettled and nervous due to the unsettled condition of financial affairs in New York, another bank failure being reported, causing operators to act with caution; foreign advices quoted dull markets; under the circumstances it would not be thought strange to see the market go considerably lower yet. Quotations at the close were:

|             | June, \$0.85½ | July, \$0.86 |
|-------------|---------------|--------------|
| Wheat,..... | 54            | 54½          |
| Corn,.....  | 31½           | 31½          |
| Oats,.....  | 18.60         | 18.90        |
| Pork,.....  | 7.25          | 7.30         |
| Lard,.....  |               |              |

On Friday the markets were still unsettled and operators were inclined to let things take their swing and wait further developments; values in grain and provisions were lower all round. Closing quotations were:

|             | June, \$0.85 | July, \$0.85½ |
|-------------|--------------|---------------|
| Wheat,..... | 54           | 54½           |
| Corn,.....  | 31½          | 31½           |
| Oats,.....  | 18.50        | 18.80         |
| Pork,.....  | 7.20         | 7.25          |
| Lard,.....  |              |               |

On Saturday the wheat market opened strong and the feeling was one of firmness, corn, however, followed the opposite course, and a considerable shrinkage in values was established; hog products were lower and the feeling at the close was one of weakness. Quotations at the close were:

|             | June, \$0.85½ | July, \$0.86 |
|-------------|---------------|--------------|
| Wheat,..... | 52            | 52½          |
| Corn,.....  | 30½           | 31           |
| Oats,.....  | 18.30         | 18.50        |
| Pork,.....  | 7.20          | 7.22½        |
| Lard,.....  |               |              |

TORONTO.

STOCKS.

The stock market during the past week has been very unsettled and nervous; there is evidently a lack of confidence in all the leading securities, due principally to the wide-spread demoralization that exists in outside trading centres. Wednesday's closing bids, as compared with the week previous were:

|                    | June 17. | June 24. |
|--------------------|----------|----------|
| Montreal ..        | 186½ ..  | 180½     |
| Ontario ..         | 105 ..   | 102      |
| Molson's ..        | 110½ ..  | 109      |
| Toronto ..         | 170 ..   | 183      |
| Merchants ..       | 100½ ..  | 105½     |
| Commerce ..        | 118 ..   | 112      |
| Imperial ..        | 133½ ..  | 125½     |
| Federal ..         | 117 ..   | 94½      |
| Dominion ..        | 118 ..   | 157½     |
| Standard ..        | 113 ..   | 108½     |
| Hamilton ..        | 117 ..   | 117      |
| North-west Land .. | 40 ..    | 41       |

GRAIN AND PRODUCE.

Business continues very quiet and there is no movement worthy of note in any branch of trade

The feeling is generally one of caution, and until crops are out of danger there is not likely to be any improvement in the situation. Values are easy and somewhat lower, in sympathy with outside markets, and having a downward tendency. Stocks in store have decreased slightly, and according to Monday's report were as follows: Flour, 2,000 bbls.; spring and fall wheat, 142,464 bush.; oats, 5,816 bush.; barley, 4,041 bush.; peas, 27,738 bush.; rye, 330 bush.; against on the corresponding date last year; flour 3,095 bbls.; spring and fall wheat, 251,732 bush.; oats, 1,000 bush.; barley, 60,190 bush.; peas, 7,504 bush.; rye, — bush.

## WHEAT.

Trade has been very light during the past week. There have been moderate offerings but the demand has been next to nothing, consequently prices are easier; No. 2 fall is offered at \$1.10 f.o.c., and No. 2 spring is offered at \$1.13 and a few lots have changed hands at that figure. No. 3 fall is offered at \$1.08 and No. 2 goose varies from \$4 to 88c. according to sample.

## OATS.

The market has continued quiet all week and values are unchanged; there have been a few sales of car lots reported which brought from 39 to 41c., according to quality. Street receipts are heavy and slow at from 40 to 43c.

## BARLEY.

Values are purely nominal as there is no business.

## RYE.

No transactions of any consequence reported, therefore prices are nominal at 60 to 62c.

## PEAS.

There has been no business reported during the past week and prices are unchanged at 74c. for No. 2 and 71c. for No. 3.

## FLOUR.

The demand for flour still continues slow being confined to local requirements; there is no shipping demand and values, although not quotably lower, are decidedly weak; a few lots of guaranteed superior have changed hands at \$5 to \$5.10; extra is still quoted at \$4.80 and patents from \$5.60 to \$5.80.

## POTATOES.

A fair business has been done in potatoes during the week at unchanged prices; fine Early Rose are selling at 70c on truck, and medium stock range from 58 to 62c.

## BUTTER.

The receipts during the past week show a slight falling-off; stocks, however, are accumulating rapidly in the country, and in the present condition of outside markets there is nothing saleable but choice dairy, and even this grade of choice quality is slow sale at 14c in round lots; inferior grades are not wanted at any price save for the soap factory.

## EGGS.

The demand during the past week has been very active and values are firm and somewhat higher; dealers are paying 15c for all they can get; street receipts are fair and worth 16½ to 17c.

## CHEESE.

The trade in this product during the week has been of a holiday character; stocks are accumulating and values are tending downward; prime new is offered at 10½c; market closes dull and weak.

## PORK.

Quiet and unchanged at \$20.50 for round lots; there have been a few sales of small lots made at \$20.75.

## BACON.

Trade in this product still continues slow and values are without any essential change;

the bulk of the business is confined to long clear which sells fairly well in tons and cases at 10½c; Cumberland is quiet at 9½; rolls are unchanged at 11½ to 13c, and bellies at 13c.

## HAMS.

are still scarce, and prices are firm; car lots sell readily at 13½c; canvassed are firm at 14½c in round lots and pickled at 12½c.

## LARD.

There is a fair demand and values are with out change; tinnets in round lots are worth 11½c; in a small way they are selling at 12 to 12c.

## APPLES.

Nothing doing; absence of stocks the cause.

## POULTRY.

Spring chickens are more plentiful; the demand has also increased and offerings are easily disposed of at 65c to \$1 per pair, and fowl at 60 to 90c.

## SUNDRIES.

Dried apples are firm at 8½c; oatmeal, per 361 lbs., \$4.25 to \$4.50; cornmeal, no receipts.

## New York Pointers.

The New York correspondent of the *North-western Miller*, in a recent letter to that paper, says:

There have been but two bull influences on the wheat market this week, but, as the young lady in the story said, they were little ones. A few exporters bethought themselves that they required several thousand more bushels of No. 2 Chicago spring wheat. This was a signal for the holders to put the price up to 99c, which they did with dispatch. The buyers overlooked the fact that but two or three days before they could have purchased the same wheat for 95c. When their wants had been supplied the market dropped back again, and has since continued without special stimulus. The movement of this grain abroad for the time being afforded some strength to prices, but this disappeared with the cessation of exports. The second tonic was found in the dispatches from California announcing severe rains visiting that state just as the grain was almost ready for harvesting—a most unusual occurrence. Serious damage was anticipated, but all the telegrams shown or printed contained the proviso that the loss, if any, could not be estimated. This news approximated to that which was mentioned in this correspondence last week as of the character, if continued, to curtail or delay harvest, and which would be likely to show itself in an upward tendency in prices. Its effect thus far, however, has been immaterial. The fluctuations in prices, aside from those caused as described, have been due almost exclusively to the sawing up and down in response to heavy "short interest" and rushes "to cover." The ascertained facts in regard to the general condition of the wheat crop are as favorable as ever, and quite above the average at a corresponding time in preceding years. The outlook for over 500,000,000 bus. of wheat—frequently put as high as 520,000,000 bus.—will mark a heavy gain in the northwestern (spring wheat) states as well as on the Pacific coast; for the decline in average yield per acre in New York, Ohio, Indiana and Illinois has been very great. Since Sept. 1 last we have exported only about 65,000,000 bus. of

wheat (and flour as wheat), against about 93,000,000 in a like portion of 1882-3, and as it is alleged by those who claim to know, we have but about 10,000,000 bus. more to export remaining of the old crop. The coming season promises to exceed this in available supplies for export, if the present estimated outcome proves to be true. Counting the coming harvest at but 500,000,000 bus., and the requirements for home consumption at 285,000,000, seed 45,000,000, and for other purposes 15,000,000 bus., we will still have left for export 155,000,000 bus., even in the event of none whatever being carried over from the previous harvest. Good weather at home and abroad, therefore, from now on for a month and a half—or that even fairly favorable, will not bring encouragement to the bulls in wheat in any market. Speculations such as these are, however, valuable only as indicating the future movement in certain contingencies. The reverse was presented last week. There is still some time to elapse ere harvesting will be under full headway, and the possibilities twist now and then are worthy of all respect. A heavy bear gun was touched off during the week in the visible supply report. It showed a decline of but 217,041 bus., about 100,000 less falling away than was announced from Chicago two days prior. This made a total supply in sight on land and water (on passage from the United States) of 38,422,680 bus., an increase of 943,959 bus. on the week.

The question of grading wheat at New York has excited considerable comment of late. Two years ago the grain committee of the produce exchange lowered the grade from seven to ten cents per bushel, for reasons which are probably most satisfactory to the grain committee of that year. A year ago a committee was named by President Herrick which had more advanced ideas, to draw it mildly, and the re-election of President Herrick means the re-appointment of that committee. They have not been appointed yet, but they will be named substantially as they were constituted last year, and the board managers will confirm them. It remains to be added that the grade No. 2 red winter will be raised as soon as the new crop begins to move. The committee were prevented from taking this action one year ago owing to the large stocks held in New York which had been purchased to make deliveries as No. 2 red. The raising of the grade would in that case have resulted in a great loss. This year, however, the stocks held here are relatively small and no obstacle exists to the replacing of the New York produce exchange grade where it belongs—at a point where it will equal the world's standards. While there is opposition to this move, it is not going beyond the facts to say that it comes mainly from those whose real motives would hardly bear the light of full and free discussion. No. 2 red at this port has been tabooed at home and abroad. The *Sun* recently mentioned that complaints were "rife of constant adulteration in New York, and rye, cockle, cheat, chess, and other rubbish are habitually mixed with the good wheat received from the west." This is no exaggeration, and it is high time that so eminently representative a commercial body became as representative in the matter of wheat inspection and grades as in all else.

The flour market continues in the same unsatisfactory condition heretofore noticed. Buyers are taking from hand to mouth only. Any pressure to sell from holders (which is rare) means concessions, and any anxiety to purchase (which is likewise rare) indicates full figures. Sales are relatively small, and the markets very dull indeed. The question of most interest at present is transportation rates east from Chicago. Now that rates have been advanced from Chicago to seaboard it is a matter of importance whether prices of wheat will take a corresponding turn upward or not. The lake route rate is more than 2c. per bu. cheaper than the 15c rate from Chicago, and is the lowest ever known.

As a recent pointer on the bear side of the market, the London *Miller* says: "But there is little reason for supposing that the Indian wheat crop of 1884 is much, if anything, smaller than 1883 (which was in turn a very fair yield, and hardly below 1882). Of the quantities shipped from Jan. 1 to April 30, the vast preponderance would be of old wheat; but there is no hurry to sell the new crop, and with quiet trade during this summer the burden of the 1884 Indian yield will probably be thrown upon the cereal year 1884-5; whereas the prompt shipments of the new crop last year threw the burden of the 1883 crop on the last quarter of the cereal year 1882-2. Australia and New Zealand have managed to ship a million quarters of wheat to the credit of this cereal year, but at least another million remains to be sent for 1884-5 to pay for and consume. Between north and south Russia (Odessa alone holds half a million, and St. Petersburg nearly as much) there will be quite 1,000,000 qrs. of 1883 wheat to ship and we have only put down 400,000 quarters as our share for 1883-4. If France and Holland take 200,000 qrs there will be still something carried over to 1884-5."

The market to-day has been nervous, opening at an advance, retreating, and going higher again. There has been no modification of prices in the week worth noting beyond that mentioned Friday, which amounted to a loss of 2½c. on wheat and 4½c. on corn.

### Speculation and Abuse of Trusts.

The rapid growth of speculation is alarming. The evil consequences of it are numerous, and clearly seen. But no exposure of evil seems to make the slightest impression on the men engaged in it. When the speculator's wealth is gone then the fever dies away with him; but as long as he has anything to risk, he seems to speculate more rather than less with every turn of ill fortune. It is said that in these times of depression a great many merchants and others who would not speculate in periods of prosperity, seek to make up for their losses in business through speculative ventures. In a recent number of the *Shoe and Leather Review* it was said that an element of danger to the commercial world, more to be dreaded because it was secret and difficult of discovery, was the tendency on the part of the country merchants and dealers to indulge in speculative ventures outside of their regular business. The Chicago Board of Trade especially offers a tempting field for such ventures, and its victims are numbered

by the thousand. The exchanges everywhere are rapidly lengthening by their roll of victims. In this evil time, when no power seems able to stay the spirit of speculation, it is cheerful to note how strongly and uniformly the Courts have set their faces against sustaining speculative transactions. They declare speculative contracts to be what they really are—gambling contracts, illegal and void. We have published from time to time decisions by State and Federal tribunals, all of the same nature, namely, that these contracts are not entitled to the protection of the law.

The civil code of Georgia contains the following provision: "Gambling contracts are void, and all evidence of debt, incumbrances or liens on property executed upon a gambling consideration, are void in the hands of any person." Under this section the Supreme Court of that State rendered an important decision not long ago. A bank in Augusta brought suit against the maker of a promissory note, which was made and delivered by a cotton-dealing firm, of whom it was purchased by the bank. The defence to the note was that it was given in settlement of a speculative contract which related to the future delivery of cotton. The Supreme Court declared that promissory notes based on cotton futures were "executed upon a gambling consideration," and therefore "void in the hands of any person." In delivering the opinion of the Court, the following pungent words were uttered: "Betting on the game of faro, brag or poker, can not be more hazardous, dangerous or uncertain. Indeed, it may be said that these animals are tame, gentle, submissive, compared to this monster. The law has caged them and driven them to their dens. They have been outlawed, while this ferocious beast is allowed to stalk about in open mid-day, with gilded signs and flaming advertisements to lure unhappy victims to its embrace of death and destruction." If the Courts of other States have expressed their views in a less forcible manner, their decisions have not been the less direct. Ordinary preaching has but little effect, but the preaching of the Courts, followed by authoritative judgments, must be heeded. It is to be hoped that the Courts will be resolute and unflinching in their decisions respecting these transactions. If legislation can not prescribe any remedy, then there is greater need for the Courts to exercise all the authority they possess in subduing this great evil of our times.

Wide-spread as speculation is known to be, the worst is not always known. No doubt there are a great many persons having funds of others who divert them into speculative channels. If their ventures turn out well, no one ever knows from what source the money was derived to undertake them; but if losses occur, the truth appears. This is the reason why so many defalcations on the part of bank and other officials have come to light within the past two years. Doubtless, when stocks were rising these very men were speculating deeply, but being successful, they were able to replace the money they had taken, and consequently the public knew not of their doing. But when the market turned and prices began to fall away, they were often left high and dry on the beach, and then the true nature of their operations was revealed. Such

abuse of trusts has been alarmingly common of late. A case of this sort was recently tried in Philadelphia. Judge Finletter, who gave the opinion of the Court, uttered the following language, which may very fitly close our remarks on this subject. "Want of fidelity to trusts is the evil of the times, the consequences of which are widespread and disastrous. It robs the widow and the orphan; it sweeps aside in a day the hard earnings of whole communities. It breathes upon established industries and they perish. It enters the channel of finance, and vast fortunes turn to dust and ashes. Upon the full tide of public and private prosperity it brings panic and ruin. It destroys the confidence which men should have in each other, and fills their hearts with distrust and dread. \* \* \* It should not and will not receive the judicial sanction." — *Bankers Magazine*.

### What it Cost.

Between seventeen and twenty-three there are thousands of young men damaging themselves irretrievably by tobacco. You either use very good or cheap tobacco. I want to tell you why it is cheap. It is a mixture of burdock, lampblack, sawdust, coltsfoot, plantain leaves, fuller's earth, lime, salt, alum, and a little tobacco. You cannot afford, my young brother, to take such a mess as that between your lips. If, on the other hand, you use costly tobacco, let me say I do not think you can afford it. You take that which you expend and will expend, if you keep the habit all your life, and put it aside, and it will buy you a farm, to make you comfortable in the afternoon of your life.

A merchant of New York gave this testimony: "In early life I smoked six cigars a day, at six and a half cents each; they averaged that. I thought to myself one day, "I'll just put aside all the money I am consuming if I kept on in the habit, and I will see what it will come to by compound interest." And he gives this tremendous statistic: "Last July completed thirty-nine years since, by the grace of God, I was emancipated from the filthy habit, and the saving amounted to the enormous sum of \$29,102.03 by compound interest. We lived in the city, but the children, who had learned something of the enjoyment of country life from their annual visits to their grandparents, longed for a home among the green fields. I found a pleasant place in the country for sale. The cigar money now came into requisition, and I found that it amounted to a sum sufficient to purchase the place, and it is mine. I wish all American boys could see how my children enjoy their home, as they watch the vessels with their white sails that course along the sound." Now, boys, take your choice, smoking without a home, or a home without smoking. — *Dr. Talmage*.

### Mules.

People complain of dull trade, and then, like refractory mules, squat on their haunches and don't try to pull a bit. If the load is heavy, it is still worth an exertion to get it out of the mud. We once had an experience taking care of a wagon-train, and found some remarkable characteristics in mules. Many a team was



stalled, many a wagon mired, and we came to the conclusion that there were mules—and mules. In one case, as distinct in memory as if we had seen it only yesterday, a team mired. Two or three members of it made up their minds that they wouldn't try, and sinking to their girths, resisted every effort of encouragement, whip-stock and fence-rails to get them out of their trouble. One little mule didn't need much persuading, but did his level best to pull out. He lifted up his voice, made an effort and reached *terra firma*, and when sure of his ground turned to gaze upon his associates, and again lifting his voice, laughed them to scorn. The application of this is, that if people think because trade is dull or because they are not selling all of the goods they hoped to, they must fold their hands and "wait until the clouds roll by," they are making a grand mistake. There is always a large amount of business doing, and they who seek it early and often will find it. Use your trade paper, change your "ad." as frequently as you can—if not in substance, change the form—make it striking and effective and put it so that the buyer's eye will meet it again and again and with a diversity which will be refreshing. Don't try to make business, but pick up what is going; there's a plenty of it. Then you can turn around and he-haw!—*American Stationer.*

### A Game of Brag.

Option trading is a kind of speculation that is so near akin to gambling, that except for the disagreeable odor which attaches to the latter term, it is difficult for the unprejudiced observer to distinguish between them. Option trading is not dealing in actual merchandise. The buyer of an option in wheat or coffee or petroleum never expects to take delivery, much less does the seller expect to deliver; they are merely betting on the fluctuations of price, and are looking to nothing more than paying or receiving a difference which is determined by formulated rules. A merchant, according to the old acceptance of that term—and the definition has not changed—required not only special business training, but long experience, sound judgment, ample credit founded upon substantial capital, boldness as distinguished from rashness in executing well matured plans, uncompromising integrity, and untarnished reputation. These requisites have always been recognized as essential in the past, and are held to be to-day a *sine qua non* of success. To be an operator, as that term is used at present, requires no special training, but a kind of innate shrewdness that deals continually with deception, and is a constant struggle to gain the advantage by appearing to be doing one thing while actually engaged in another—a systematic game of brag, a disregard of the interests of every one but self. The success of one is the result of long and patient labor the success of the other is expected to reward the feverish activity of ten or a dozen years. The one tends to intellectual development, the other narrows and dwarfs the intellect. The one has rarely blunted moral rectitude, but, on the other hand, has strengthened the foundations of mercantile honor and honesty, while the other has developed a class

of genteel criminals who generally manage to escape punishment, and who look upon themselves as reputable members of the community. Option trading has the countenance of many worthy merchants, because by joining these gambling associations they have imagined they were keeping abreast of the times, but the evil tendency has been too clearly demonstrated within the past month, and if there is any value in these expensive lessons of experience, they ought to be heeded at once. *N. Y. Shipping List.*

### Advance in Railroad Freight Rates.

Commissioner Fink furnishes the following: At a meeting of the Joint Executive Committee, held recently, it was agreed that the following articles in car loads, now in the eighth class, be placed in a special class, viz.: Grain, flour, feed, bran, meal, middlings, oilcake and meal and cotton seedcake and meal, and that taking effect on Tuesday, June 24 next, the rates thereupon shall be on the basis of 20 cents per 100 pounds from Chicago to New York, and that taking effect 21 proximo the rate be advanced to the basis of 25 cents per 100 pounds; also that, taking effect on the same date, the rate on the seventh class and live hogs will be on the basis of 25 cents per 100 pounds, and on the ninth class 30 cents per 100 pounds from Chicago to New York; and taking effect July 21 proximo, the rates on these classes will be further advanced to the basis of 30 cents on the seventh class and live hogs, and 35 cents on the ninth class from Chicago to New York; also that, taking effect June 24, the rates on the following articles will be on the following basis: Chicago to New York—Eighth class (excepting articles included in the above-mentioned special class), 25 cents per hundred pounds; highwines, whisky, alcohol and domestic spirits in car loads at \$20 valuation O. R. of leakage, 35 cents per hundred pounds. Rates on high-wines, etc., on less than car loads, and on grass seeds of all kinds in any quantity will be restored to the published tariff rates on the several classes in which they are placed in the official classification of east bound rates.—*Ex.*

### The City of London.

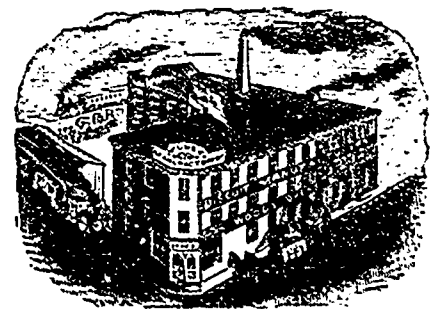
London, says an exchange, is without a rival as regards size and population, not only in the present, but as far as is known in the past history of the world. London, or the Metropolis, as defined by the Metropolis Management Act of 1855, contains at present nearly 4,000,000 people, covering an area of 117 square miles, upon which are built 500,000 houses. Its population is equal to that of the whole State of Holland, is greater than that of Scotland, and double that of Denmark. At the same rate of increase, by the end of the century it would equal that of Ireland, as indeed outer London now does. Its population has quadrupled since 1801, when it numbered 950,000; and it is now increasing at the rate of 70,000 per annum, equivalent to the addition to London every year of a city as large as Geneva or of Plymouth. The ratable value of property in London has grown from £6,000,000 in 1841, to £28,000,000 at present, or nearly five-fold in 43 years. But the

traffic through London has risen even more rapidly. The arterial lines of thoroughfare, wide enough half a century ago, are now altogether insufficient. Thus, although the Strand and Cheapside have been relieved by the formation of a new route between Charing Cross and the Bank, along the Victoria Embankment and Queen Victoria street, and Holborn has been relieved by a new route from Oxford street to Shoreditch, and new and widened streets continue to be made through the city and other crowded localities, the old lines of thoroughfare still remain congested by traffic. There now pass over the Metropolitan bridges daily 384,000 pedestrians and 75,000 vehicles, the annual increase being at the rate of 4½ per cent. and 13 per cent. respectively. The traffic on three Metropolitan railways has risen from 79,000,000 passengers in 1871 to 136,000,000 in 1881, or to 373,000 daily.

The export of wheat from Australia to Europe for the present year is estimated at 20,000,000 bushels.

In an article on Russian petroleum, Engineering says: "The Noble Brothers turn out 450,000 tons of liquid fuel yearly and as in the Walker hydro-carbon furnace, a ton of petroleum fuel does the work of three tons of coal, it follows that this establishment alone produces yearly the equivalent of 1,350,000 tons of coal. On the Caspian and Volga, hundreds of steamers burn nothing but oil fuel. The same is the case with the railways of that neighborhood. In the factories at Bakue oil is the sole fuel employed. The apparatus for using the fuel are of many kinds, and are every year reaching nearer to perfection as their use increases. At present the various southeast Russian Railways are beginning to burn the liquid fuel in their locomotives. In Moscow it has replaced English coal in many factories, and on the Black Sea the Russian government have inaugurated its employment on an experimental scale, with a view to fitting all their men-of-war with liquid fuel furnaces. Judging by present prospects there is strong ground of probability that in a few years the liquid may even replace English coal on board the steamers plying to the East.

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



Manufacturers of  
**BISCUIT—every variety. Brooms.  
Coffee & Spices. Self-Raising Flour.**  
The Trade only supplied, and on best terms. Send for Price List.  
**WOODS, OVENS & CO.,**  
Factory and Office—Corner Higgins, Fonseca and Ar. Streets, Winnipeg.



**A Rare Chance for Oil Makers.**

**A COMPLETE RUN OF  
LINSEED OIL MACHINERY**

**FOR SALE CHEAP,**

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

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

Address, P.O. DRAWER 2050,  
MONTREAL, P.Q.

**MONEY TO LEND.**

**MORTGAGES & DEBENTURES PURCHASED.**

**Western Canada Loan & Savings Co.**

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

WINNIPEG BRANCH, - 373 Main Street,

**F. B. ROSS,**  
Manager Winnipeg Branch.

**OSLER, HAMMOND & NANTON,**

3 BANNATYNE STREET EAST,

WINNIPEG.

**OSLER & HAMMOND,**

TORONTO.

(Members Toronto Stock Exchange.)

**Financial Agents**

And dealers in Railway and Municipal

**DEBENTURES.**

Correspondence Invited.

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

HENRY PELLATT. HENRY MILL PELLATT.

**Pellatt & Pellatt,**

STOCK BROKERS,

46 KING ST. EAST, TORONTO.

Members Toronto Stock Exchange.

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

ORDERS BY LETTER OR TELEGRAPH  
Receive prompt attention.

**MONEY TO LOAN.**

**\$100,000**

To lend at Lowest Current Rates.

Apply

**A. MACNAB & SON,**

Office, Dundas Blk., Main St., Winnipeg.

**REMOVAL NOTICE.**

**CARRUTHERS & BROCK,  
LOAN AND INSURANCE AGENTS,**

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

**J. & J. TAYLOR'S SAFES.**

**Manitoba Mortgage & Investment Co**

(LIMITED) CAPITAL \$2,500,000

LOCAL ADVISORY BOARD.

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

A. W. Ross, Esq., M. P.  
R. H. Hunter, Esq., Winnipeg.  
W. Hespeler, Esq., German Consul, Winnipeg.

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

OFFICES: Hargrave Block, Main Street.

H. R. MORTON

ROSS, KILLAM & HAGGART, Solicitors. Manager.

**ROBERT ADAMSON,**

ASSIGNEE-IN-TRUST,

Room No. 5, Hingston Smith Block

Corner of Main and Lombard Streets,

WINNIPEG.

Assignments in Trust taken for  
the benefit of Creditors.

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

The Sale of Municipal Debentures and  
Stocks Negotiated.

**THE QUEEN'S,**

The Palace Hotel of the Northwest.

WINNIPEG.

O'CONNOR & BROWN Proprietors.

**GRAND VIEW HOTEL,**

OPPOSITE NEW C. P. R. STATION,

BRANDON. MANITOBA.

**FRANK BOISSEAU, Proprietor.**

LATE OF THE RUSSELL HOUSE, OTTAWA.

Strictly first-class in every respect. Commercial Sample  
Rooms Attached.

**James Park & Son,**

PROVISION MERCHANTS,

**MESS PORK, HAMS, BACON,**

Butter, Lard, Cheese, Stilton Cheese, Canned  
and Preserved Meats

Of all kinds constantly on hand at Lowest Prices to the  
Trade.

41 to 47 St. Lawrence Market, 161 King Street  
West, and 95 Front Street East,

TORONTO, ONT.

**HENRY, SNYDER & CO.,**

PACKERS,

And Wholesale Dealers in Canned Goods, Jams, Jellies,  
Fruits, Vegetables, Meats, Pickles, &c., &c.

Packing House and Head Office. 121 & 123 Front St. East  
TORONTO, ONT.

Highest Awards and Medals at Exhibitions of 1892.

**CARL KAUFFMAN,**

Manufacturers Agent & Commission Merchant

SPECIALTY:

Cigars imported from Hamburg, Germany.

42 FRONT STREET EAST, TORONTO.

**EDWARD TERRY,**

PORTLAND, KEENS' and THORALD CEMENTS.

PLASTER PARIS.

Fire Brick and Clay, Sewer Pipes, Hair, Lime, White  
and Grey, Land Plaster, Salt, &c.,

23 and 25 GEORGE STREET, TORONTO.

**KILGOUR BROS.**

MANUFACTURERS & PRINTERS,

Wrapping Paper, Paper Bags, Paper Boxes,  
Twines, etc., etc.,

TORONTO, ONT.

**JAS. A. LOUGHEED,**

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

CALGARY & MEDICINE HAT.

**OGILVIE MILLING CO.**

Mill at Point Douglas.

Capacity - 750 Barrels per day.

OFFICE:—Corner King and  
Alexander Streets, Winnipeg.

A Full Stock of Patent Hungarian, Strong  
Bakers' and Spring Extra Flour; Oatmeal, Pot  
and Pearl Barley, Graham Flour, Cracked  
Wheat, Bran, Shorts, Ground Feed, Oats, Bar-  
ley.

Wheat buyers at all Shipping C.P.R. Stations.

Geo. J. Maulson.

W. S. Grant.

**GEO. J. MAULSON & CO.,**

**Grain and Flour Exporters**

GENERAL COMMISSION MERCHANTS.

Office: Cor. Main and Post Office Streets

WINNIPEG.

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

**CHANGE OF TIME**

On and after May 12th, 1884, trains will move as follows:

|                              |        |             |
|------------------------------|--------|-------------|
| Going west.                  |        | Going East. |
| 47.30 a.m. leave Winnipeg    | arrive | 3.45 p.m.   |
| 10.09 " " Portage la Prairie |        | 1.15 " "    |
| 1.24 p.m. " Brandon          |        | 10.00 a.m.  |
| 7.00 " " Broadview           |        | 2.30 " "    |
| 11.40 p.m. " Regina          |        | 10.15 p.m.  |
| 1.30 " " Moose Jaw           |        | 3.20 " "    |
| 9.15 a.m. " Swift Current    |        | 12.15 p.m.  |
| 3.40 p.m. " Maple Creek      |        | 7.15 a.m.   |
| 7.45 p.m. " Medicine Hat     |        | 3.00 a.m.   |
| 8.55 a.m. arrive Calgary     | leave  | 2.50 p.m.   |

Two trains a week will run west of Moose Jaw, leaving Winnipeg on Mondays and Thursdays, with Sleeping Car attached, for Calgary. Returning train will leave Calgary Mondays and Thursdays, and arrive at Winnipeg Saturdays and Wednesdays. Daily trains will run between Winnipeg and Moose J.w.

|                             |        |            |
|-----------------------------|--------|------------|
| Going East                  |        | Going West |
| 7.4.30 p.m. leave Winnipeg  | arrive | 10.15 a.m. |
| 10.00 p.m. " " Portage      |        | 12.45 a.m. |
| 3.15 a.m. " " Barclay       |        | 7.25 p.m.  |
| 2.05 p.m. arrive Pt. Arthur | leave  | 3.15 a.m.  |

|                            |        |              |
|----------------------------|--------|--------------|
| Going South.               |        | Going North. |
| 7.05 p.m. leave Winnipeg   | arrive | 7.00 a.m.    |
| 10.50 p.m. " " Emerson     |        | 4.10 a.m.    |
| 11.00 p.m. " " St. Vincent |        | 14.00 a.m.   |

|                                  |        |                   |
|----------------------------------|--------|-------------------|
| 17.40, 8.15 a.m., leave Winnipeg | arrive | 5.15, 8.00 p.m. † |
| 9.55, 11.35 a.m., " " Morris     |        | 2.05, 5.30 p.m.   |
| 11.40 a.m., " " Gretna           |        | 3.45 p.m.         |
| 6.00 p.m. " " Manitou            |        | 3.30 a.m.         |

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

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

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

- † Daily.
- ‡ Daily except Mondays.
- § Daily except Saturdays.
- ¶ Daily except Sundays.

Trains move on Standard time.

JOHN M. EGAN, Gen. Superintendent.  
W. C. VAN HORNE, Gen. Manager  
ROBERT KERR, General Freight and Passenger Agent.

**The Royal Route. — Chicago, St. Paul, Minneapolis and Omaha, and Chicago and Northwest in Railways.**

Passengers over the Royal Route have all the luxuries of Modern Railway travel, Palace Dining Cars, Luxurious Smoking Room Sleepers and Elegant Day and Night Coaches for Passengers who do not ride in Sleeping Cars, with no change of cars for any class of passengers between Minneapolis, St. Paul and Chicago, also No Change of Cars between St. Paul and Council Bluffs, with Through Sleepers to Kansas City. If you wish the best of sleeping accommodation always buy Tickets over the Royal Route.

J. H. Hilland, Gen. Traff. Man, St. Paul  
T. W. Teasdale, Gen. Pass. Agt., St. Paul  
F. W. Cusack, Gen. Agt., 517 Main St., Winnipeg

**Michigan Central Railroad.**

Depots foot of Lake Street and foot of Twenty second Street. Ticket offices at Clark Street, south east corner of Randolph, Grand and the Hotel and Palmer House.

**THE NIAGARA FALLS ROUTE**

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

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

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

H. B. LEDYARD, Gen. Manager, Detroit.  
O. W. RUGGLES, Gen. Pass. & Tkt. Agt., Chicago.  
W. M. McLEOD, Manitoba Pass Agent, Winnipeg.



**THE SHORTEST ROUTE!**

—FROM—

WINNIPEG AND ALL PARTS OF CANADA

—TO—

**British Columbia**

IS BY THE

**NORTHERN PACIFIC RAILWAY.**

For Information, Maps, Folders, etc., apply to  
**SAM McCLELLAND,**  
Northwestern Agent,  
LELAND HOUSE BLOCK, - WINNIPEG.

**Albert Lea Route.**

The favorite route from the North to Chicago and the East. Chicago "Cannon Ball" express leaves Minneapolis at 7.00 p.m. daily, arriving at Chicago 3 p.m. next day. This is a solid train, consisting of comfortable day coaches, Pullman sleeping cars, and our justly famous palace dining cars, running through without change. Train leaving Minneapolis 7.40 a.m. has comfortable coaches, Pullman sleeping cars, and Horton reclining chair cars.

J. F. McFARLANE, Gen. Northwestern Agent, Winnipeg, Manitoba.

J. A. McCLELLAND, Traveling Passenger Agent.  
F. BORD, General Traffic and Passenger Agent.

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

GOING EAST.

Express trains leave Minneapolis at 1.00 p.m. and 8.00 p.m. and St. Paul, 1.45 p.m. and 8.45 p.m.; arriving in Chicago at 7.00 a.m. and 2.00 p.m.

COMING WEST.

Express trains leave Chicago at 11.30 a.m. (except Sunday) and 9.00 p.m., arriving at St. Paul at 6.15 a.m. and 12.45 p.m., and Minneapolis at 7.00 a.m. and 1.30 p.m.

This is the only line between St. Paul and Chicago running the Pullman Smoking Room Sleepers, and Palace dining cars.

GOING SOUTHWEST.

The Chicago 6 p.m., and Omaha trains leave St. Paul at 10.15 a.m., Omaha, Kansas City and San Francisco at 7.10 a.m. and 3.30 p.m.

**The Chicago, Milwaukee & St. Paul Railway**

Is the short line from St. Paul and Minneapolis, via La Crosse and Milwaukee, to Chicago, and all points in the Eastern States and the Canada.

It is the only line under one management between St. Paul and Chicago, and is the finest equipped Railway in the North-west.

It is the only line running Pullman Sleeping Cars, Palace Smoking Cars, Palace Dining Cars, via the famous "River Bank Route," along the shores of Lake Pepin and the beautiful Mississippi River to Milwaukee and Chicago. Its trains connect with those of the Northern lines in the Grand Union Depot at St. Paul.

No Change of Cars of any class between St. Paul and Chicago.

For Through Tickets, Time Tables and full information, apply to any Coupon Ticket Agent in the Northwest.

S. S. MERRILL, General Manager.  
A. V. H. CARPENTER, General Passenger Agent.  
W. H. DIXON, General N. W. Pass. Agt., St. Paul, Minn.  
CHAS. N. BELL, Commercial Agt., Winnipeg, Man.

**Chicago and Grand Trunk Railway.**

GOING EAST.

Leave Chicago 9.10 a.m., 3.30 p.m., 8.30 p.m.; arrive at Port Huron 10.30 p.m., 6.30 a.m., 10.35 a.m., 10.10 a.m., 5.15 p.m.

Leave Port Huron 6.10 a.m., 7.55 p.m., 8.00 p.m., 4.15 p.m., 11.00 a.m., arrive at Chicago 6.50 p.m., 7.45 p.m., 8.00 a.m., 6.40 a.m., 9.00 a.m.

Pullman palace sleeping coaches are run through without change, between Chicago, and Bay City, Detroit, Toronto, Montreal, Boston, Niagara Falls, Buffalo, and New York via Port Huron, as follows:

GOING WEST.

Trains leaving New York 6.45 p.m., Buffalo 12.10 p.m., Suspension Bridge 1.00 p.m., and Port Huron 6.00 p.m., has through Pullman palace sleeping coach from New York, Buffalo, Suspension Bridge and Bay City to Chicago.

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

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

GOING EAST.

Train No. 3 leaving Chicago 8.30 p.m., has through Pullman palace sleeping coaches from Chicago to Niagara Falls, Buffalo, New York, and to Boston via Montreal.

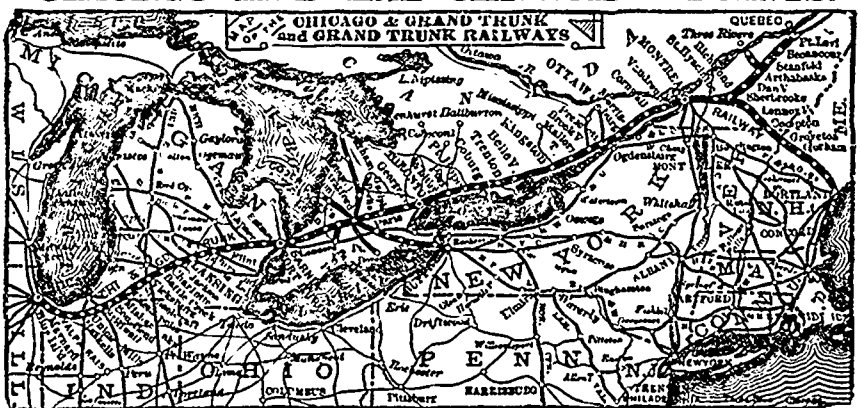
Train No. 5 leaving Chicago 8.30 p.m., has through Pullman palace sleeping coach from Chicago to Montreal and Parlor car to Boston.

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

**The Chicago & Grand Trunk & Grand Trunk Railways**

Will be seen by the following Map to be the most Direct Route between

**CHICAGO AND ALL CANADIAN POINTS.**



Having NO CHANGE OF CARS of any class between CHICAGO, PORT HURON, STRATFORD and BUFFALO. The only line running PULLMAN PALACE SLEEPING CARS from CHICAGO to SUSPENSION BRIDGE, BUFFALO, TORONTO, MONTREAL, NEW YORK and BOSTON through Canada without change.

This line is becoming the most popular route to all points East, via Montreal and down through the White Mountains, also via Niagara Falls, where its trains pass over the SUSPENSION BRIDGE, in full view of America's Greatest Cataract. During the Summer Season passengers going East have choice of Boat or Rail on the St. Lawrence River, where nature taken its sway and crowned the river with the most beautiful scenery.

Always ask for Tickets via this Line.  
GEO. B. BEEVE, Traffic Manager.

S. R. CALLAWAY, General Manager.