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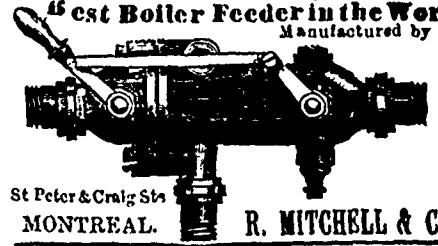
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Published by James E. Steen—Every Tuesday—Subscription, \$2 per annum.

VOL. 5.

WINNIPEG, JANUARY 4TH, 1887.

No. 15.

The Commercial

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

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WINNIPEG, JANUARY 4, 1887.

C. RYAN, hotelkeeper, Boisservain, has sold out.

W. H. MUCKLE, general storekeeper, Neepawa, has moved to Brandon.

MRS. JAS. MARTIN, milliner, Portage la Prairie, has given up business.

MRS. H. MCKENZIE, milliner, Portage la Prairie, has given up business.

R. MILLS, boots and shoes, Manitou, contemplates retiring from business.

MOORE & BAIN general storekeepers, Boisservain, have dissolved partnership.

THE estate of Fishleigh & Dillon, tins, etc., Indian Head, is offered for sale by tender.

O. R. BALKWELL, groceries and liquors, Deloraine, contemplates admitting O. C. Smith into partnership.

— THOMPSON, general storekeeper, Carberry, who was lately burned out, has put up a new building and is again ready for business.

THE retail dry goods dealers of Winnipeg have agreed to close their stores at 6 o'clock in the evening. This arrangement went into force on January 1st.

THE Regina Leader announces that Gilbert Pugsley has made arrangements which will enable him to carry on the building of the Regina, Long Lake & Saskatchewan Railway in the spring.

THE following is an exact copy of a letter received by a Winnipeg wholesaler. It will explain itself:—"January 18. DEAR SIR,—Owing to be late for the registered mail which was intended to go to-day lies in the P. O. to-day which you will receive to-morrow.

CAMPBELL, SPERA & Co., wholesale men's furnishings, small wares, etc., have moved to more commodious premises at 27 Portage avenue east, lately occupied by Thibeau deau Bros. & Co. The firm now have more convenient quarters for the display and storage of their stock.

THERE is talk of a large flour mill and elevator being built at Keewatin, the mill to have a capacity of 1,000 barrels daily. A. Mitchell, of Montreal, and J. Mather, of the Keewatin Lumbering Co., are mentioned in connection with the scheme. There is fine water-power at Keewatin for running machinery.

THE following losses were caused by fire in Winnipeg:—F. Wellband, boots and shoes, \$4,000; no insurance. J. L. Powell, books and stationery, \$1,200; insurance \$200. Geo. H. Rogers, boots and shoes, stock damaged and fully covered by insurance. A. D. McLean, grocer, \$2,000; insurance \$1,000. W. Wellband, \$500; no insurance.

THE annual meeting of the Northwest Commercial Travelers' association was held on Tuesday evening of last week. The reports presented showed the affairs of the association, financially and otherwise, to be in a flourishing condition. The following officers were elected: W. M. Campbell, president; Ed. McKay, vice president; W. M. Ronald, treasurer; J. M.

O'Loughlin, secretary. Directors, M. R. O'Loughlin, Geo. Scott, Andrew Strang, Fred. Chilcott, J. C. McLean.

THE Lieutenant-Governor-in Council has granted a charter to the Manitoba Railway Construction Co., limited, for the purpose of constructing and operating a railway from Winnipeg to a point at or near Emerson, Man. The charter is granted under the general act passed by the legislature. The capital is placed at \$600,000. The directors are G. S. Mackay and Peter McLean Morrison, of Toronto, and Alex. McIntyre, J. H. D. Munson and C. S. Hoare, of Winnipeg. As provided by the provisions of the act under which the charter has been granted, five per cent. on the stock has been deposited in a chartered bank.

THE cork tree is a peculiar kind of oak, the cork being the soft cellular bark just inside the exterior woody covering. It is removed by making longitudinal clefts up and down the trunk, and then girdling the latter with horizontal incisions. This operation is not performed, however, until the tree has attained fifteen years, and the first crop is employed only for inferior purposes. Seven years afterward the tree will have another coating of bark which is stripped and used for making cork, and so on, every five or seven years, according to the quality of the ground. Between the cork and the tree there is another bark that is used for tanning, but this is only removed when the tree is cut down.

THE annual holiday numbers of the Minneapolis *Northwestern Miller* have become a feature of Northwestern journalism. When, therefore, it was announced a few weeks ago that the special issue for this season was in preparation, its appearance was awaited with interest. This year's holiday number has at last come to hand, and though in unique design it is hardly up to the standard of that of last year, still it is a most creditable production, and one which does honor to the publisher. Certainly whatever the *Miller* undertakes is carried through in the best possible style. The literary matter contained in the book is fully up to the standard of previous issues, and even the advertisements are marvels of the art preservative. Long may the *Miller* flourish.

THE official bank statement for November shows steady improvement in the financial condition of the country, and is altogether the most favorable one yet published for the current year. Discounts have increased ten and a half millions, whilst overdue debts have decreased about one and a quarter millions. Circulation has increased a million and a half. The liabilities are \$151,943,592 as compared with \$145,782,577 for November last year, and the assets are \$232,861,035 against \$220,937,857. A pleasing feature is shown in the fact that the deposits in the savings banks have increased over \$400,000, and the total deposits, including those in the savings departments, are about \$5,000,000 larger than the same time last year.

A MEETING of the general court of the Hudson's Bay Company was lately held in London, England, for the purpose of electing three members of the Board. The chairman reported that although full returns were not in, yet indications pointed to a good average collection of furs for the year. £20,000 worth of furs had to remain over at York Factory, owing to the wreck of the ship on Hudson's Bay last fall. It was stated that fur-bearing animals did not seem to be decreasing to any extent, in consequence of the settlement of the country. In regard to the land held by the company in the Northwest, it was stated that sales were not large. Considerable land had reverted to the company, upon which part payment had been made. Total receipts from sales of land since the commencement have amounted to £450,000, and about £200,000 is still due from this source. The value of land reverting to the company amounted to £500,000, or rather was sold for that figure. These lands were sold during the "boom," and generally about one payment was made upon them. The policy indicated in regard to the lands was, that sales would not be pressed by reducing prices. On this subject the chairman said: "Our land is there, and I do not think it would be wise, even if it were possible, to force sales of it. I think it would be a pity to sacrifice our property by putting too low a figure on it." It was announced that British Columbia furs were now shipped across the continent *via* the C.P.R., instead of around Cape Horn, or across the isthmus of Panama, as formerly.

THE Knights of Labor organization, whose surprisingly rapid growth and development has been the wonder of all and the discomfiture of many, has apparently already reached the zenith of its fame, and its power is now as rapidly on the wane. A few months ago its power was dreaded by capital, commerce, and in political circles. The odor of socialism connected with the organization, not as a part of the constitution of the Knights, but as a result of communion and contact with such classes in the large cities, caused many to look upon the order with suspicion. Though the Knights themselves repudiated any connection with socialism, yet there were those who considered the order dangerous to society and a menace to the whole social fabric. But to all appearance its influence is now rapidly on the wane, and disintegration has already set in. As is often

the case this change has not been brought about by outside influences, but from within. This vast labor organization has received its death blow not from capital, with which it was supposed to be in "eternal struggle," but from labor itself. The direct cause of misfortune to the Knights is the organization of a rival labor association, with somewhat antagonistic principles to the former. The new order which was formed at the recent convention of delegates from the different trades unions, held at Columbus, Ohio, will be known as the American Federation of Labor. In this order the autonomy of each trade is recognized, and all are combined in a sort of federal union, to deal with matters affecting labor in general. In addition to the individual unions, the formation of state and provincial organizations will be encouraged, for the purpose of combining to secure local legislation in the interest of workmen. Above these there will be the national and international unions whose objects shall be "to secure national legislation in the interests of the working people and influence public opinion by peaceful and legal methods." The new order starts out with a membership of 350,000, which it is expected will be rapidly augmented, until it includes all national and international trades unions.

THE provincial election contest in Ontario has been watched with the keenest interest from all parts of Canada. The probability of an early dissolution of the Dominion House gave the matter more than usual significance, as indicating what might be expected from the same province in the coming parliamentary elections. Added to this was the intense feeling worked up by the agitation led by the *Toronto Mail* against the Roman Catholics. The Government was charged with pandering to Roman Catholic influences, and granting undue liberties to this section of the people. Numerous complaints were raked up on this score, some of them possessing a shadow of reason, but the most of them savoring strongly of electioneering garbage. Clergymen joined in the fray with that bitterness usually displayed by the gentlemen of the broad cloth when they take a hand in politics, and altogether the contest was conducted with extreme animosity throughout. Many of the charges against the Government were urged with such energy and apparent plausibility, that it looked as though the crusade might prove successful in overthrowing it. In a province whose population is made up of such a very large majority of those professing the Protestant faith, it would not have been a matter for astonishment, had the susceptibility of the people been sufficiently worked upon by the persistent cry of undue Catholic influences in Government circles, as to turn a majority of the people against the latter. Coming so soon after the contest in the sister province of Quebec, where a somewhat similar election cry had resulted in turning a large majority for the Ross Government into a minority, there was every reason to fear that the same tactics might prove successful in Ontario, in returning to office the men who for party purposes engineered the movement. But happily such has not been the case. Either Meredith and the *Mail* were not the proper jockies to ride the Protestant horse

to victory, or the people of Ontario are above being influenced by an election cry tending to arouse religious bigotry. Whilst the principle of equal justice to all, without regard to race, creed or color, should ever be recognized as the only foundation for true liberty in a free country, yet any little favors granted the Roman Catholics of Ontario, not necessarily called for as a matter of strict justice, could be looked upon more as a matter of toleration to them than an injury to Protestantism. Surely the large Protestant majority in Ontario can well afford to be generous with their Roman Catholic fellow-citizens, and so long as no injustice is done the former, any little favors shown the latter might be allowed to pass over without stirring up such a hubbub as has lately been witnessed in that province. This is perhaps a unique view of the case, but it is one which if followed up all over Canada, would make it the most contented country in the world. Had an election not been pending, this supposed undue influence of the Roman Catholic Church with the Government would not have been heard of, and therefore it may be safely concluded that Protestants have not suffered any great hardships from it. Its discovery just in time to serve party ends savors strongly of the usual tactics of politicians to make use of any cry to gain office. The people of Ontario in refusing to be influenced by appeals to religious bigotry, and intolerance, have set an example which should serve as a valuable lesson to all Canada. If Quebec and the other provinces will follow this example, the advantage to the Dominion will far overbalance the evils arising from the agitation. Appealing to sectional prejudice to serve party ends has ever been the curse of Canada. The rebuke administered to such tactics by the electorate of Ontario, will so far as that province is concerned, prove a salutary lesson for the future. There is another lesson which may be drawn from the decisive victory of the Mowat Government, and a course which, had our Manitoba Premier followed, he would now be enjoying the almost unanimous support of the people of this province instead of being at the head of a very narrow majority. Mr. Mowat has always been the firm champion of provincial rights, not only for his own province, but for the whole Dominion. In this way he has earned the admiration of both friends and opponents all over Canada, and the gratitude of those immediately interested. When Sir John MacDonald undertook to dispossess Ontario of a large portion of territory claimed by her, to please his solid French following (which has since shown its gratitude by deserting him), Mr. Mowat stood firmly by her rights and triumphed, as he also did in several other matters in which the Dominion Government attempted to interfere in the affairs of that province. Again, when the Dominion made an effort to usurp the provinces in the control of the liquor regulations, the Mowat government stood firm and carried the matter to a successful issue in the courts. The stability of the Canadian confederation rests upon the autonomy of the provinces in local affairs, and in ever upholding that autonomy Mr. Mowat has shown himself the champion of provincial rights. It would have been ungrateful in the people of Ontario to have turned him out in the face of his brilliant career in successfully upholding the interests of his province against Dominion aggression on so many occasions. If Manitoba had a Mowat instead of a Norquay this province would not now be gasping with the grit of monopoly upon her throat.

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REFERENCES—Manager Merchants Bank. Manager Fed-
eral Bank. Hon. John Norquay, Hon. D. H. Harrison
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The Commercial

WINNIPEG, JANUARY 4, 1887.

RAILWAY COMPETITION.

It would appear that along the Red River valley is not the only region through which the Northern Pacific railway is being extended toward the Manitoba boundary. Reference was lately made to the extension of the Northern Pacific system to St. Vincent, opposite Emerson, Man. Now the *Manitou Mercury* reports a Northern Pacific survey party working just south of the international boundary in the vicinity of Crystal City, Man. It is said that the object of this is to extend the Devil's Lake branch of that road to the boundary in that locality. The activity shown by the Northern Pacific Company in building branch railways through northern Minnesota and Dakota has no doubt been greatly stimulated by the rivalry between that company and the St. Paul & Manitoba Railway Company. The latter company has been "carrying the war into Africa" at a pretty lively rate during the past few years, and its last attempt to parallel the former company's line into Helena, Montana, has aroused the Northern Pacific to renewed efforts. A vigorous invasion by the Northern Pacific Co. of the great wheat districts lately claimed as the exclusive territory of the Manitoba road, has now been inaugurated, and will no doubt be pushed forward until the Northern Pacific system reaches all principal points. The competition thus engendered will be of great benefit to the settlers of the States named, and will not be without its influence upon this province.

As the Canadian Pacific Railway is the alley of the Manitoba road, as well as a rival of the Northern Pacific, it may be expected that the latter company will do all in its power to bring itself into advantageous competition with the Canadian road. The most effectual way of doing this would be to tap Winnipeg, which would at once bring the two Pacific railroads into direct competition for the trade of this province, not only with the Pacific coast, but also with the East, *via* Duluth and the South Shore route. All that lies between the consummation of this result is disallowance, and the building of about 150 miles of railway over a level prairie. The latter can be overcome

in three months, by a little push in the way of railway building. The former can only be overcome by a firm and determined expression of the will of the people of Manitoba.

In view of the almost incalculable advantages which would accrue to this province from the extension of such a system of railway competition into the commercial centre of the country, the determination to overcome disallowance and monopoly must be shown in a more forcible manner than it has ever yet been expressed. The opportunity of obtaining an alternate route to the Pacific coast, whereby our merchants would be placed in a better position to compete for the trade of British Columbia, and which would have the effect of doing away with the discrimination in favor of Montreal as against Winnipeg in the competition for the Pacific coast trade, should not be allowed to slip by. Direct connection with Minneapolis and St. Paul, in competition with the Canadian Pacific Railway and St. Paul & Manitoba combination, there to connect with the independent lines for Chicago and all points east, west and south, we cannot afford to miss without a struggle. Above all we cannot afford to have railway connection with Duluth put off a single season longer than possible, when it is known that such a connection could not but prove of the greatest advantage to our exporting and importing trade, especially in exporting grain, etc. All these great advantages could be secured by the extension of the Northern Pacific branch, now terminating at East Grand Forks, Minnesota, to Winnipeg. The prospect of an early extension of the Grand Trunk Railway system to Sault Ste. Marie, and thence to connect with the Northern Pacific, adds immensely to the importance of securing an entrance of the latter road into this province. When, therefore, the Northern Pacific Company knocks at the door of our province for admission, as it will likely do during the coming summer, such a united effort must be made by the people of Manitoba in favor of its admission as it will not pay the Dominion Government to disregard. Relief from monopoly is at hand, if the people of Manitoba stand firm for their rights.

LAND MONOPOLIES.

Notwithstanding the sudden collapse which overtook the colonization fever a few years ago, it would appear that there

is still some disposition to embark in similar enterprises. The latest thing mentioned, which partakes of something in the nature of a colonization scheme, is the gigantic project originated by Sir John Lyster Kay. This titled gentleman is negotiating for vast tracts of territory in the Northwest, which he proposes to stock with cattle, horses, sheep, pigs, etc. Attention will also be given to raising cereals, bringing in settlers, building up villages, etc. This is to be done by means of a company with a capital of \$5,500,000. The land will be selected in blocks of 20,000 acres each. The wisdom of encouraging these gigantic landed schemes may be called into serious question, and many reasons can be urged against the advisability of allowing vast tracts of territory to become locked up in the hands of individuals and corporations.

It is one of the great arguments used in the old country in favor of emigration to Canada, that each settler can become his own landlord, and be free from the evils of landlordism which have to be contended with in Britain and continental Europe. If large landed estates are an evil in Britain, (and Canadians, as a rule, profess to believe that they are), they will be a still greater drawback to this free western country.

The old colonization companies, for the establishment of which there was such a rage a few years ago, had many favorable features in comparison with the scheme of this titled Britisher, yet these colonization undertakings were looked upon with merited suspicion by many. The colonization companies did not propose to hold the title for the lands granted them, and settle it with tenants. They were bound to colonize at least one-half of the property with settlers, and these latter were to obtain a clear title for their holdings, the same as if they had taken up Government land. The supposed advantages to be derived from these colonization companies were, that they would increase immigration in their efforts to settle their holdings, and that they would materially assist immigrants in locating and establishing themselves in the country. In return for this the companies were to be allowed a portion of the land, not in a solid block, but in alternate sections, in their own title.

The scheme proposed by Kay, however, partakes of the nature of a vast landed proprietary arrangement, and a

such should be viewed with the gravest suspicion. The Northwest wants settlers who will be prepared to take up land in their own free, independent right, and any attempts to introduce old world landlordism should meet with nothing but discouragement. There is room here for any number of people who desire to make homes for themselves, and who would have a spot of land which they could call their own. Landed monopolies are not wanted any more than the other monopolies which the people of this country have so long and so strenuously contended against. Moreover, it is doubtful if this last-projected scheme will find in the Northwest congenial atmosphere for its healthful development. The long list of colonization and land schemes of one kind and another which have been attempted by companies and corporations, have shown numerous total failures, whilst it is doubtful if a single one has attained a measure of success at all in keeping with expectations. That this, the most gigantic undertaking yet proposed in the nature of a landed monopoly, will prove an exception to the rule, it cannot at all be taken for granted, though the titled projector professes to see in it an "excellent investment," and one which will "advance the interests of the country."

This "excellent investment" idea has been at the bottom of all these colonization and kindred schemes. Though the projectors of such undertakings have always endeavored to show that the carrying out of their plans would result in great benefit to the Northwest, in bringing in settlers and developing the country, yet it must be taken for granted that they were looking to their own interests rather than to those of the country. If the projectors of the colonization companies had not expected to find a paying investment in these undertakings, there would have been few if any such schemes heard of. The same reasoning will apply to any proposed landed proprietary arrangement, and it could not be expected that capitalists would embark in such undertakings unless they expected a monetary return from the same. This is certainly all that could be expected of them.

It is clearly in the interest of the Northwest to have the country settled by people who shall own the land in their own right, and the individual holdings should not be too large. Indeed, it is the experience of many settlers that the indi-

vidual holdings under the present system are now usually too large. Farmers in Manitoba have frequently been heard to declare that they have greatly retarded their progress toward prosperity through endeavoring to hold too much land, and the opinion has frequently been expressed, that a quarter section (160 acres) is quite enough for one family. It is certain that this amount of land properly cultivated, is better than twice the amount poorly worked. For stock-raising more land is required; but for ordinary mixed farming, from one quarter to a full section is quite enough land for all practical purposes. The lands of the Northwest should be held as much as possible for free grants to actual settlers, and all landed monopolies should be discouraged.

C. P. R. AS A MILITARY ROAD.

The Canadian Pacific Railway has frequently been referred to and discussed as a military road. Before the work of building the road had commenced, the necessity of the railway from a military standpoint was pointed out. There was no means of quick communication between the eastern and western portions of the Dominion, without passing through the territory of a foreign state, which latter routes of course could not be used for sending troops, etc. Thus the province of British Columbia, for instance, was practically without the means of obtaining assistance from the Dominion, in case of rebellion or other trouble requiring military aid from the older provinces. Even in the case of Manitoba, as was shown in the Red River rebellion, it took half a year to reach Winnipeg with military succor from Eastern Canada; whilst the incomplete state of the road at the breaking out of the late Saskatchewan rebellion, was a serious hindrance in the way of a rapid movement of troops. Now, however, Winnipeg could be reached in less than three days from the capital of the Dominion, and the most distant province of British Columbia within a week. It may be a long time again before any considerable military movement will be required, but with the C. P. R. connecting the provinces from ocean to ocean, the suppression of an outbreak such as those already mentioned, would be a comparatively easy task to what it was at the time these rebellions had to be put down. These occurrences have, therefore, clearly established the importance of the C. P. R. as a military road in case of internal trouble.

In addition to the advantage of the railway for the quick transportation of troops and munitions of war from one province to another, its importance as a connecting link between Britain and India has been often discussed. This phase of the question has received attention from both Colonial, and Imperial authorities. The argument has frequently been advanced that the C. P. R. was a work of the first moment not only to Canada, but to the Empire, and that, therefore, the Imperial Government would have been justified in materially assisting the scheme. British statesmen have so far refused to take this view of the matter, but the recent movement in favor of an Imperial bonus to a line of steamers to ply between the western terminus of the C. P. R. and the continent of Asia, would seem to indicate a more favorable consideration of the claims of the route from an Imperial standpoint. Many favorable to the C. P. R. have been enthusiastic enough to believe that it would soon become the favorite route between Britain and India, for the transportation of troops and war material. They have pictured Winnipeg as a British garrison city, or sort of central supply depot, from which the red coats could be quickly hurried to the distant Indies when required; and they have in their mind's eye seen long trains of regulars passing over the prairies to the same destination. Others have never been able to see any great advantage to be derived from the C. P. R. as a military route between Britain and India, and have contended against any concessions to the company on this score. However, the happy medium between the two extreme views would probably express the matter as to the importance of the C. P. R. as a military route. As an alternate route to India in case of a blockade of the Suez Canal, it might yet play an important part in the transportation of troops and munitions of war. Complications might occur at any time by which the Suez Canal would fall into hostile hands, and in such an event the C. P. R. would be gladly availed of. The movement to fortify British Columbia ports has already caused the transportation of a few cars of war material from Woolwich, England, to the Pacific coast over the C. P. R., and this will serve as a test of the ability of the company to quickly handle business of this nature. The fortification of British Columbia ports would also seem to indicate a desire on the part of the British Government to be prepared to use the route, in case a necessity should arise for so doing.

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Manufacturer of Granulated and Standard Brands
Oatmeal. Orders by mail promptly attended to.

Henderson & Bull, Wholesale Agts. Winnipeg

Sparkling Lager Beer !!

Is now ready for the Market at the

REDWOOD BREWERY

Delivered anywhere in the City at \$3.50 per keg
EQUAL TO ANY IMPORTED BEER.

Fine Stock Ales a Specialty**EXTRA PORTER AND STOUT**

In Wood and Bottle always on hand.

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The Largest Institution of its class in Western Canada.

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I am prepared to pay the Highest Market
Price for

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 LEATHER FOR SALE. 

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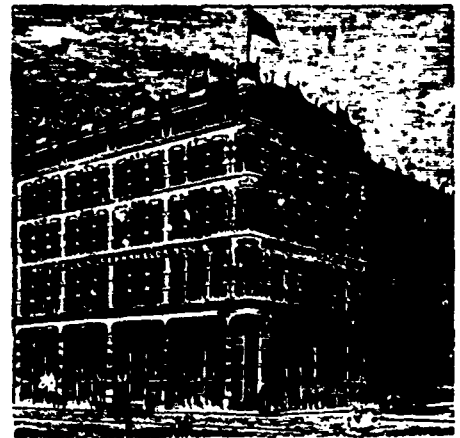
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**S. GREENSHIELDS, SON & CO.,**

GENERAL DRY GOODS,
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Complete Set of Samples with

Mr. W. B. McARTHUR,
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CARSLEY & CO.

WHOLESALE DRY GOODS,

MONTREAL.

SPRING CIRCULAR, 1887.

Montreal, Dec. 20th, 1886.

Our travellers will commence their spring trip on or
about the first of January next, carrying with them a
complete range of Imported Staple and Fancy Dry Goods.
We respectfully ask our friends to reserve a portion of
their orders until seeing our samples.

Thanking you for past favors, and hoping to merit a
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Yours obediently,

CARSLEY & CO.,

93 St. Peter St., MONTREAL,
and 18 Bartholomew Close, London, Eng.

KIRKPATRICK & COOKSON,

Established 1869,

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WHOLESALE HEAVY HARDWARE
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J. W. DRISCOLL, Manager **WINNIPEG**

WINNIPEG MONEY MARKET

The usual quiet of the holiday week has been experienced in monetary circles in the city, and there has been scarcely anything of an interesting nature going on. A small discount business has been doing at the regular rates of about 8 to 9 per cent. for ordinary commercial paper. The grain movement has also been quiet, and did not produce any large call for funds. The real estate mortgage loan business remains quiet, and payments of interest have commenced to fall off, half-yearly payments having been well met.

WINNIPEG WHOLESALE TRADE

Last week was one of inactivity in wholesale circles so far as sales were concerned, and in every line the usual holiday quiet largely prevailed. However, all was not idleness about the warerooms, for the off-season was being taken advantage of for stock-taking, straightening up and putting premises in order for the receipt of spring goods. Some wholesalers have already received invoices and notifications that assortments of spring goods were made up and ready to ship, so that in a short time goods will be coming to hand. For the next few weeks the main source of activity about the warerooms in such lines as dry goods, clothing, etc., will be in receiving, opening and assorting spring stocks. Travelers in most lines will take the road again within a few days, and the work of soliciting for the coming season's orders will have commenced in earnest before another weekly report is issued.

HOOTS AND SHOES

This line has enjoyed the full benefit of the holiday rest, and there has been very little in the way of actual business going on. Orders for spring delivery have already been largely taken and show up fairly well so far.

CLOTHING

In the early part of the week, a good many small orders were received, but toward the close there was very little movement of any sort. This week will about wind up the season's sorting trade in winter goods. For spring delivery a large number of orders were taken before the travelers left the road for the holiday season. This work will be resumed immediately. Prospects for the coming season, so far as can be judged from the work already done, are said to indicate a much better trade than last year.

DRY GOODS

There were still quite a number of small orders coming in during last week; that is, considering the season, for at best very little is expected of Christmas week. For the next few weeks there will likely be very little doing in the way of buying, and attention will be mainly directed to stock-taking and receiving spring goods, which will not be a great while coming to hand. Travellers will be out in a few days with spring and summer samples.

DRUGS AND CHEMICALS

Business is now moving along steadily, and quotations are still unchanged as follows: Howard's quinine, 90c to \$1; German quinine, 80c to 90c; opium, \$4.50 to \$5; morphia, \$2 to \$2.50; iodine, \$4.25 to \$4.50; bromide potas-

sium, 50 to 55c; American camphor, 40 to 45c; English camphor, 45 to 50c; glycerine, 25 to 35c; tartaric acid, 70 to 75c; cream of tartar, 35 to 40c; bleaching powder, per keg, \$8 to \$10; bicarb soda, \$4.50 to \$5; sal soda, \$2.25 to \$2.50; soda ash, \$3 to \$3.25; chlorate potash, 30 to 35c; alum, \$3 to \$3.75; copperas, \$3 to \$3.25; sulphur, flour, \$4 to \$4.50; sulphur, roll, \$4 to \$5.25; American blue vitrol, 6 to 8c.

FISH AND GAME

Fresh lake fish continue very scarce and very few have been brought to this market. Quotations for white are for the summer catch, refrigerator-kept. Winter catch of jackfish and pickerel from the mouth of the Red River are in the market, in limited quantities. Quotations are: Whitefish, 6c; pickerel, 6c; jackfish, 4c. Oysters are quoted at 35c for standards, and 37½ to 45c for selects, according to quality. Bulk oysters, \$1.85 to \$2.20 per gallon, according to quality. Fresh sea fish are in the market and quoted as follows: Smelts, 11c; tommy-cods, 7½c; cod, 11c; haddock, 11c; lobsters, 18 to 20c. Smoked Finnan haddies, 11c. Game are quoted: Rabbits, 15c per pair; prairie chickens are now out of the market.

FRUITS

This trade now holds quiet and steady. Several sorts are out of the market. Cranberries are scarce here and high outside. Quotations are now as follows: Florida oranges, \$7.50 to 8.50; Mexican oranges, \$8 to \$8.50. Winter apples, \$4.50 to \$5.00 per bbl, for good stock. Malaga lemons, \$8.00 to \$8.50 per box; Messina lemons, \$8.00 to \$8.50; Oregon pears, \$4.75 to \$5.00; Malaga grapes, \$8 to \$8.50 per keg; Cranberries, bell and bugle, \$11.00 to \$11.50 per barrel; Figs, in 50-pound sacks, 12½c; New Eleme figs, in layers, 18c to 20c per pound, in one lb. to ten lb. boxes; Golden dates, 12c; peanuts, roasted, 18c; peanuts, raw, 15c; walnuts, 15 to 20c; almonds 20c; filberts 13 to 15c; Texas pecans, 18c. Dried fruits quoted: Valencia raisins \$3.15 to \$3.25; London layers \$3.75 to \$3.90; black crown \$5 to \$5.25; black baskets, ½ boxes, \$1.30. Apple cider is worth \$10 a barrel, or \$7 per half-barrel. Sweet potatoes, \$9.50 per bbl; Spanish onions, cases 150 lbs., \$7.25; cases 50 lbs., \$2.50.

FUEL

Quotations are as follows; Best tamarac wood, \$4.75, with some poor selling at \$4.25; sound poplar, \$3.50; poor, \$3.25. Prices for car lots on track. Coal on track sells at \$9.75 for anthracite, \$10.75 for smithy, and \$7.25 for American soft. Lethbridge coal is quoted at \$6.50 on track, or \$7.25 delivered in the city. Saskatchewan coal, \$6.25 on track, or \$2.25 f.o.b. cars at the mine.

RAW FURS

Though there have been some changes at outside markets, prices here have not been altered, and still may be quoted as follows: Beaver, per lb, \$2.50 to \$4.00; bear, per skin, \$5.00 to \$20; bear, cub, per skin, \$1.00 to \$7.00; otter, per skin, \$5.00 to \$10.00; mink, per skin, 30 to 90c; martin, per skin, 60c to \$2.50; fisher, per skin, \$1.00 to \$6.50; lynx, per skin, \$1.00 to \$2.50; racoon, per skin, 40 to 60c; skunk, per skin, 40-60-80; muskrat, per skin, 1 to 7c. Fox, red, 25c to \$1.40; fox, cross, \$1 to \$10;

wolf, timber, 25c to \$2.25; wolf, prairie, 25c to \$1.25.

GROCERIES

Trade is now quiet and prices are steady as follows: Canned tomatoes, at \$3.50; corn, at \$3.25 to \$3.50; peas, \$3.75; yellow sugar 6½c to 7c; granulated 7½c to 8c; lump sugar, 9 to 9½c; Coffees, Rios, 13 to 13½c; Government Java, 28c, other Javas, 22c; Mochas, 31 to 34c. New season's teas are now quoted as follows: Japan season 1886-7, 25 to 45c; Congous, 1886-7, 20 to 60c; Indian teas, 35 to 50c. Old range, Moyune gunpowder 25 to 70c; panfried Japan 23 to 45c, basket-fired, 25 to 40c; Ping Suey young hyson, 25 to 35c; Moyune young hyson, 25 to 50c; Season's congous, 1885-6, 20 to 55c. Syrups, corn \$2.00 to \$2.35; sugar, cane, \$1.85 to \$2.00; T. and B. tobacco, \$10.

HIDES

Prices have again declined 2c for hides, and now are quoted as follows: Winnipeg inspection, No. 1, 6c; No. 2, 5c; bulls, 4c; calf, fine-haired real veal, 7 to 13 pound skins, No. 1, 9c; No. 2, 7c. Sheep pelts, 30 to 55c. Tallow, 3½ to 4c.

HARDWARE AND METALS

Trade quiet and prices steady as follows: Canada plates, tin plates, zinc, etc., and heavy goods generally firmer, owing to winter freight rates. Prices are as follows: Cut nails, 10d and larger \$3.35 to \$3.75; I. C. tin plates, \$5.50 to \$5.75; J. C. tin plates, double, \$11 to \$11.50; Canada plates, \$3.50 to \$3.75; sheet iron, 3 to \$4.50, according to grade; iron pipe, 45 to 50 per cent. off list prices; ingot tin, 26 to 30c per lb., according to quality; bar iron \$2.50 to \$3 per 100 lb; shot, 6½ to 7c a lb; tarred felt, \$2.60 to \$2.85 per 100 lbs; barbed wire 7 to 7½c.

LEATHER AND FINDINGS

Prices are unchanged and are as follows: Spanish sole, 28 to 32c; slaughtered sole, 33 to 35c; French calf, first choice, \$1.35 to \$1.50; Canada C. If 90 to \$1.00; French kip \$1 to \$1.10; B Z kip, 85 to 90c; slaughter kip, 55 to 75c; No 1, wax upper, 45 to 50c; grain upper, 55c; harness leather, 33 to 35c for plump stock. American oak sole, 45 to 60c; buffe, 17 to 22c a foot; cordovan, 25 to 27c; pebble, 21 to 23c; colored linings 12c.

PAINTS, OILS AND COLORS

Business in this line is quiet and prices are unchanged as follows: Turpentine 75c; harness oil, \$1.10; Neatsfoot oil, \$1.50; linseed oil, raw 68c per gal., boiled 71c; seal oil steam refined, \$1.10; castor, 14c per lb; lard No. 1, \$1.25 per gal; olive, \$1.00 to \$2.00, according to quality; machine oils, black 25 to 40c; oleine, 40c; fine qualities, 50 to 75c. Coa oils, silver star, 26c; kexlight, 28c; water white, 30c. American oils, Eocene, 36c; water white, 33c; sunlight, 30c. Eldorado, machine, 56c. Alceded plaster, \$3.75 per bbl; Portland cement, \$4.75; white lead, genuine, \$7.00; No. 1-\$6.50; No. 2 \$6.00; window glass, first break, \$2.25.

WINES AND SPIRITS

There has been a considerable demand for some lines, notably wines and cordials, for the holiday trade, but this has now slackened up. Prices are steady as follows: Gooderum

& Wort's five year old, \$2.40; 7 year old, \$3; old rye, \$1.75; Jules Robin brandy, \$4.50; Bisquet Debouche & Co., \$4.75; Martell, \$6.50; Hennessy, \$6.50; DeKuyper gin, \$3.50; Port wine, \$2.50 and upwards; Sherry \$2.50 and upwards; Jamaica rum, \$1.00 to \$1.50; DeKuyper red gin, \$11 per case; DeKuyper green gin, \$6.50 per case; Tom Gin, \$9.00 to \$10.00; Martel and Hennessy's brandy, \$13.50 per case of 12 bottles.

WOOL

There is now only an odd lot occasionally coming in. Prices have not been altered and are as follows: Leicester and Cotswold, washed, 14c to 16c; cotted and broken, washed, 12c; unwashed 8c to 11c; unwashed and tags off, 10 to 12c; Montana sheep, unwashed, 11 to 12c.

THE MARKETS

WINNIPEG

WHEAT

The stronger feeling which prevailed in outside wheat markets last week, was soon reflected upon prices here. On Wednesday an advance of 2c was made on deliveries in the city, and a proportionate advance in provincial markets. Since then prices have remained firm. There was some lively competition among buyers in some markets, which tended to advance prices abnormally at such points for a brief season. At Dominion City, for instance, 71c was paid at one time during the week. There was also active competition at Portage la Prairie, though prices were not advanced abnormally, 58c being the ruling price for No. 1 hard, paid to farmers. At Emerson and Gretna, from which points freight rates are proportionately lower than any other places in the province, 60c was the ruling price paid to farmers for No. 1 hard. Deliveries have not been large, but considering the bad state of the roads—neither wheeling nor sleighing—they were quite as heavy as could be expected. Shipments have been going mostly to Port Arthur, but should the present firmness continue, through shipments by rail to the East will likely move to some extent. Prices for car lots on track have advanced in proportion to the advance made to farmers. Cars on track here would be worth 62c for through shipment, and the same figure, less the difference in freight, at other points, or 61c at Portage la Prairie, 60c at Brandon. At the mills in the city 63c is paid for No. 1 hard, and 60c for No. 2 hard and No. 1 northern.

FLOUR

Markets East were reported firmer at the close of last week. Local prices here have not changed and there seems to be a disposition to cut as fine as possible. Broken lots delivered in the city or f.o.b., are quoted: Patents, \$2.35; Strong bakers', \$1.80; XXXX, \$1.20 to \$1.30; super-fine, 90c to \$1.

BRAN AND SHORTS

Steady at \$12 for bran and \$14 for shorts.

BARLEY

About 45c seems to be the ruling figure for such as is offered. Prices, however, are irregular and there is scarcely any moving.

OATS

Several car lots have been brought in from the East, but mainly for western shipment. These can be laid down at about 46c. Very few have arrived from provincial points, and only from Southern Manitoba. On the main line of the C.P.R., shipments of oats from provincial markets have gone west to the Territories, instead of coming east to this city. In the city oats are retailed at 50c, from stocks in store, which are apparently abundant. On track cars are irregular in quotation, but mainly nominal, at about 45c.

OATMEAL

Unchanged at \$2 for standard, and \$2.75 for granulated.

POTATOES

There is scarcely anything doing in these, nothing in large lots, and only a few loads on the market. The latter bring from 70 to 90c.

EGGS

What are called fresh bring from 22 to 23c, but offerings are not of good quality. Really fresh would bring 25c. Pickled are held at 20 to 23c.

BUTTER

Receipts of rolls are coming to hand to some extent, and in fair quantity for the season. There appears to be no disposition whatever to change prices. The regular prices for all called good still holds at 20c, though in large lots from 1 to 3c would be allowed off quotation.

BACON

There has been some disposition to sell closer on long clear, and one or two sales have been made at 8½c. The outside quotation is now 8½c, which is also about the usual price. Breakfast bacon is unchanged at 12c, and spiced roll at 11c.

HAMS

Prices for home cured hold steady, 13½c now being the quotation for smoked. Some imported Chicago is offered at 14c to 14½c.

LARD

Has sold in 20 lb. pails at \$2.15 to \$2.25; 3 lb. pails have sold at 43c, each, and 5 lb. pails at 65c each.

DRESSED POULTRY

Offerings of chickens still continue large and shippers find considerable difficulty in disposing of lots arriving. From 5 to 7c seems to be about the range of prices, but few are wanted at any price. Country shippers held their turkeys until near Christmas, and then rushed them in, all in a bunch, as a consequence of which policy they did not obtain as good prices as if they had marketed earlier, before importations arrived from Ontario. Prices are now down to 12½ to 13½c. Geese are easier but prices about as before, at 10 to 11c. Ducks firmer at 11 to 12c.

DRESSED MEATS

There has been no change in dressed pork, and the ruling price at the packing houses still is 5c. Some light go off at 4½c. Receipts continue very liberal and fully up to requirements. Very little dressed beef is now offered, but this is quite in keeping with the demand. However choice heavy beef would command ready sale at 5 to 5½c. Poor and light not wanted. Best pork sausage 8c.

LIVE STOCK

There is still a scarcity of choice fat cattle, and for really good 4c would be paid as the outside price. One car lot sold on Thursday at 3c off cars, which is about the usual price for ordinary stock.

MINNEAPOLIS

The latest estimate on the crop of Minnesota and Dakota places the total at 91,000,000 bus, though we are inclined to believe this is fully 3,000,000 bus. above the mark. The estimate referred to says the amount of wheat now in country elevators in Minnesota and Dakota aggregates about 20,182,428 bus, two-thirds of which is in the territory lying north of a line drawn east and west through Minneapolis. Some elevator companies report their stocks as having been reduced fully 50 per cent. since Dec. 1. There is a remarkable unanimity in the estimates of the percentage of crop marketed. In Minnesota the extremes are 40 and 75 per cent. but in three-fourths of the reports

it is placed at 65 per cent. In Dakota all reports are practically alike—75 per cent. marketed. The situation is summed up approximately as follows:

Amount in country elevators.....	20,182,428
Received at Minneapolis, St. Paul and Duluth since Sept. 1.....	32,921,945
Shipped from Southern Minnesota and Dakota to Chicago and outside mills.....	4,000,000
Amount ground by mills outside of Minneapolis.....	0,000,000

Total movement from farmers' hands to date..... 63,104,373

"There will be retained for bread and seed, in round numbers, 17,000,000 bus, leaving about about 13,000,000 surplus. It must be borne in mind, however, that this surplus includes the amount from which interior merchant mills must draw their supplies, so that the actual amount available for shipment to terminal stations will probably not exceed 8,000,000 or 10,000,000 bus."

As officially reported there is now in store:

At Minneapolis.....	Bushels.
At Duluth.....	6,579,441
At St. Paul.....	9,083,379
In country elevators.....	605,000
In farmers' hands.....	20,182,428
Total available for milling and shipments.....	10,000,000
	40,646,247

The above does not include the amount in mill elevators and private warehouses at Minneapolis.

Receipts the past week were quite large and shipments were of good volume. The visible supply continues to increase heavily and so long as this is the case foreigners will be apt to look on the situation as far from strong.

The highest and lowest wheat prices by grade on 'change during the week ending Dec. 30, closing prices, and the prices one year ago were:

WHEAT—	Highest.	Lowest.	Closing.	Dec. 30 1885.
No. 1 hard	76½	76	76½	90½
" 1 northern	75½	74	74½	84½
" 2 "	73½	72	72½	79½

Futures showed about the same range, May 1 hard closing at 83½c, May 1 Northern at 81½c, and May 2 Northern at 79½c. Coarse grains have been quiet, corn closing at 37½@40c, oats at 26@29½c, barley at 38@45c, and rye at 48@52 11 by sample.

LOUR—The demand for flour has been better this year than in any previous holiday season, and the market was firmer. The export demand the past week has been fair, and domestic inquiry more active, though at old prices. Flour has not shared the benefits of the rise in wheat, but millers would not sell at the old figures, and have stored a little rather than let it go too cheap. They have advanced quotations, but do not expect a lively trade during the next ten days.

Quotations at the mills for car or round lots are: Patents, \$4.30@4.50; straights, \$4.10@4.30; first bakers', \$3.60@3.80; second bakers', \$2.80@3.00; best low grades, \$1.70@1.90, in bags, red dog, \$1.30@1.40, in bags.

MILLSTUFF—Has been active and firm; bulk bran closing at \$10.50@11 and shorts at \$11.50@12 per ton.

These quotations are on flour in barrels, except as stated. The rule is to discount 25c per bbl for 280 and 140 lb jute bags, 20c for 98lb cotton sacks, 15c for 49lb cotton sacks, 10c for 24 lb cotton sacks. In half barrels the extra charge is 30c per bbl.—Northwest Miller.

The Visible Supply.

The amount of wheat in store at the principal points of accumulation in Canada and the United States (east of the Rocky Mountains), on the dates named, with corresponding week last year, was as follows:

	Bush. 1886.	Bush. 1885.
November 27th	59,572,340	55,539,993
December 4th	59,539,331	56,783,410
December 11th	59,989,660	57,981,150
December 18th	61,460,330	58,388,469
December 24th	62,261,330	58,320,974

By this statement it will be seen that the visible supply of wheat increased 801,000 bushels for the week ended Dec. 24th.

WHEAT IN STORE.

The following shows the stocks of wheat (expressed in bushels) in store at the places named on Dec. 24th, 1886: Duluth, 8,943,378; Minneapolis, 6,579,441; Chicago, 12,771,973; Toronto, 22,500; Montreal, 204,541; New York, 11,166,199.

Breadstuffs and Provisions Exports.

The following table shows the exports of breadstuffs and provisions from the principal Atlantic seaboard ports for the week ending Dec. 24th, 1886, and for the corresponding week last year:

	1886.	1885.
Flour, bbls	164,800	87,315
Wheat, bu	1,193,600	147,650
Corn, bu	958,000	1,638,634
Oats, bu	5,100	31,104
Pork, lbs	3,770	3,788
Lard, lbs	6,888,100	3,949,312
Bacon, lbs	9,564,400	10,717,838

Grain and Milling Notes.

A leading Chicago speculator says: "Not until we have reached a point where our visible supply begins to show weekly decreases, instead of increases, can we expect to reap the full benefits of the improved conditions abroad, and the indications are that we shall not reach that point until about the 1st of February."

The Montreal *Bulletin* says: Since the close of navigation a large export business has been done in Canadian grain via Portland, Halifax, and Boston to Liverpool, London, Glasgow, Bristol, Antwerp and Hamburg. In fact some of our large shipping firms have already handled three times more grain this winter than any former season, and it is stated that they could have doubled this volume, if sufficient ocean tonnage had been offered. There has been lively times in the wheat market along the line north and west of Stratford, some large sales having been effected at 78c. per bushel for red winter, on a through freight rate to Liverpool via Portland of 35c. to 36c. per 100 lbs.

Trade Circular.

The Winnipeg branch of the mercantile agency of Dun Wiman & Co., have issued the following circular:—The year just closing has been rather an uneventful one in a commercial sense. Upon referring to our wholesale men, we find some say the volume of business has not been quite equal to former years, but from the freedom from losses by bad debts renders it

actually a better paying year than some when the turnover was larger. With reference to the retailers, we find the majority of them are carrying much lighter stocks than formerly and it is the exception to find a country merchant overloaded; the tendency seems to be to buy more in local markets and thus avoid large purchases. They have also curtailed the credit system to much narrower limits and many who adopted the cash system are quite willing to adhere to it. One noticeable feature among country dealers is the small amount of insurance carried; we have met instances where a stock of \$6,000 or \$7,000 has been totally uninsured, with no adequate fire protection at hand. This is a serious matter and should, we think, be carefully looked into by the wholesale trade.

Our crop for 1886, while not so abundant as in some other years, in sample has been unusually good, and our wheat export is calling forth favorable comment both in Eastern Canada and Europe. Our farmers are gradually getting their burden of debt removed and many of them are making substantial improvements in the shape of building, etc. The open fall enabled them to get their land prepared and everything points to a large acreage being put under crop next spring. The business of the Northwest Territories seems to be largely represented by the coal and cattle industry, which are rapidly resuming vast proportions. The returns show a fairly satisfactory emigration into our country during this year, and from well-informed sources we hear the opinion expressed that 1887 will witness a substantial increase in this respect. Our figures indicate those who have come to be largely of the artisan class, as at the beginning of 1886 there were 3,029 traders in Manitoba and the Northwest Territories, during the year we added to the list 425 traders, while 317 gave up business, leaving an actual increase during the year of 108. This increase embraces all lines of trade, and being scattered between Port Arthur and the Rocky Mountains, makes no perceptible increase in any particular place, unless it be at points along the extension of the C.P.R. in Manitoba, where some magnificent farming districts have been reached by the road and thrifty towns are springing into existence.

With reference to commercial disasters the past year presents a favorable record compared with some previous years. During the first quarter of this year there were in Manitoba and the Northwest Territories 14 failures with liabilities of \$116,290.92; estimated assets, \$100,000. Second quarter there were 8 failures; liabilities, \$23,400; estimated assets, \$12,000. Third quarter there were 10 failures; liabilities, \$28,300; estimated assets, \$13,150, while during the quarter just closed we have 11 failures with liabilities of \$48,776.47; estimated assets, \$41,810. Of the 43 failures there were only 5 in which the liabilities exceeded \$10,000, and the majority were under \$5,000. It will be seen the total liabilities for the year were \$216,776.39, with estimated assets of \$166,960.00, leaving an apparent deficit of \$49,816.39. In 1885 we recorded 66 failures with liabilities of \$722,514.00, with apparent assets of \$701,908.00. It will be seen there has been a reduction in the number of failures this year as compared with last of 23, which in itself is a fact worthy of note.

Volapuk.

The plan for a "universal commercial language" originated about five years ago by Herr Schleyer, of Switzerland, seems to be meeting with greater favor than has been accorded other projects of the kind. It is reported that Volapuk is already spoken with facility by thousands of Europeans; knowledge of it is being disseminated by more than fifty societies scattered over England, Germany, Austria, Sweden, Holland, Asia Minor, and other countries; Volapuk grammars for the use of Hottentots and Chinese, besides all the European nations, are either in the market or in course of preparation; and two reviews, one entirely in Volapuk and the other with a translation on alternate pages, are regularly published. The special advantage of the new language is the ease with which it can be learned, eight lessons having enabled a Parisian class to correspond readily with students in foreign countries.

The Drummers.

The annual dinner of the Northwest Commercial Travellers' Association came off on Wednesday evening of last week, in Trinity Hall. There were about 250 present at the dinner, including the members of the association and invited guests, among the latter many leading citizens, — the Lieutenant Governor, local politicians, and ministers, clergy, merchants, etc. Immediately after dinner, further proceedings were commenced by the presentation to Mr. Thos. Johnson, retiring president with a silver tea set. The presentation was accompanied by an address expressive of the appreciation in which the president had been held by the members, and of his valuable services in the interest of the association. All the usual, loyal, commercial and social toasts then followed, eliciting many felicitous and instructive replies. The most successful dinner of the season was brought to a close at an early hour in the morning, thus concluding a most happy and enjoyable evening.

Boots and Shoes.

Manufacturers are well satisfied with the business of the year now drawing to a close, both as regards volume, and the generally healthy features of the trade. Profits, it is true, have not been as large as they ought to have been, owing chiefly to the reckless underselling of a firm, that was recently hoisted by its own petard, and so shattered into fragments, that it is scarcely probable it will again resort to its destructive raid upon regularly established prices. Still, in spite of this great drawback, the year's total transactions have shown better returns than for the past seven or eight years, according to the testimony of leading men in the trade, whose reliability is above doubt. A healthy sign at the close of 1886, is the fact that the demand for spring goods has been exceptionally good, and some houses have obtained orders for certain lines of boots at an advance in prices of 5 to 10 per cent. This is very encouraging, and the prospects for the boot and shoe trade of 1887 have seldom been more cheering than at present.—*Montreal Trade Bulletin.*

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EASTERN MARKETS.

CHICAGO

The opening of the wheat market on Monday was quiet, but a few buying orders which came in later advanced prices a fraction before they could be filled. Later prices went back, May touching 85½c. Prices then advanced and closed about the opening figures. Corn and oats were stronger. Provisions were active and higher. January pork advanced from \$11.55 to \$11.77½. Closing prices were:

	Jan.	May.
Wheat	77½	85½
Corn	37	43
Oats	26	31½
Pork	11.77½	12.30
Lard	6.35	6.70
Short Ribs	5.80	6.20

Wheat opened strong on Tuesday, on war rumors and reports of damage to Australian crop, New York also reported heavy exports. May advanced to 86½c, with large sales on the advance. Prices then receded ¼ to ½c, but again advanced to 86½c. Corn was strong in sympathy with wheat and provisions. Pork advanced about 20c, lard 5 to 7½c, and ribs 12½ to 15c. Purchasing was active in a speculative way, but cash trading light. Receipts of hogs have been very light. Closing prices were:

	Jan.	May.
Wheat	78½	86½
Corn	37½	43½
Oats	26	31½
Pork	11.97½	12.50
Lard	6.40	6.77½
Short Ribs	5.80	6.20

On Wednesday May opened at 85½c, with strong cables. Free selling of long wheat followed and prices receded to 85½c. However, offerings were taken up very freely, and the market again developed strength, going up several points, closing at 86½c, after numerous fluctuations. Pork advanced 12½c for May, but closed lower. Last prices were:

	Jan.	May.
Wheat	78½	86½
Corn	37½	43½
Oats	26½	31½
Pork	11.87½	12.42½
Lard	6.40	6.75
Short Ribs	5.90	6.22½

On Thursday wheat started at 86c and sold down to 85½c, but as little wheat was offered prices soon rallied to 86½c. Buying was conducted on a large scale and advices from New York reported very active speculation at the coast. If export clearances show up during January in keeping with the past portion of the season, it must tell on prices. Provisions were generally active, though slow at the start, and prices advanced sharply toward the close. Wheat sold on the curb after the close of the board up to 86½c for May. Last prices were:

	Jan.	May.
Wheat	78½	86½
Corn	37½	43½
Oats	26½	31½
Pork	12.22½	12.72½
Lard	6.62½	6.87½
Short Ribs	6.02½	6.37½

On Friday the wheat market was active and closed about ½c higher. Cables were strong, and shorts bought freely. About 87½c was the highest point reached for May. Closing prices were:

	Jan.	May.
Wheat	79½	87½
Corn	37½	43½
Oats	26½	31½
Pork	12.25	12.77½
Lard	6.57½	6.87½
Short Ribs	6.05	6.40

On Monday, January 3, closing quotations were:

	Feb.	May.
Wheat	80½	—
Corn	37½	43
Oats	26	31½
Pork	12.35	12.82½
Lard	6.67½	6.92½
Short Ribs	6.15	—

TORONTO.

STOCKS

The following comparison of quotations will indicate the course of the stock market:

	Dec. 22.	Dec. 29.		
	ASKED.	BID.	ASKED.	BID.
Montreal	236½	235½	230½	230
Ontario	114	113	114½	113½
Toronto	—	211	—	210
Merchants	—	127½	130	128
Commerce	124½	123½	126½	125½
Imperial	—	133	—	134½
Federal	107½	106½	107½	107
Dominion	220	218	—	218
Standard	125	124½	125½	124½
Hamilton	—	134	—	134½
Northwest Land	58	58	59½	58½
C.P.R. Bonds	106	105	106	105

WHEAT

There was a good shipping demand at steady prices. No. 1 spring sold at 87½c, January at 89c f.o.b. No. 2 spring and No. 2 fall were going at 81 to 82c, and red winter at 83 to 84c f.o.b.

FLOUR.

Prices unchanged at \$3.50 for superior extra and \$3.40 for extra.

OATMEAL.

Small lots are offered at \$4 to \$4.25, the latter for granulated. Car lots were quoted at \$3.75 to \$3.80.

OATS

Stock large and prices irregular. Sales made at 30 to 31½c.

BARLEY

The market has held very dull and featureless, but at the close there was some slight improvement. Sales were made at 55c for No. 1 and 49c for No. 2. No. 3 extra was quoted at 45c, but No. 3 was not wanted.

APPLES

Cars worth from \$2 to \$2.25 per bbl. Street receipts taken readily at \$2 to \$2.50.

POULTRY

Box lots came in too late for the Christmas market last week, but have since sold fairly well at 10 to 11c per pound for turkeys, at 6½ to 7½c per lb for geese, at 50 to 65c per pair for ducks, and 30 to 40c for fowls.

BUTTER

There has been no change in this market. Selections sell at 18 to 19c, and mixed lots of dairy at 14 to 16c. Good store sold at 14 to 15½c for shipment in one car lot. Rolls, 15 to 16c. Inferior slow at 10 to 11c.

CHEESE.

About 12½c is the regular quotation for fine, with small lots held at 13c.

EGGS

Pickled offered freely at 16½ to 17c for large lots. Fresh scarce at 18 to 19c. On street, fresh scarce at 23 to 25c.

PORK

Has remained quiet, and selling only in small lots firmly at \$14.50.

BACON

Quiet. Long clear unsettled in price; round

lots, not under 100 sides, could have been bought at 7½c, and small lots, usually cases, have ranged from 7¼ to 8¼c; Cumberland at about 7½c; rolls 8½ to 9c; backs and bellies from 10 to 10½c.

HAMS

Very quiet, with sales of small lots of smoked at 11c, and round lots, not under 100, obtainable at 10½c.

LARD

Steady at 9c accepted for small lots, and pails, in small lots, 9¼ to 9½c.

DRESSED HOGS

The market has been unsettled; packers held off and sought to force a decline to \$5.60 until the last couple of days, when they yielded and were willing to pay \$5.75, which figure may be taken as the closing price of cars. On street receipts have been small and quality varying; prices closing at \$5.50 to \$5.80, with \$6 paid for a few very choice light-weights.

LIVE STOCK.

Stores and medium fat hogs have been in good demand, the latter weighing 160 pounds. Stores quoted at \$4.12½ to \$4.15 off cars. Medium \$5.30 to \$4.50. Mixed lots \$4.12 to \$4.25. Good steers in demand at 3 to 3½c, with extra choice at 3½c.

HIDES AND WOOL

Green have declined to 8c for No. 1. Cows, to 7c for No. 2 and to 6c for No. 3. This has probably been in consequence of increased supplies of them and a decreased demand for cured; one car sold at 8½c with more offered at the same price at close. Quotations are:—Hides, No. 1 inspected steers, \$8.75; No. 1 inspected cows, \$8.00; No. 2 inspected, \$7.00; No. 3 inspected, \$6; calfskins, green, 11 to 13c; calfskins, cured, 13 to 14c; calfskins, dry, 11 to 13c; sheepskins, green, 70 to \$1.10; wool, super, 23 to 24c; extra super, 28c; wool pickings, 9 to 10c; tallow, rough, 2c; rendered, 4 to 4½c.

DRIED APPLES

Still scarce and in good demand at firm prices. Dealers have been taking trade lots at prices equal to 3½ to 4c in Toronto, and have been selling at 4½ to 4¾c; evaporated even more scarce than common, with trade lots worth 9½ to 10c, and dealers holding at 10½c for small lots.

DULUTH WHEAT MARKET

The market opened very quiet on Monday, and remained so during the day. Scarcely any trading and without features of interest. Receipts were 139 cars, which included the past three days. There were 1,200 cars on track. On Tuesday the market was very active, and advanced steadily from the start to the close. May opened at 86½c and closed at 87½c bid. Receipts were only 38 cars, but with elevators and yards nearly full and crowded, there is a difficulty in disposing of these light arrivals. On Wednesday May opened at 87½c, sold up to 87½c, declined under free selling to 86½c, closing firmer at 86½-87c. On Thursday many found themselves short, and their climbing caused a bulge of ½c. May opened at 86½c, sold down ½c, advanced and closed at 87½c bid. The course of prices will be shown by the following closing quotation for No. 1 hard on each day were:

	Cash	Jan.	May
Monday	78½	78½	86½
Tuesday	79	79½	87½
Wednesday	79½	79½	87½
Thursday	79	79½	87½
Friday	80	80	87½
Saturday	—	—	87½
Monday, Jan. 3	—	—	87½

E. D. PHILAN, fancy goods and stationer, Winnipeg, has been closed by the sheriff. The executions are held by two brothers.

Business East.**ONTARIO.**

J. A. Nash, shoes, has assigned in trust.
 James Daley, hotelkeeper, London, is away.
 J. Brooks, woollens, Simcoe, was burned out.
 Sarah J. Williams, millinery, advertises to sell out.
 D. Carrie, grocer, Hespeler, has sold out to J. H. Huber.
 Angus Mitchell, livery and wagons, Watford, has sold out livery.
 Mrs. Earls, hotelkeeper, Reading; succeeded by Adam Halliday.
 W. C. Smith, general store, Arnprior, is offering to compromise.
 James Davis, hotelkeeper and grocer, Laurel, has moved to Toronto.
 J. A. Whaley, confectioner, Orangeville, has sold out to H. Savage.
 S. L. Purdy, grist mill, Castleton, has sold out to W. D. Gardiner.
 R. Preston, hotelkeeper, Marsville, is selling off and giving up business.
 J. C. Mahony, dealer in shoes, Hamilton, held a meeting of creditors.
 T. W. Gray & Co., general store, Beeton; succeeded by Somers, Hunter & Co.
 P. Farrell, boots and shoes, Ottawa, has called a meeting of creditors.
 James Johnston, furniture, Hamilton, had stock partly damaged by fire.

QUEBEC.

Barre & Co., wines, Montreal, stock damaged by water.
 L. Frechette, mill, etc., St. Madeleine, has assigned.
 E. Giroux & Bros., drugs, etc., Quebec, have dissolved.
 J. B. Roy & Co., soap and tallow, Montreal, have assigned.
 A. & S. Nordheimer, pianos, Montreal, stock damaged by fire.
 F. N. A. Montsion, dry goods, Hull, has assigned in trust.
 A. Rosa & Maitre, general merchants, Quebec, have dissolved.
 Mrs. H. Davis, berlin wool, etc., Montreal, stock damaged by smoke and water.
 S. Youngheart & Co., tobacco dealers, Montreal, stock damaged by smoke and water.
 Edson, Fitch & Co., manufacturers matches, New Liverpool, have dissolved; business continued by The Ehson-Fitch Co.

How Gold is Shipped.

Each keg contains \$50,000 in clear gold. It is from the Bank of America that most of the gold is shipped. The shipments of gold are not generally on the bank's account. At a first glance persons might well suppose that when the demand arises for gold to send abroad the shipper would only have to send in his order for his hundreds of thousands to the sub-treasury, where millions of specie are on deposit. But there are sufficient reasons why this plan will not work. The sub-treasury can pay out its coin only to creditors of the Government. With the Bank of America the associated banks keep on deposit constantly an enormous sum of gold sometimes amounting to \$40,000,000. To the members of the bank association the Bank

of America issues its own certificates against these deposits, redeemable on demand. So, when there is occasion for making a gold shipment, the coin is prepared for that purpose in the rear office of the bank. There it is bagged and kegged and made ready for shipment.

Keys in which gold is packed—"specie kegs," as they are called—are made of extra hard wood. They must have an extra iron hoop. Specie is not thrown loosely into a keg, nor, upon the other hand is it carefully wrapped in tissue paper and piled up one coin upon another. The keg serves only as a protection for canvass bags, into which the gold is placed in the ordinary hit-and-miss fashion of pennies in a man's pocket. Into each bag go \$5,000, and ten bags fill a keg.

In the interests of security each keg is treated to what is technically known among the shippers as the "red-taping" process. At each end of the keg, in the projecting rim of the staves above the head, are bored four holes at equidistant intervals. A piece of red tape is run through these holes, crossing on the head of the keg, and the ends finally meet in the centre. At the point of meeting the tape is sealed to the keg's head by wax bearing the stamp of the shipper.

The average rate of insurance is about \$2,000 on a shipment of \$1,000,000. There are shippers who do not insure. Having to ship \$1,000,000 they will give it in equal parts to half a dozen different vessels. It is a strict rule with some firms never to trust more than \$250,000 at a time on any one ship. A certain party furnishes all the kegs for gold and packs them. The man who does this is a monopolist in his way. Shippers of large amounts always lose a few dollars by abrasion, but not exceeding sixteen ounces on a \$1,000,000 shipment. The only protection to be found against abrasion lies in the shipment of gold in bars instead of coin. Gold bars are not readily obtained.—*Boston Bulletin.*

Decline of Chicago's Grain Trade.

Chicago grain men are very much disturbed by the falling off of their grain trade, and in plunging around to find a reason have given almost everything that could enter into the question except one. Nobody seems to have any idea that perhaps grain speculation is leaving Chicago as it left Milwaukee. Nearly all the big grain operators have begun at Milwaukee, says the *Mail*. When "Old Hutch" came west he went to Milwaukee, and made his first big money there. When Armour came back from California with a little fund of gold dust he did not stop at Chicago, but at Milwaukee. M. S. Nichols, Robert Lindblom, Peter McGeoch, Billy McHenry, Tom Balding, and fifty other prominent commission men, started at Milwaukee and came from there here. The cash wheat trade is largely abandoning Chicago for good. If it were not for the cash corn trade the prospect would be that the great \$1,000,000 board of trade would be as solemn as Milwaukee's. The loss is due, however, to changes in methods of railroading as much as to anything else. The establishment of the fast-freight lines has simplified the movement of grain so that a shipper can now easily do his business direct with New York or with the seaboard buyer without the interven-

tion of a Chicago commission man. Big markets have before this become abandoned. A French city used to have the whole of the speculative trade in coffee, and had it till a million bags of coffee were in store there for the world to speculate on. Now there is three times as much speculation in the coffee exchange at New York as at any other market in the world. Duluth is now getting the hard wheat of the northwest, partly because the new railroads which were not in existence when Chicago used to get it are collecting the crops along their lines and taking them to their unloading ports, just as the railroads here direct the grain they carry into the elevators owned by their own directors.

The law firm of Hagel, Davis & Gilmour has been dissolved.

BARELEMAN, blacksmith, Wapella, Assiniboia, has sold out to J. J. Arsenault.

T. E. BIXBY, saloon-keeper, Macleod, has left that place, leaving a large number of creditors in the lurch.

THE Manitoba Wire Co., of Winnipeg, has issued a circular stating that the concern is still in existence and prepared to do business on a large scale during the year.

IN the dissolved law firm of Hagel, Davis & Gilmour, of Winnipeg, N. F. Hagel has opened a law office on his own account. Davis & Gilmour will also continue in business.

T. E. MARTIN, lumber dealer, Regina, will test the ability of British Columbia manufacturers to ship lumber as far east as Regina. He has ordered a trial car from Vancouver.

THE *Macleod Gazette* says: In spite of all the cold and snow we have been having lately, prominent stockmen say that they never saw cattle looking in better condition at this time of the year than they do now.

THE law firm of Archibald, Howell, Hough & Campbell, Winnipeg, has dissolved. Archibald & Howell will carry on business in the old premises, and Hough & Campbell will open an office at 362 Main street.

A BOARD of trade has been formed at Moose Jaw with the following officers:—President, James H. Ross, M. N. W. C.; vice president, Mr. Thos. B. Baker; secretary, R. Bogue; treasurer, Wm. Grayson. Executive committee: J. J. McLean, Mr. McBride, O. B. Fysh, J. A. Whitenore, M. Annable, F. Plante.

P. W. ELLIS & Co., wholesale jewelers, Toronto, who held the largest claim against the jewelery stock of W. T. Harris, of Winnipeg, have bought in the stock at sheriff's sale, paying therefore 64c on the dollar. The stock will probably be sold to some one who will carry on the business, so as to prevent its being slaughtered to the detriment of the trade.

THE uncompleted flour mill at Moosomin was to have been sold by the bailiff on Monday of last week, under an execution in the suit of Fletcher vs. Hughes, but the sale has been postponed on account of the Real Estate Loan Co. of Canada, claiming to own the property. The date of the sale is now fixed for Friday next, and in the meantime the claim of the loan company will be investigated.

COFFEE! COFFEE! COFFEE!

To the Grocery and General Store Trade:

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Respectfully yours, CHASE & SANBORN.

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For Commercial Travellers.

An old commercial traveller in the following gives some very useful hints:

"Let me just say a word to you as to why I sold goods this trip. It was because I tried hard. This is the long and short of it. I didn't start out discouraged and prepared to get left. I went out determined to sell. I travelled for a while with a representative of a house not ten rods from here, who didn't make much of a trip, in amount sold. What was the reason? Well, he expected dull trade, he believed that he would not have much success, and he didn't half try. Why, do you know that I would'n't have that man in my employ if he did that way, and I knew it. There were a number of places where he visited where he didn't even open his trunk. I make it a rule to show samples if it is a possible thing. I say to a dealer, "I have spent my time and my money to come here. You can't do less than look at my line, and when they do look I accept the situation pleasantly if they don't buy a cent's worth, and thank them for looking. Now, some men—who think they are salesmen—will tease a man to buy when they can see he don't want to and show their disappointment if they don't get an order. These salesmen have hard work to get dealers to look at their line a second time, because no man likes to be bored to death by teasing. In dull times comes the test of a man's ability. Anybody can sell in good times. I have been travelling about twenty years, and find I have to work harder now than I ever did. I have to study up new things and find out the

needs of the future in time to meet them when they appear. It keeps me busy, and I expect to have to do it as long as I follow this business."—*Dry Goods Chronicle.*

Agricultural Implements in Morocco.

The hoe and the pickaxe play a very important part in the field labor of Morocco; but for grain-sowing a primitive plow of native make is used. It consists of a long curved pole, with an iron sock about eighteen inches long; a wooden cross-beam fastened to the pole, from which starts the gear which fastens the steer to the plow. This machine is drawn by bullocks, mules, asses, horses, camels, and sometimes men and women are fastened to assist over rough ground. The threshing is done by sticking a long pole in the midst of the pile of grain and fastening to it a number of beasts of all sorts, making them trot over the grain until it is broken from the husks. After that the grain is thrown up in the air, by means of wooden shovels, until the air separates the chaff from the grain. No machinery is used beyond what is stated above. Of late years some American plows and agricultural machinery have been introduced, but there is no end of difficulty to wean the natives from the customs of their sires, and the introducers of the implements must either work themselves or get foreign workmen to do so until the natives learn their management.—*Consul Mathews.*

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Agents, Jobbers and Commission Merchants

C. H. GIRDLESTONE, manufacturer, Winnipeg, has purchased the plant and stock of Woods & Sons, broom factory, and will operate the same.

THE Vancouver, B.C., News says: The machinery for the New Westminster woollen mill has arrived, and in a few months we may expect to see home-made blankets and tweeds on the counters of our merchants.

GEO. CRAIG, general storekeeper, Brandon, and also trading under the style of J. E. Thomas & Co., at Portage la Prairie, has bought out the dry goods stock and business of Parkes & Co., at Winnipeg. He will assume possession about the first of February, and will probably discontinue the Brandon business.

PORTAGE LA PRAIRIE has suffered from its third visitation from fire within a very short time. The following losses have been occasioned by the last fire, on January 1st; R. P. Campbell, furniture, building and contents destroyed; loss \$9,000, insurance \$4,000. George Murton, clothing; loss \$6,000, insurance \$2,000. Wesbrook & Fairchild, agricultural implements; loss \$2,000, insurance \$1,200. Mackenzie & Campbell, harness; loss \$1,000. B. M. Canniff, drugs; loss \$3,000, insurance \$2,000. D. & G. Cassels, bakers and confectionery; Mrs. Woods, confectionery; and Miss Taylor, milliner, also suffered to some extent.

Clearance Sales.

This is the time of year when, in all parts of the country, the retail trade "breaks out," so to speak, and posts its front doors with paper blotches announcing "sacrifices" of the most alarming nature. No one pretends that this mode of pushing business lends itself to the artistic display of goods; indeed, most of its votaries apparently vie with each other in an attempt to convey the idea of cheapness, by assumption of a certain vulgar neatness, which is by no means praiseworthy. Probably the retail shoe dealer is the best judge of the style of display best calculated to "fetch" a wary public. We do not, therefore so much deplore the want of taste on the part of the public itself, who can only be convinced that a bargain is worth buying when the bargain is dirty. The boot trade does not stand alone in this respect. All other tradesmen dealing direct with the population find the same disposition to combine the word "dirt cheap" in a way not properly intended by the expression. If a furniture dealer wishes to get a more than usually tall price for more than usually rickety goods, he forthwith places them outside the door, where, after a little exposure to the elements and the splashes of passing vehicles, they speedily become as "second hand" as the most fastidious could desire. Similarly a draper who finds his piece goods hanging fire, often tempts the sluggish public to pay an extra penny per yard for his stuff after he has been to the trouble of cutting it into lengths and throwing it promiscuously into a box marked "remnants." Even the dealer in edible goods, in regard to which the public might be considered fastidious, has his own special way of clearing parcels of more than usual size. It is small wonder then that the retail boot trade has found it convenient to take measures for the reduction of surplus stock, "to make room for autumn goods."—*Shoe and Leather Recorder.*

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