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THE COMMERCIAL GAZETTE

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

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

VOL. 1.

WINNIPEG, DECEMBER 5, 1882.

NO. 10

The Commercial

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

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STEEN & BOYCE,

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WINNIPEG, Tuesday, Oct. 3, 1882.

WINNIPEG, DEC. 5, 1882.

M. J. Banks, grocer, Winnipeg, has assigned in trust.

R. Baker, grocer, Winnipeg, has sold out his business.

There is talk of a bank being located at Crystal City.

A. L. McLean, grocer, Winnipeg, has sold out his business to Mulhall Cowie.

Jabez Elliott, dealer in groceries, Souris City, has sold out his business to Thomas Harrison.

Among the first sufferers by fire in Regina was J. H. Broley, fruit dealer, whose premises have been burned out.

The Federal Life Insurance Company of Hamilton, Ontario, have appointed G. B. Hall their agent in Winnipeg.

We have received the first copy of the Rock Lake Herald, which is published at Crystal City by W. F. Hill. The sheet is well gotten up, and well filled with Southern Manitoba news. We wish it every success.

The contracts for carrying the mails between Clearwater and Mountain City, and Clearwater and Turtle Mountains have been awarded to Mr. Alex. McLaren of Clearwater.

At a meeting of rate-payers held at Selkirk on Wednesday last the bonus by-law by which \$35,000 was granted to aid the construction of the C. P. R. branch from Winnipeg to Selkirk was discussed and unannouncedly approved of.

There is a rumor going the rounds that a joint stock company with a capital of \$20,000 is being formed for the construction of a commodious hotel at Regina. The undertaking will no doubt prove a profitable one.

The Fort McLeod Gazette of Nov. 14th is to hand. Business there and at Calgary seems to be lively. Flour is selling in the former place at \$17.50 per 100 pounds. Other products are equally high in price.

The receipts of the Winnipeg Custom House for the month of November, 1882, were \$161,389.26, or \$98,981.19 in excess of those of November 1881. In connection with these figures it must be remembered that in November 1881 Emerson was not a port of entry, while this year it is. In 1881 all its business was done through Winnipeg, and figured in the receipts of the capital.

THE Prince Arthur's Landing Herald of the 22d says the steam barge Wallula came into port on Tuesday with some 1,800 tons of steel rails for the C. P. R. The same day the Columbia arrived with 700 tons more. The same paper says over 5,000 tons of coal are still on their way to that port.

The new Lieut. Governor of Manitoba, the Hon. Mr. Aikins, arrived in the city on Saturday last, and in the afternoon was sworn in at the Government House. A large gathering of notables was present, including the members of the Provincial Government, the Hon. Mr. Cauchon, ex-Governor, Justice Miller, Justice Dubuc and others.

IT SEEMS that in Toronto municipal elections were not contested upon municipal grounds by any means. The principal objection against one candidate for mayor now in the field is the part he took in a recent carpenter's strike. There is no talk yet of any candidate's religious

opinions being attached, but that will in all probability crop up before the contest is over.

We regret to state that the Grand Union Hotel has passed out of the hands of Messrs. Cross & Terrot, who have assigned in favor of their creditors. Various reasons are assigned for the firm's misfortunes, among which is the refusal to execute a lease by the proprietor of the building; which is but one more specimen of the slip shod way in which business was carried on in the city during the boom of last spring. The case of a firm taking possession of a large hotel, furnishing it and expending thousands of dollars upon improvements without a lease of any description is the very acme of commercial folly.

PEOPLE who have any faith in the rapid growth of Winnipeg must be amused at the work of sewer pipe laying now going on in Portage Avenue. That leading thoroughfare is being supplied with a sewer only two feet in diameter and built only one brick thick. The city council are doubtless economizing in view of a coming election, but we fail to see the economy of laying a sewer in a main street of a city of nearly 30,000 people, and with the promise of reaching 100,000 before many years, which is scarcely sufficient for a by-street in a promising country town.

THE New York press, or at least the anti-Gould portion of it, is greatly incensed over the fact that cablegrams from Europe have to pass through the hands of the Western Union Telegraph Company, who have the privilege of scrutinizing all such messages. Jay Gould can thus know the contents of the most private cablegrams, and use the information thus obtained for his speculative ends. It is no wonder a powerful effort is now being put forth in the United States to break his telegraph monopoly, and the parties engaged in the movement are to be pardoned if they are a little unscrupulous as to the means they employ.

IT is worth the trouble of any person interested in agricultural affairs to make a call at 247 Main Street, and inspect the steam plow stored there. Col. Richardson the representative of the manufacturers will be pleased to explain its working to all callers. Should this machine prove a success, and there is reason to believe that it will revolutionize agriculture in the North-west.

Locked Up Crops.

There is a general cry at present about farmers holding back their crops for better prices, and it is heard from all portions of Canada and the United States. It does not come, however, from parties wanting to purchase grain, but from those who believe that the speedy marketing of the crop now held back, would do much toward alleviating the present monetary stringency, and give a more vigorous tone to the commercial affairs of the continent at large. There can be no doubt but such a course if adopted by farmers generally would do much toward accomplishing what the grumblers desire, but it is questionable if it would prove profitable for the farmer. The press of the country is at present teeming with advice to the honest farmer, in which the heavy losses from shrinkage, rottage and other shortages, not to mention the interest on the money laid out of, are shown up as causes of certain ruin to agriculturists who are holding back their crops at present.

Gratuitous advice is seldom valued much by those to whom it is tendered, and this is especially the case with advice given to the farmer, and especially to the western farmer regarding when to sell his crops. It is an unfortunate circumstance that the confidence between the agricultural and commercial classes is nowhere very great, and it is much less in the western portion of this continent than any where else. A very large proportion of the western farming community have a fixed idea in their minds that the whole machinery of commerce is a huge organization, the main object of which is to conspire against the interests of the farmer. Every piece of advice therefore, that has a commercial origin, these agriculturists look upon with suspicion, and even when their own judgment tells them that the advice is good, they view it much as a fox or wolf would an inviting bait that was meant to lure into a concealed trap. For several years previous to the Fall of 1879, farmers generally were not in a position to make choice as to when they should market their crops, but were compelled to rush them in as soon as threshed in order to meet pressing financial demands. It is different now however. There have been three successive years of short crops in Europe, with average good crops and high prices in America, and the farmer is now in a position to choose the time of his market. There is an inherent desire in mortals generally to get even for injuries real or imaginary, and it is only natural that the granger wishes to make up for his forced sales of by-gone years. It is by no means certain that he is adopting the proper course to secure that object by holding back crops this winter, and indeed the outlook at present is that he will be the loser thereby. Europe generally has been blessed with good crops this year, Spain being about the only exception; and the abundant crops of this continent, the aggregate estimates of which are daily increasing, certainly do not indicate any material rise in the price of grain. All these circumstances are very difficult for persons connected with commerce to impress upon the farmer, for the reasons already stated. Coming from such a source would only increase his suspicion, and to scare him by

prophesying a commercial panic would be a useless undertaking, as the actual injury of commercial interests would be to him more or less of a satisfaction. Like a boy who goes to his first fair with a limited amount of spending money in his pocket, and suspiciously eschews all the allurements of the same and returns home with the money unspent, so the shy farmer listens to all the advice tendered him, and after all refuses to part with his grain to any one.

There is but one means of securing the co-operation of the farming classes in the promotion of commercial welfare, and that is by creating and increasing a feeling of mutual interest between the agriculturist and the commercial man, and how to inaugurate such a feeling is a very difficult matter to find out. There is certainly very little chance of its birth place being in the west, where the rush to acquire wealth causes every man to look after his own interests and ignore those of others.

United States Currency Report.

The total excess of imports of gold over exports from the date of resumption to November 1, 1882, has been \$161,311,578, and total gold product from the mints of the United States for the same period is estimated to have been \$147,509,021. This is the first year since 1879, during which the exportation of gold has exceeded the importation. During the last two months, September and October, 1882, the imports have, however, slightly exceeded the exports. The amount of standard silver dollars coined during the year has been \$27,657,175, and the total amount coined up to November 1, 1882, since the passage of the law of February 28, 1878, authorizing their coinage, has been \$128,329,880. The amount of gold coin held by the banks January 1, 1879, was \$46,000,000, and on Nov. 1, 1882, \$112,000,000. The amount of silver coin held by these institutions at the same date was, respectively \$6,000,000 and \$8,000,000, and of currency \$167,000,000 and \$134,000,000. The gold coin held by the Treasury on January 1, 1879, was \$112,000,000, and on November 1, 1882, \$148,000,000; of silver, at the corresponding dates, \$32,000,000 and \$123,000,000, and of currency \$44,000,000 and \$26,000,000, making an aggregate amount of coin and currency held by the banks and Treasury of \$352,447,473.—*Mining Review.*

A Bankrupt Law.

There is some talk in Washington of the revival of a bankrupt law for the United States. That country has now been several years without one, the abolition of the last one being one of the blunders of the Hayes administration. Canada is also without a similar law, but does not suffer quite so much from the want, as commercial interests throughout the Dominion are not quite so numerous and conflicting as across the line, but a law of that class is nevertheless necessary, and it is to be hoped that some such legislation will soon be undertaken at Ottawa. If the passing of such an act would accomplish no other good, it would at

least regain a commercial standing for the numerous men in the Dominion, and the North-west in particular, who are compelled to shelter their business transactions under the potticoats of their wives. Garments of that description are too frequently found effectual in sheltering property from attachment by a creditor.

The history of United States laws upon that subject goes to show that every system adopted has proved a shelter for rascals, and had to be abolished in consequence. As the stock of insolvents became too heavy, a new law has generally went into operation, to allow of a white-washing process for such; but it generally turned out that the measure was not long in operation, until adventurers and sharks began to take advantage of its provisions.

With a move toward legislation upon the subject it may be assumed that the stock of insolvents now waiting for a bankrupt law is pretty heavy.

Grain Receipts.

As the grain receipts have increased so rapidly in all the leading parts of the province during the last ten days, it is generally supposed in towns and cities that the roads are in good condition for hauling. Such is not the case, however, as reports from different localities confirm. The great increase in grain receipts may be attributed to the fact that until two weeks ago hauling on roads was almost an impossibility, owing to mud, and as soon as frost made them hard, farmers were compelled to move some of their crops to meet pressing demands, or relieve themselves of what they could not properly store. At present wheeling is giving place to sleighing in the province, and as soon as a sufficiency of snow falls to make it good, receipts of grain will be much heavier than they now are. The quantity of surplus grain in Manitoba this winter will surprise many, and show what real progress has been made in the agricultural development of the country.

The Railway War.

There are no new aspects as yet in connection with the railway struggle between St. Paul and Minneapolis, and Chicago and Milwaukee. The managers of all the contending lines remain stubborn, and have settled down to the fight as if it was a thing which was going to last for years. One dollar is now the highest passenger fare between St. Paul and Chicago, and the different lines circulate their advertisements of the cheap rates, as if immense profits were to be made by the traffic. The cuts in freight rates extend west as far as Omaha, but have not been added to during the past week. There have been many hopes of an amicable arrangement held out by different parties, but the struggle still goes on upon the same grounds. The Rock Island party demand their full share of the traffic in any pool that may be arranged, and this claim the opposing lines are determined not to accede to. Whether cutting of rates will be carried any further it is difficult to foreshadow, but there is certainly no hope at present of any early settlement of the war.

No Second Price.

Those who have had a business training in old centres of trade, can remember how general was the above principle in connection with mercantile transactions, and with what profound contempt some merchants of standing would view the habit of allowing an abatement of the price asked for goods. Such a principle had no doubt a protective effect so far as the interests of the unposted purchaser was concerned, as is a safe one to follow, even at the risk of bringing down the displeasure of those who believe that it reduces trade to a level, and does away with any necessity for ingenuity or shrewdness on the part of either buyer or seller. Such an argument bears dishonesty on its face, and it is also far from being true. The conduct of business in the present days of fluctuating markets and other subjects of calculation, furnish a wide field for commercial ingenuity and shrewdness without exercising the same upon the gullibility of a customer.

In eastern centres of trade, the carrying out of this principle in business is a matter comparatively easy of accomplishment, but in a new country it is totally different. Ways have said of the settlers of the western United States that they hold almost as a sacred privilege their right to "Dicker" in trading; and the same may to some extent be applied to the North-western Canadian. The people of this country have been in the habit of acquiring possession of real estate and mercantile goods, the value of which were subject to so many and so sudden changes, that they are to be pardoned if they do adopt dickering as a means of discovering the best manner of marketing their possessions. Considerable wealth has been acquired by many during the past few years, owing to sudden rises in the values of certain goods or property, and all are naturally on the look-out for where the largest profits can be made. Indeed one of the principal reasons why dickering has not become so general as in the United States is the employment of that noisy but useful individual—the auctioneer; and troublesome and annoying as he may have been, he has certainly prevented a great amount of dickering.

As trade in Manitoba has got down to a natural flow, and the days of excitement have glided into those of steady commercial and industrial prosperity, the days of dickering should now be at an end. The prices of staple goods can now be as definitely known as in eastern provinces, and the real trade prosperity of the province in the future depends upon every branch of business getting down to system, and one of the elements of that system should be the principle of "No second price." There is no difficulty in carrying it out in wholesale branches, and indeed it is already general in such. In retail business, however, there will no doubt be some difficulty experienced in enforcing it.

Unscrupulous and inexperienced traders may be loath to give up the unsatisfactory system they have hitherto carried on, and consumers who like to impress merchants with their shrewdness, may insist upon their "Dicker"; but the straight principle is steadily gaining ground throughout the province, and the time is but short until the whole retail trades of our towns

and cities as well as the wholesalers will hold strictly to the principle of "No Second Price."

New Arrangements for the Storage of Grain.

Under this heading the *Montreal Gazette* of the 29th November has an article which is of interest to grain shippers of the North-west. We publish it in full.

Arrangements have been made between the Grand Trunk Railway and the Montreal Warehousing Company, whereby grain can be shipped from the West and stored here during the winter months, with the privilege of a through rate of freight from the point it was first shipped from to Great Britain, in the event of its being exported. For instance, a lot of wheat is shipped from a point West to this city at, say a 15 cent freight rate, and is put into winter storage, which we believe is 2c per bushel up to May 12th. Should this wheat be sold for export, the shipper will have the benefit of the through rate of freight from where the wheat was originally shipped, and a rebate allowed off the 15c freight paid in the first instance to this city.

This arrangement will be of vast benefit to Western men who will no doubt avail themselves more largely than ever of the superior facilities which Montreal offers for the storage of grain.

American Currency Report.

The report of Comptroller Knox of the United States Treasury up to November 1st has been made public, and is in some respects a compilation of rather congratulatory figures.

The following is a synopsis of it:

The treasury notes outstanding	\$346,681,916
National bank notes outstanding	302,827,747
Gold in the treasury, less certificates held by the banks	148,435,473
Standard silver dollars in treasury	92,714,777
Subsidiary silver coin and silver bullion in the treasury	30,761,935
Coin in the national banks	102,302,063
Coin in State and savings banks	17,892,500
Estimated amount of coin held by the people	387,562,793
Total	\$1,488,338,554

The total currency on November 1st was 433,000,000 in excess of that of the same period of 1879, and 186,000,000 above that of November 1st, 1880.

Among the items of the report is an advice against note issues by private banks or any corporations not furnishing a security deposited with the government. Another fact noted by the Comptroller is the increase of \$288,000,000 in the quantity of gold since the resumption by the government. These figures should be a killing argument to the advocate of the first currency to be issued by the nation. No doubt the exceptional prosperity which has been general in the United States during the last three years has contributed this increase, but the acts of national honesty which the government carried out in resumption is no doubt really to be credited in the matter. The financial ruin predicted by many at the time of the act going in force is certainly long in coming.

Campbell & Bayne, grocers, of Regina and Virden, are about to dissolve partnership and close out their Virden branch.

THERE seems to have been an unusually heavy crop of barley all over Ontario this spring. An exchange mentions that the receipts of the season up to Nov. 20th at Newcastle have been over 28,000 bushels.

A movement is on foot at Warkworth, Ont., for the construction of a railway from some point on the Quebec & Ontario line to Presquo Isle Harbor on Lake Ontario. Several towns are prepared to grant bonuses to aid the scheme.

THE rush of grain to market since the freezing up of the roads may be understood from the fact that the receipts at West Lynne during the past ten days have been in the neighborhood of 5,000 bushels a day.

AN EASTERN exchange notifies its country correspondents to mail their letters a day earlier so as not to be too late for publication, and adds now that railways there are under Grand Trunk management the mail service is sure to be uncertain.

THE *Prince Albert Times*, published by Spink & Mabeety, has reached the office of THE COMMERCIAL. We published some time ago an account of the difficulties encountered in transporting the plant of this paper, and now that it is before us, we assert that it is a credit to the publishers, and a monument of enterprise and perseverance.

GEORGE STODDART, formerly clerk, and Chas. Johnson, formerly bar-manager at the Hotel Brunswick, have leased the old Princess House in the Henderson Block with the bank offices next door added, and in a few days will open the premises as a hotel under the name of the Kerby House. They have many friends among the travelling public, and will no doubt meet with success.

The *St. John, N. B., News*, of Nov. 22, has an editorial sounding the praises of the southern slope of the Hudson's Bay territory. Among other things it says that a railway from the southern shores of James Bay to the lower waters of the St. Lawrence would not be so formidable an undertaking as the road from Thunder Bay to the Red River.

THE Portage Manufacturing Co. have wisely decided upon making Winnipeg a wholesale depot for their goods. Hitherto McMartin & Clark, their agents, have only carried samples of the company's manufactures, but in future they will carry a full line of all their goods, and be prepared to supply the trade of the city on a moment's notice.

THE *Toronto Budget*, every issue, keeps hammering at the blanket policy system of fire insurance. That journal is a stickler for insurance on what it calls business principles, but which really means the loading of fire insurance policies with a host of conditions and details that would puzzle a Philadelphia lawyer, and which would allow a score of loop holes for an insurance company to crawl out of paying their obligations; and it is well known that many companies require a very small hole to get through. The absolute safety of the insurer should be the first point to be considered in any kind of insurance, and the *Budget* should discuss matters from that standpoint.

The Commercial

WINNIPEG, DEC. 5, 1882.

Commercial Effects of Anti-Disallowance.

It would be contrary to all past experiences to expect that during the present excitement preceding an election in Manitoba, champions of either party would calmly discuss the effect of disallowance or anti-disallowance upon the commercial affairs of the province or the Dominion at large. Such a course would be too practical to be effectual in arraying the voters of the province on either side, and would be but a slow if not useless process for stirring up that feeling of political bitterness which is indispensable to the politician in the conduct of a campaign. In the present feverish state of the country's trade however, it is necessary to view the question from a commercial standpoint, and such a view reveals great cause for anxiety, if not for alarm, among those whose hopes are based upon the commercial growth of the North-west. The politician may accept the fifteenth clause of the contract between the Dominion government and the C. P. R. Syndicate as the *Ita lex scripta est* of the whole question, or he may lay claim for absolute provincial authority in the matter of granting railway charters, but the business man requires to look ahead as to the effect of either course upon the country's commercial prospects.

In viewing this great question commercially it is safe to start from the axiom that the exceptional prosperity of the North-west is due mainly to the vigorous work of railway construction which has been carried on by the C. P. R. Syndicate and the perfect confidence which capitalists of the East and Europe have in the whole country, when its railway interests are in care of this same syndicate. The most vigorous opposers of the syndicate admit that the present North-western prosperity has its origin in the syndicate's efforts, and if any doubt existed upon that point, the past history of railway progress in Manitoba, and the hopeless attempts at the construction of a trans-continental railway by a Dominion government would not fail to carry conviction. To enable the C. P. R. Syndicate to maintain their vigorous work of railway construction they must be in a posi-

tion to secure funds in the best money markets in the world, and to secure the same upon the most favorable terms. It would not require a very heavy decline in C. P. R. bonds to cause the syndicate much trouble, and greatly hinder the work of construction. The present anti-disallowance movement has had more effect in that direction than most unthinking people are aware of. A few months ago money was begging investment in North-west landed mortgage, and at present funds for that purpose are by no means plentiful, while the rapid decline of last week in North-west Land Co. shares is a proof that distant capitalists are losing faith to some extent in the North-west as a field for investment; and it may be only a coincidence but it is rather a remarkable one, that this loss of faith progresses much at the same pace as the anti-disallowance movement in Manitoba. Capitalists who are prepared to employ their funds for the Canadian Pacific Railway construction do so upon the inviolability of the contract between the C. P. R. Syndicate and the Dominion, and look to the same for a return for their investments; and it must be remembered that the construction of a Canadian trans-continental railway was a scheme peddled for years through the leading money markets of the world, and floated in none until the present syndicate undertook the great work. The terms of the syndicate may be, and no doubt are a drawback in some respects to private railway enterprise in the North-west; but while the C. P. R. Syndicate have in less than two years added nearly 900 miles to the railway system of the country, as yet private enterprise has only added 85, although schemes have been gotten up and charters applied for, for nearly a hundred times that amount. In the question, therefore, of whether private railway enterprise or C. P. R. construction are to suffer, the man of commerce can really have no choice. But at the present time this question of disallowance is of much greater importance in another respect. The far-seeing and cautious business man cannot but see a very strong resemblance in the present commercial state of the country to that which existed about ten years ago. Then as now the whole commercial affairs of this continent had entered upon a state of inflation; then, as now, a great scheme of trans-continental railway construction was being carried

forward, namely, the Northern Pacific, and then, as now, the cry was loud against the great advantages given to the company constructing that railway by the American government. The following year 1873 can be well remembered and the panic which like a thunderbolt struck and shattered the whole monetary system of America, carrying commercial destruction across the Atlantic and into Europe. And it was in connection with this same great scheme of railway construction that the panic of that year was ushered in. The firm of Jay Cooke & Co., the floaters of the Northern Pacific Railway, was the first great firm to topple, and with their fall came crash after crash of the great panic, the incidents of which are so well remembered by those who passed through it, that they need not be recounted.

We have no desire to be classed with commercial alarmists, nor have we much belief in the wild forebodings of commercial disaster which are now circulated over this continent; but we do assert the resemblance between the present state of commercial affairs and that which existed ten years ago, and we do assert the possibility of a repetition of the black days of 1873, and their introduction in a manner similar to what then occurred; and it would not take a great mis-direction of the tide of anti-disallowance feeling to materially aid in producing such an undesirable state of affairs. In the event of matters drifting into such a state, the ruin that would reach the North-west is something appalling to think upon. Old residents of Northern Dakota and Minnesota can remember how railway construction after 1873 was at a standstill for five years, and these now prosperous regions were a desolation. Old residents of the booming city of Fargo can point out business sites in that city now worth thousands of dollars, which were forfeited on mortgages of less than one hundred dollars. Even those who oppose disallowance for purely speculative ends would be heavy losers in such circumstances, and it is not impossible, some people say, for history to repeat itself.

LOOSELY-MADE CONTRACTS.

There is no class of men who have increased more rapidly in Winnipeg during the past six months than representatives of the legal profession, and yet it is difficult to find one of these who is not doing

a prosperous business; from which we may safely infer that the field for their operations is widening, and the records of the courts of the Province go to show that a very large proportion of the business which comes to legal men is the outcome of a very loose system of making business contracts of every description. During the real estate boom of last winter and spring, transactions in property were carried out in a manner that made fresh importations from old business centres stare. It was quite a common occurrence for property in these days to change hands half a dozen times on the strength of deposit receipts, before any actual record of the change was made with the Register of Deeds, and cases were not unfrequent where a verbal agreement and a small deposit for which no acknowledgment was given was all that went to constitute a transaction. Leases and even sales of merchandise were carried out often in an equally loose manner, and the wonder is that the cases now finding their way into the different courts are not much more numerous. People who acted with ordinary business prudence were, during those days of excitement, marked down as fogies, and eschewed by what seemed the enterprising spirits of the North-west. It was only natural that a looseness should creep into the whole business system of the city and Province, and the effects of the same are now apparent, when business affairs have settled down to that state of steady and even prosperity, in which men weigh calmly their commercial undertaking.

A period of excitement such as we have described is always fraught with danger to the settled business man engaged in a regular commercial calling. In the loosely-made contracts he is sure to be the loser if any loss occurs. He is to a certain extent dependent upon his business reputation, and looks for success to a continuation of patronage from those who deal with him. He is therefore at a disadvantage compared with the speculator, who has no aim but to make the best of the transaction at the moment, and has no reason to wish for or expect further transactions from the party with whom he does business. Commercial reputation he can afford to disregard, as it is of no value to him, and a profitable transaction made is so much gained to him. In making contracts loosely with such irresponsible parties the man of

legitimate commerce must naturally be the loser, and a few glaring instances have of late found their way into publicity, if not into law courts.

It is astonishing how systematic mercantile men of experience are in their transactions with their own class, where very little chance of any misunderstanding exists, or where danger of being taken advantage of is very slight, and yet in the case of disputed contracts which have been tried in the law courts of late, this class have been invariably the unfortunates, and the speculative element the gainers. In transactions outside of their regular business, therefore, men of commerce would do well to abide by their principles of business tact. They are certainly more needed there than in their every day calling.

THE CIVIC NOMINATIONS.

The nomination of candidates for mayor and aldermen took place yesterday in the room of the court house used as a council room. There was no excitement and the nominations were made very quietly. The list presents quite an array of different interests, prominent among which is the property speculation element, and a batch of aldermen could be elected from it which would during the next year accomplish much in the way of improvements at the expense of the city, which would contribute materially to the value of their own properties. There was a good deal of "you scratch me and I'll scratch you" in the proceedings, and some of the nominations seemed as purely complimentary as the closing toasts of a banquet by the chairman and croupier.

There was some very sensible nominations, however, and the mercantile and manufacturing interests find good representatives in Mr. Joseph Mulholland for mayor, and Messrs. C. C. Montgomery, J. Burrige, J. R. Cameron, N. Bawlf and Ed. L. Drewry as aldermen. In these we have men directly interested in the commercial progress of Winnipeg, and whose success in life depends upon the same. It is to be hoped that the commercial classes will put forth a united effort and see that a majority of those elected be from the class to which these gentlemen belong.

The nomination of Mr. Mulholland as mayor is a specially good selection for the interests of the city's commerce, and should the other gentleman nominated be foolish

enough to oppose him at the polls, his defeat is a matter of certainty. Mayor Logan displayed both wisdom and gentlemanly consideration, when, after the nominations, he retired from the contest in favor of Mr. Mulholland. He has won well the highest honor his fellow citizens can bestow upon him, and must ever retain their respect and esteem.

THE MONETARY STRINGENCY.

There have been numerous theories advanced lately concerning the continued scarcity of money in the eastern cities, and nearly all have doubtless more or less truth in them, although no one element can be assigned as being alone productive of the present very undesirable state of affairs. Although advances for stock speculation purposes seem to be unobtainable at the majority of the banks in the East, and a very considerable supply of funds should thus be available for commercial purposes, there is no apparent easier feeling in commercial circles, and the rates on paper of that stamp held as firm as ever. It is evident the banks have become rather suddenly aware that the credit system of the country has reached a strained state, and only a policy of the most negative curtailment can prevent complications of a serious nature. It is wisdom in adopting such a course to commence upon speculative loans, although it is really amusing to read the schemes proposed to secure funds for stock operations when banks refuse to make advances. One journal advises the procuring of private funds, which would thus ease the banks; completely ignoring the fact that private funds thus secured would in reality be the deposits on which the banks work to a great extent. Numerous similar schemes have been suggested, and it is evidently hard to persuade stock operators that the limit of their credit has been reached, and that bank funds must, for a time, be confined to grooves where they are more directly employed for the benefit of commerce. Purely commercial circles for whose benefit the funds of banks should mainly be employed, must for a time suffer from the stringency of the money market, but there is every reason to believe that relief is not far distant, and the squeeze once safely passed through will have the effect of disabusing many minds of their ideas regarding fancy figures for bank stocks.

SHORT CREDITS IN THE NORTH-WEST.

New countries like the North-west must naturally labor under great difficulties arising from the fact that wholesale dealers in older centers are often very conservative in their manner of doing business in new countries, and as a rule are desirous of selling goods there upon as short credit as possible. This course is no doubt prompted by a timidity or want of confidence, which is but natural to men who have business down to a closely calculated and unvarying system, and cannot therefore comprehend how commercial safety can exist where business is carried on in such a rough and tumble fashion, if we may use the term, as is general in the North-west. Such men are unable to make allowances for the ever varying circumstances under which business must be carried on in such a country, and are too apt to measure it by the steady routine they are themselves accustomed to. Short credits are the principles upon which such men wish to do business in this new country, and unfortunately for them longer credits than they are in the habit of allowing in the Eastern Provinces are absolutely necessary in order to successfully carry on a business in the North-west. The great distance and consequent delay in goods reaching here make such a necessity, and a man who is in the habit of taking his discount at the end of 30 days, if he purchases in eastern markets, must in ninety-nine cases out of a hundred pay his bills before he has had the satisfaction of inspecting his goods, or if he takes a full credit and pays by acceptance he has to sign the same before receiving the value which his acceptance asserts he has received. Under these circumstances the most careful and methodical house in the East must have considerable dissatisfaction in connection with a trade carried on in the North-west. With the opening up of the Thunder Bay route next summer this evil will no doubt be in a great measure mitigated, but it will still exist to a greater or lesser extent, until direct railway communication is complete through the Dominion from the Atlantic to the Pacific, and even then it is questionable if it will be completely overcome.

There is but one way of getting over this great difficulty in connection with North-west trade, and that is by large eastern houses establishing branch houses in Winnipeg. Already numbers have

followed that course and in every case it has proved a profitable one. Winnipeg is fast becoming a wholesale center, and local houses have naturally great advantages over those at a distance. If therefore wholesale dealers wish to retain their business in the North-west, they must have goods on the spot and ready for every phase of that market, otherwise the purely local houses must in time crowd them entirely out of the North-western market.

Winnipeg Wholesale Trade.

AGRICULTURAL MACHINERY AND CARRIAGES.

The business in agricultural machinery proper during the week has been very limited, out houses are actively making preparations for the supplying of next year's goods to retailers and country agents. There is consequently some bustle, and dealers are taking advantage of the slackness to get into good shape for the opening of the year. In carriages, sleighs and cutters the trade has been slow during the week. More snow is wanted before there will be any immediate demand for the two last named, and retailers have as yet disposed of but a small proportion of their opening stocks. The trade generally are very hopeful however.

BOOTS AND SHOES.

The trade in these goods during the week has been rather dull, and in marked contrast with that of the previous one. The winter trade is virtually over both in city and country, and time is being had to make arrangements for spring trade. Orders for Spring goods keep coming in, and are steadily increasing in number and volume. Country collections are reported free and remittances have been numerous.

CLOTHING.

There has been considerable of a falling off during the past week in the volume of business done in this branch. There are no complaints however among the trade, as all have had a much better season than they had anticipated. There is still a limited demand for winter goods but the bulk of the orders now coming in are for spring stock. Travellers are out at present, and reports from the West augur a fine business in spring goods during the next few weeks. Wholesalers have run short on many lines of winter goods, and their stocks have been reduced to a very low ebb.

CROCKERY AND GLASS WARE.

Trade in this branch of business may be said to be booming when compared with other lines. Country orders have come in during the week with a steady flow, and the city trade has also been very good. In fancy lines the demand has been of the most encouraging description, and keeps increasing with the approach of Christmas. Collections are reported easy, and the trade altogether is in a most prosperous condition.

DRY GOODS.

There is a decided softness in this business, and the volume of trade during the week has been rather limited. There is no annoyance felt in consequence, as a dull feeling is expected

about this season, and has held off several weeks longer than might have been expected. The mildness of the weather has no doubt contributed something towards the feeling, and keen sharp weather such as the week closed with, might yet cause a slight stir in winter goods. Spring goods are beginning to move, but the volume of trade in these is as yet not large. Arrangements are being made to push the spring trade with vigor, and December will doubtless prove an active month.

FANCY GOODS AND SMALLWARES.

During the week a good steady business has been doing in this line. Staple goods are in fair demand, and fancy lines for holiday trade are in big demand. The city trade in these has stirred up considerably, and orders from the country still continue numerous, while reports as to collections are of an encouraging description.

FISH AND POULTRY.

There has been considerable life in this line during the week, especially in dressed poultry. Heavy consignments of which have reached the city during the last ten days. The steady cold weather has given this branch an impetus, and a full supply of goods can be had from this date forward. Prime dressed turkeys and chickens are now quoted at 20 cents a pound, and there is a probability of still lower figures being reached. In fresh fish the variety is not large, and is confined to lake white fish, and a few lake trout. There has been no change in the price of these. Smoked salmon and eels are still to be had at former figures, and Findon haddocks are also included among the dried fish on hand. Oysters have dropped a little in price, and are now offered at 60 cents for selects, and 55 cents for standards. There has been no change in the price in bulk. Pike and other local fresh fish are making their appearance, but not in sufficient quantities to enable us to give wholesale quotations.

FRUIT.

There has been a steady good business in this line during the week, and prices in every class of goods have held firm. There have been no novelties added to the market, unless we might add to fruit the product honey, some fine consignments of which have been received from California, which sells at 25 cents a pound in the comb, and is handled by the fruit dealers. Apples are now plentiful, and some fine qualities of winter varieties have been received during the week. Prices hold as before at \$6 to \$7 a barrel, only the finer varieties bring the latter figure. Fresh consignment of Malaga and other raisins are increasing, and a fine selection of these are now on the market. Figs in mats are still quoted at 10 cents to 12 cents, and are now held by most dealers. Oranges are still out of the market, and a very few lemons are selling at \$7.00 a case. California pears are becoming scarce, and have advanced 50 cents per case. Almeria grapes are still to be had, but no new consignments are expected. Cranberries are now very plentiful, and the consignments received during the week have included some of much finer quality than heretofore received. Prices range from \$16 to \$18 according to quality. As the holidays draw near the trade in dried fruits

keeps increasing, and a few weeks of brisk business is expected by the trade generally.

FUEL.

There has been almost no change in this branch of business during the week, unless it be that wood has become a little more plentiful, and with the opening of the C. P. R. South-western branch, a still more liberal supply is expected to be forthcoming. There has been no change in prices as yet, dry poplar being quoted at \$7.50, to \$8.00, and Tamarac \$9.50 to \$10.00. The coal trade seems to have settled down to a fixed level, and prices are in all probability at the point they will remain at during the most of the winter. Competition is still keen, but is not carried on upon the run or ruin principle. Anthracite of all kinds is quoted at \$13.75 a ton in car lots on track, and bituminous at \$13.50 for grate, and \$12.50 for steam. There has been considerable talk about securing lower freight rates from the South, and having cheaper coal; but the probability is that no relief from present high prices will be had until the opening of the Thunder Bay route in the spring.

FURNITURE.

The reports from this branch of trade are of the most encouraging nature. A heavy country business has been done during the week, and is still on the increase in volume. Quite a number of heavy consignments went West during the week, and one which went on Wednesday consisted of two car loads for one consignee. The city trade is equally good, and as one dealer said, all that can be desired. Orders are now on hand which it will take a week or so to fill, and there is a fine outlook ahead. The rather uneasy look of a few weeks ago has gone from the faces of the wholesale men, and the unanimous opinion now is, that during the greater portion of the winter, a rushing trade will be done.

FURS AND HIDES.

The furs of this winter in a raw state are beginning to make their appearance, but not as yet in large quantities. The quality of those received is very good, but the receipts are not heavy enough to enable us to give any wholesale quotations. Hides are not in good demand, and have not changed in prices. The regular quotations is 6 cents, but some fine lots have brought 6½ cents. Pelts are not plentiful, and those received are all of a good quality. Prices are unchanged; good Octopus being worth 50 cents, and inferior qualities from 35 to 40 cents.

GROCERIES.

With some dealers in this branch there has been complaints of a slight lull in trade, but it is by no means general through the city. Country orders have not been so frequent and heavy, which is no doubt owing in a great measure to the cessation of railway construction in the West, and consequent decrease of trade in that direction. The city trade is steadily good, and prices of every class of staple goods hold firm and unchanged. A few travellers are still out, and they report trade fairly good, and collections free. Green coffees are still quoted, Rio 15c to 17c, Government Java 22½c to 25c and quiet at these figures. Sugars have been quoted at 10c for bright yellows, 12c for granulated, and Paris lumps 12½c. Dried

apples are reported very scarce, and tending upward. Dried peaches are quoted at 10c to 10½c, and evaporated at 35c.

HARDWARE.

There has been rather a quiet feeling in this branch of business during the week, but dealers make no complaints, as more or less of a dullness is to be expected during December. The volume of trade however is steady, although not so heavy as during the previous few weeks. The demand for building material has fallen off very much, and shelf goods are also a little slow. Country retailers are now well stocked for winter demands, and no great improvement in the wholesale trade is expected until repeating orders begin to come in. The advent of snow and general sleighing will no doubt hurry this trade, but a few weeks of quietness may be expected. The reports of country collections are very satisfactory, and the whole trade is in a very healthy condition.

LUMBER.

The demand for goods in this branch is steadily falling off during the week, and a rather quiet feeling is general. Building operations in the city are gradually growing less, and the demand for that purpose being much less, dealers report a much smaller volume of trade for the week. Out-door operations of every description are practically at an end, and there is not much prospect of any great addition to the demand during the balance of the winter. Dealers are not disappointed but rather a little thankful for the lull. Prices remain unchanged. Sheeting, \$28; common dimension, \$30 to \$32; fencing, \$28 to \$34; stock, \$33 to \$40; flooring, \$35 to \$45; partition, \$45 to \$50; graded clear, \$50 to \$70; shingles, \$4.50 to \$6; lath, \$5.

STATIONERY AND PAPER.

There has been considerable life in this branch of business during the week, and orders from far distant parts of the West have been quite numerous. Although stocks are pretty full at present some sorts are found to be short, and some delay in the shipment of goods has been unavoidable. Business is altogether in a very promising state, and dealers are not expecting much let up during December. Collections are improving, and country remittances have been quite numerous during the week.

WINES AND SPIRITS.

The improvement in this branch of trade mentioned in our last report is still going on, and matters are now what may be termed busy. Country as well as city trade is steadily increasing, and activity is general. The trade generally expect that December will be a very busy month, and preparations have been made for doing a heavy trade. Some travellers are at present out, and their reports are very encouraging.

THE MARKETS.

WINNIPEG.

GRAIN AND PROVISIONS.

Good roads have been general during the past week, and the receipts of grain at all points have increased. A large proportion of the grain purchased at points south of Winnipeg is being shipped direct to eastern points, but the receipts in the city are still heavy. Millers have now all the wheat they require, and grain

dealers are in no way pushed to fill orders for rough grain. Oats are plentiful and have declined a little in price. Prices all round have suffered somewhat, and some dissatisfaction is expressed by farmers at the drop. It is difficult, however, to see how the strained state of the grain market which existed a few weeks ago could be maintained. Even at present figures it would be impossible to ship to markets in the East were it not for cut rates caused by the present railway struggle in the North-western States. One firm reports shipments of some 25 cars of wheat to the East during the week.

WHEAT

For the very finest lots of hard Fife, 80c a bushel has been paid during the week, but a large proportion of very fine quality has been sold at 78c. Softer grades have sold as low as 72c, and the demand for these is by no means active. At present the millers are getting sufficient grain to enable them to make a selection of the best quality for milling purposes, and leave poorer qualities for shipment. Should a heavy fall of snow take place, and good sleighing become general, much heavier receipts might be expected, and it is very probable that in that case a further decline in prices would take place.

OATS.

There has been a good supply of this grain during the week both by rail and on the street, while the demand for car lots has not been so heavy as a few weeks ago. It is every day becoming more evident that fancy prices for oats cannot be maintained, and that during the winter the supply will be in excess of the immediate demand, and that the quantity in the country has been underestimated. Prices during the week have not in any case exceeded 48c, and 45c has been a general figure, while some poor lots have sold even lower. The feeling altogether has been weaker than during the preceding week.

BARLEY.

The receipts of this grain have been very light during the week, and the quality of that received has been very poor owing to bad care evidently. None of the samples shown have been of a good color, although many show plumpness. What has been carefully stacked and attended to has not yet reached market, and probably will not until good sleighing is general. The quantity raised this year will not be in excess of local demands, and it is well so when the glutted state of eastern markets is taken into consideration.

Flax, rye and buckwheat are still strangers in the market, none having reached the city during the week.

FLOUR.

Millers still hold to the reduced prices of last week, and while wheat continues plentiful at present figures there is not much probability of any advance. Shipping to the Montreal and other eastern markets is now going on briskly, and returns received from consignments which have gone there are of the most flattering description. During the week over twenty cars have been sent east, and on one day six were billed to Montreal. The home demand continues steady and good, and the mills are kept running to their full capacity. Quotations are: patents, \$3.00; bakers or 4x, \$2.55; traders or 2x, \$1.50 per half barrel.

BEAN

Is still in good demand, and millers have no trouble in disposing of their output ahead of their production. Prices remain unchanged at \$12 a ton in car lots and \$13 delivered.

SHORTS

Are selling freely at the figures of last week, and the increased supply owing to full milling operations seems to be all wanted. Quotations are \$13 a ton in car lots and \$14 in smaller quantities.

CHOPPED FEED.

This is now an article on the market, as a

leading mill is now fitted with machinery for its production. That produced is of excellent quality and is quoted at \$30 a ton.

POTATOES

Are getting every day scarcer, and as the cold weather increases prices have a decidedly upward tendency. The figures during the week have ranged from 80c to \$1. There is a prospect of a scarcity before many weeks elapse.

BUTTER.

There have been quite a number of consignments received from the East during the week, and the stock now in the city is rather heavy. There is an easy feeling generally, but no actual decline in prices has taken place, although a slight break is generally expected. First-class Ontario goods have sold from 25c to 27c, only a few lots, however, bring the latter figure. The lower grades are not plentiful, and are very little in demand. Prices for these have ranged from 21c to 24c. The want of fresh butter from local dairies has found a substitute by one firm importing a case of fine creamery from Ontario, which they have placed on the market at 35c.

EGGS.

There has been some relief to the scarcity of these during the week. Consignments from Iowa and Minnesota have been received and others are on the way, and Ontario stock is still to be had. There has in consequence been an easier feeling in the market and prices have declined a shade. The general quotation has been 35c, but a few choice lots have been held at higher figures. The fact is becoming recognized that a supply can be obtained from the Western States during the greater portion of the winter thus avoiding a great share of the danger of freezing, and the famine prices of last winter will probably not be reached.

BACON.

Some consignments from Ontario have arrived during the week in such poor condition that the consignees have refused to take delivery, and a slight scarcity in consequence has prevailed. There has been an easier feeling all round, however, and prices have declined slightly. Long clear Canadian has been quoted at 17c and American at 17½c. The arrival of consignments now in transit will in a few days doubtless cause a further decline.

HAMS.

The stock in the city has been increased during the week, but prices have held comparatively firm under a steady demand. Sales have as a rule been made at 18c, although some are reported at 18½c. Dealers are generally of the opinion that any further decline is not at all likely, and they have an inclination to hold firm for present prices.

MESS PORK.

The downward tendency in the price of this product has had a slight check during the past week, and the figures of last week are maintained generally by dealers. The reviving tendency in Chicago and other packing centres during the early days of the week had a stiffening effect on prices here, and some dealers anticipate more or less of a firm feeling for some time to come. The stock in the city keeps increasing, but by no means heavy yet, as the scarcity of former weeks made heavy demands upon the receipts that have come in. The demand from western points is not quite so active, and is certainly not heavy enough to justify the expectations of continued firmness expressed by some dealers. Quotations during the week have ranged between \$27.50 and \$28.00, and there have been rumors of sales at \$27.00, although no actual transactions at that figure have been made public.

CORNED BEEF.

The demand in this line has been rather active during the week, and prices have shown a tendency to advance. Sales early in the week were made at \$18.00 but later on \$18.50 was

the general quotation. It is not expected however that the present firm feeling will last very long, and with the opening of the present week a dullness is perceptible.

CHICAGO.

The past week developed in the earlier days a much firmer feeling in wheat and oats, and confidence seemed to have returned to the market. Tuesday showed a decided improvement, and figures at the close were a shade in advance of the previous day.

WHEAT held firm all day, and closed at 94c for November, December 94½c, January 90½c.

CORN was quoted at closing, November 65½c, December 54½c, January 33½c.

OATS were firm during the whole day, and closed November 37½c, December 35½c, January 34c.

PORK was in good demand for immediate use, and closed November \$17.20, December \$16.95, January \$17.10.

LARD closed November \$10.80, December \$10.70, January \$10.60.

On Wednesday the firm feeling in Wheat continued, and an upward tendency became a settled fact. Slight advances were secured in Wheat and Oats, the latter for immediate use, and a healthy feeling was general.

PORK still remained weak.

WHEAT after a few fluctuations closed firm at November 94½c, December 94½c, January 95½c.

CORN was slightly weak, and closed at November 65½c, December 54½, January 55½c.

OATS were very firm and made a slight advance closing at November 38½c, December 35½c, January 34½c.

PORK closed November \$16.90, December \$16.90, January 17.05.

Closing quotations of LARD were November \$10.62½, December \$10.55, January \$10.50. (Owing to the National Thanksgiving Holiday there was no Market on Thursday.)

Friday opened with a weakening in grain generally, the stiffness of Wednesday having only been a squeeze for the closing day of November. Both Wheat and Oats declined slightly, and Corn only held firm. Pork showed a slight firmness, and Lard was unchanged. Closing quotations were as follows.

WHEAT, December 94c, January 94½c.

CORN, December 58½c, January 53½c.

OATS, December 37½, January 34½.

PORK, December 17.20, January 17.35.

LARD, December 10.60, January 10.57½.

Saturday's market was rather a dull one in grain. Wheat weakened considerably; and Oats suffered a decline. Pork showed considerable firmness, while Lard was unchanged. WHEAT closed December 94½c, January 94½c; CORN December 56½c, January 52½c; OATS December 34½c, January 34½c; PORK December 17.20, January 17.27½; LARD December 10.60, January 10.52½.

MINNEAPOLIS.

The uncertain feeling with which the last week's markets opened continued on Tuesday, and buyers were determined upon securing lower prices. Sellers showed more anxiety to trade, but would not meet the demands of buyers.

WHEAT sold. No. 1 hard, \$1.03; No. 2 hard, 96c to 99c; No. 1, 95c to 99c; No. 2, 89c to 95c; No. 3, 76c to 84c.

CORN was quoted, No. 2 old, 68c to 70c; No. 2 new, 60c to 65c; rejected old, 60c to 65c; rejected new, 45c to 55c.

OATS were sold as follows—No. 2 white, 36½c to 37½c; No. 2, 36c to 36½c; rejected, 33c to 35c.

FLOUR quotations were Patents, \$6.40 to \$6.60; straights, \$5.50 to \$6.00; clears, \$5 to \$5.50.

Sellers of Wheat were offering more on change on Wednesday, and prices yielded from 1c to 1½c. No. 1 hard selling at 1.10 with more offered at the same price and 1.00 bid. Transactions were nominal. A few outside trades were quoted at slightly above quotations. Oats were again higher. Sales of choice White were made at 38c, and rejected at 35c. Barley was as sluggish as ever, with some offered but no sales. There was no change in the corn market. Bran was active but easier at the close and more offered. Shorts, mixed feed and hay remained unaltered.

WHEAT.—The cheaper quotations in the following table represents bids by grade, the dealer are based on sales of extra lots by sample.

No. 1 hard, 1.01; No. 2 hard, 96c to 98c; No. 1, 95c to 99; No. 2, 88c to 95; No. 3, 75c to 83c; No. 4, 55c to 70c.

CORN was quoted as follows: No. 2 old, 68c to 70c; No. 2 new, 60c to 65c; rejected old, 60c to 65; rejected new, 45c to 55c.

OATS—Following quotations are based on today's sales: No. 2 white, 37c to 38c; No. 2, 36c to 37; rejected, 33c to 35c; samples, 31c to 38c.

RYE—Nominal.

FLOUR quotations: Patents, 6.60 to 6.65; straights, 5.50 to 6.00; clears, 5.00 to 5.50; Hinkle's Gold Dust, 6.65; do. Inland, 5.50 steady.

BRAN free on board 10.75 to 11.00 bid per ton in bulk; 11.00 to 11.50 asked; sales at 11.00 to 11.25.

SHORTS 11.50 to 12.00 per ton, according to quality; sales at 12.00.

(Thursday was the National Thanksgiving Holiday, and no market took place.)

Sample Wheat was remarkably dull on Friday; hardly any bids for it. There was nothing done in No. 2 Nebraska. Holders were asking 90c for it but could get no bids. There was some trading in No. 1 hard at 1.00 for round lots in A, a few cars of No. 1 hard sold in B at 1.01. More was offered at the same figure but not taken. There were sales of hay at 8.00 and that was bid for five cars more. 7.00 was bid for a car dressed hogs seller ten days. 1.01 was bid for round lot of No. 1 hard Wheat in B for a seller Jan; 37c was bid for No. 2 Oats seller Dec. The market was easy on Bran and Shorts. Complaints are made that Wheat is held just outside the city to keep the cars from being unloaded here and reloaded with flour on transit rates to Chicago; and that the cars are being purposely kept away to hold freight back here, until after the termination of the freight war is over.

WHEAT—The cheaper quotations in the following table represent bids by grade, the dealer are based on sales of extra lots by sample.

No. 1 hard, 1.00 to 1.01; No. 2 hard, 96c to 97c; No. 1, 95c to 98c; No. 2, 88c to 95c; No. 3, 75c to 83; No. 4, 55c to 70c.

CORN was quoted as follows: No. 2 old, 68c to 70c; No. 2 new, 60c to 65c; rejected old, 60c to 65c; rejected new, 45c to 55c.

Nominal.

OATS—Following quotations are based on today's sales. No. 2 white, 37c to 38c; No. 2, 36c to 37c; rejected, 33c to 35c; samples, 33c to 38c.

FLOUR quotations: Patents, 6.25 to 6.65; straights, 5.50 to 6.00; clears, 5.00 to 5.50; Hinkle's Gold Dust, 6.65; do. Inland, 5.50 steady.

The offering of both wheat and corn were liberal on Saturday and buyers were very shy, and not inclined to purchase.

WHEAT—The cheaper quotations in the following represent bids by grade, the dealer are based on sales of extra lots by sample. No. 1 hard, 99 to 1.00; No. 2 hard, 93; No. 1 93 to 94; No. 2, 88 to 90; No. 3, 75 to 83; No. 4, 55 to 70.

CORN—Was quoted as follows: No. 2 old,

68 to 70; No. 2 new, 60 to 64; Rejected old, 60 to 65; Rejected new, 45 to 55, nominal.

OATS—Following quotations are based on to day's sales: No. 2 white, 36 to 37; No. 2, 35 to 36; Rejected 33 to 34; Samples 33 to 37.

FLOUR—Quotations: Patents, \$6.25 to 6.65; straights, \$5.50 to 6.00; Clears, \$5.00 to 5.50; Hinkle's Gold Dust, \$6.65; do. Inland, \$5.50, steady.

TORONTO.

GRAIN AND PRODUCE.

The amount of business done in grain and produce during the past week has been rather limited, for which many reasons are assigned, but the leading one for which was doubtless the closing of navigation on the lakes, and consequent extra expense of shipment to the seaboard. The reports from the European markets were of an encouraging nature, yet grain prices did not make any noticeable advance. There was some fluctuations in prices towards the middle of the week; but none of a very marked nature, although a firmer feeling developed as the week advanced. On Wednesday, fall wheat sold as high as 96c for No. 1, and 93c for No. 2. No. 1 spring was worth 1.01, and No. 2 99c. Oats sold as high as 41c, and on the street 42c. No. 1 Barley was worth 76c, No. 2 70c, No. 3 extra 60c, and No. 3 52c. Rye was stationary at 60c. Flour sold superior extra 4.55, and extra 4.45.

On the street market dressed hogs sold at 7.50 per 100 pounds, and Hay 12.00 to 16.00 a ton. Potatoes sold in car lots at 75c, and on the street at 85c a bushel. Butter sold in round lots at 19c to 20c for good dairy. Eggs were very scarce and sold quickly at 24c to 25c. Bacon was slow in sale and was offered at 12c to 12½c for long clear smoked. Cumberland cut 10c to 10½c.

STOCKS.

The sharp decline in stocks with which the past week opened continued in a lesser degree towards the middle of the week. The fears of a great collapse expressed by a few did not take place however; and as the week wore on less symptoms of anything like a panic were visible. In fact, brokers and operators seemed to get reconciled to the reduced figures, and transactions were conducted with much less of the feverish feeling which characterised the market of Monday. Wednesday's market was a weak, but not excited one, and the figures quoted were in marked contact with those of a week previous. Closing bids were Montreal 199½ and 198½, sales at 199; Ontario 116½ and 116; Toronto 170½ and 170, sales at 170; Merchants 120½ and 120; Commerce 134 and 133½, sales at 134; Imperial 139 and 138½; Federal 155½ and 155¼, sales at 155½; Dominion 195½ and 195½, sales at 196; British American offered at 130; North-West Land Co. 53 and 52; Manitoba Loan wanted at 121; Ontario and Qu' Appelle Land Co. offered at 190.

On Thursday there was no material change in prices of grain, and the market was dull and lifeless.

No. 1 Full WHEAT was quoted at 96c, and sales of No. 2 were made at 93c, and No. 3 at 90c.

OATS of primer quality were offered at 41c, and inferior at 40c, with 38c bid.

BARLEY sold No. 1 76c, No. 2 73c, No. 3 extra was offered at 62c, with 60c bid. No. 3 was offered at 55c, but no purchasers.

BUTTER was offered good, to choice packed 20c to 21c.

FLOUR sold superior extra 4.50 to 4.60, and and extra 4.42½ to 4.45.

BACON was unchanged in price with liberal offerings.

EGGS sold in sea and lots from 23c to 25c a dozen.

Markets by Telegraph.

Special Despatch to The Commercial.

CHICAGO, Dec. 4.—There was no material change in the markets to-day, and the same slow feeling of yesterday prevailed. Pork did not maintain the firmness of yesterday, and wheat showed continued weakness. Wheat sold Dec. 94½c; Jan. 94c; Corn. Dec. 56c; Jan. 52½c; Oats, Dec. 34½c; January 34½c; Pork Dec. \$17.15, January, \$17.20; Lard \$10.50 Dec. January \$10.47½c.

Special to The Commercial.

MINNEAPOLIS, Dec. 4th.—There has been no activity in the grain market since Saturday, and matters are still in an unsettled state. No. 1 hard wheat sold 99c and \$1.00; No. 2 93c; No. 1 93c and 94c; new No. 2 corn sold 60c to 63c; Rejected 45c to 55c. Oats were unchanged. No. 2 white 36 to 37; No. 2 35c and 36c; flour quotations were, patents, \$6.35 to \$6.65; straights \$5.50 to \$6.00; clears \$5.00 to \$5.50.

Special Despatch to The Commercial.

TORONTO, ONT., Dec. 4.—The same unsettled feeling prevailed the stock market to-day, although the downward tendency of last week received a slight check and the market closed with rather a firmer feeling. Closing bids were Montreal 290½, sales 200½ and 201; Ontario 117; Toronto 171; Merchants 121½; Commerce 135½ sales 135½; Imperial 140½; Federal 158½, sales 159; Dominion 195½, sales at 194½ and 195½; Standard 117½, sales 118. North-west Land Co. sold 54½; Manitoba Loan wanted at 121.

Special Despatch to The Commercial.

TORONTO, Ont., Dec. 4.—Produce has been very flat for a few days closing more so to-day. Flour was inactive and weak, Extra Superior, closing \$4.50, and Extra \$4.40. Wheat was neglected partly owing to advance in freights, No. 2 fall sold to-day 92c to 93c, No. 3 fall 89c to 90c, No. 1 spring was quoted at \$1, and No. 2 at 98c. Oats were quiet and sold about 40c. Barley dull, sales to-day No. 2 70c, Extra No. 3, 59c to 60c, No. 3 55c. Peas are scarce and hold steady at 74c to 75c. Butter sold at 19c to 21c for choice, which was scarce. Medium, qualities accumulating and slow sale at 15c to 16c. Meats scarce; long clear in round lots sold 11c, Cumberland cuts 10c. Hams were quoted at 14c.

WINIPEG MONEY MARKET.

There has been no relief during the week to the stringency in the local money market, and banks are as close in their advances as during the previous week. The fact that crops are now beginning to move more freely is expected will give early relief, but while matters remain in the state of uncertainty in which they now are in the East, permanent relief cannot be expected. The improvement in the stock markets of the East with which this week has opened, will perhaps have a good effect also. Loans on real estate mortgages have been made at from 9 to 10 per cent., but the best are being selected by investors, and money for such loans is by no means plentiful. First-class commercial paper is received at from 8 to 10 per cent. and ordinary at 10 to 12, but bankers are very careful in their selection, and are not inclined to undertake any new business. Taking every circumstance into consideration there is a prospect of an easier feeling, if not a lowering of rates at an early date.

Power of Advertisement.

EDITORS COMMERCIAL:—I read with pleasure your article on the 7th inst., "The Power of Advertisement," and bear my mite of credit to the utility of that cause. Those who have advertised most largely are in many cases traders who commenced with limited means, attracting through the "public press" attention to manufactured and marketable goods which would be comparatively unknown if unadvertised, and nothing could have been more apropos than your allusion to the Hudson Bay Company's silence regarding the value of this great Northwest. Persistence in advertising has in general reaped its special reward. I know one firm in London, England, who spend from £8,000 to £10,000 per annum and who derive a princely income from this enormous outlay.

It is somewhat surprising to me that our government make so little use of the system.

What would be more advantageous to the general welfare of immigrants and other intending settlers, than to take up a city local paper, containing a monthly report of the various lands, the districts, distances &c. from railways, open for homesteads, pre-empts, sale, &c., and the conditions.

Arriving here a man travels north or otherwise, calls on the first land agent and is in a state of bewilderment as to the locality. All this might be obviated by a list of lands advertised once a month, and supplied by the different land agents to the press and would give general satisfaction.

I remain, Sir,

Your obedient servant,

Winnipeg, 2 Dec., 1882.

NEVILLE.

At the trade's congress which was held at Cleveland, Ohio, recently, the proceedings gave token to a coming storm in the labor markets throughout the United States. The system of marking and boycotting obnoxious employers was advocated and approved of, and we may expect soon to hear of employers adopting retaliatory measures. As is usual in such movements the iron workers take a leading part, and it is a curious fact, that such movements by workmen are usually commenced at a time when the prospects of trade are by no means good. We may expect soon to hear of some strikes in the iron producing states.

THERE is quite a revival at present in the United States of the government telegraph movement. Advocates of the same point to the advantages that have been secured in Great Britain by the government, assuming control of the telegraph system of the nation, and argue that the same benefits could be secured in the United States. Opponents of the movement point out that the difference in the American civil service system from the English makes these benefits not so certain under government telegraphy, and would open opportunities for many such frauds star routes trials disclosed. The argument of monopoly cannot certainly be used against the movement as the present system is one of the greatest in that nation.

BRANDON.

A volunteer Fire brigade with forty-five members has been formed to assist the city brigade in case of necessity.

Messrs. McLean Bros., late of Lucan, Ont., are about to open out a hardware stock in Mr. Richards block.

The *Evening Sun* made its appearance last week, and the *Daily Mail* is expected to follow soon.

The County Court sat here last week and over fifty cases were tried before Judge Walker.

Shields & Lang is the style of a new firm of painters.

Mr. A. W. Low has purchased from Mr. E. Hughes his new building on 10th street. It is his intention to open a furniture and undertaking business.

Messrs. Woodworth & Rousefell have opened up their stock of general goods.

Mr. McIver's new wholesale liquor store is approaching completion. He will soon be getting in his stock.

It is rumored that Mr. J. Moblo is going out of business here. He has been carrying on an extensive trade and was one of our first merchants.

Mr. Fortier, of the firm of L. M. Fortier & Co., is about to retire from business, leaving it in the hands of Mr. Hilliard his former partner.

Rumor says that Mr. Angus a leading contractor is going to contest the mayoralty with Mr. W. Winter.

Wood has taken a fall to \$5 per cord, on account of the market being over-crowded. Wheat has improved somewhat in price and now brings 63c; oats 50c, retail; coal \$19; potatoes \$1.25. Business good.

EMERSON.

Politics are uppermost with most of the citizens of this burgh, and the rival claims of Mr. Burnham and Mr. Chalmers are well heralded by their supporters, including the two daily papers. The fight seems to hinge, not so much upon disallowance generally, as the disallowance of the Emerson and North-western charter in particular, and as both candidates are friends of this scheme it is very difficult to know which will accomplish most for local interests. Both men have good local records, but in so far as the promotion of commercial and industrial matters are concerned Mr. Chalmers has decidedly the advantage. The fight is going to be a bitter one, and as might be expected the local press has got down to personalities, which is very much to be regretted, as neither candidates are deserving of aspersions.

Mayor Carney's communication from Ottawa regarding the settlement of the bridge difficulty has given general satisfaction, although his hint that the C. P. R. are likely to fulfil their agreement with the city does not please some of the irreconcilables.

Through all the political excitement the trade of the city keeps lively, and the receipts of grain are increasing. Wheat now goes direct south over the St. P. M. & M., and prices here have in consequence held higher than in other portions of the province. No. 1 hard wheat sells at 75c

and lower qualities from 70c upwards. Oats have been selling during the week from 35c to 40c and barley from 45c to 50c. Potatoes bring from 60c to 75c. The merchants are doing a good business, and are now getting their collections well in.

On the first of the month the train on the C. P. R. South-western commenced running from Winnipeg to Morris, and in a few days will run as far as Gretna. The general feeling here is that the opening of this branch to the latter town will cut off considerable trade from both Emerson and West Lynne, but there is very little to be feared, as the dual cities have too strong a hold on the trade of Southern Manitoba, and the prices of goods usual in new towns would put competition out of the question with a class of merchants such as Emerson now has.

H. Crompton, watchmaker and jeweller, has taken in W. Burret as partner, and the firm name will be Crompton & Burret.

E. Blaiklock & Co., dealers in flour and feed, have dissolved partnership, and the business will in future be carried on by E. Blaiklock alone.

The passenger train from the North on Thursday night got into a slight smash up. A switch had been left open, and the engine crashed into some freight cars on the same. Quite an amount of damage was done to the engine and mail car, but no one was hurt beyond a few scratches received by some.

PORTAGE LA PRAIRIE.

The merchants of this town report a steady improvement in business during the week, and a rapid improvement in collections. The advent of snow and good roads have combined in increasing the grain receipts, and farmers' teams and wagons are thick in town every day, although prices of grain are not so good as they were a few weeks ago. Wheat sells at 70c, oats from 35c to 40c, barley from 45c to 55c, and potatoes at 75c.

The manufacturing and mercantile interests of the town are certainly branching out. The Portage Manufacturing Company have located a wholesale depot at Winnipeg, where their manufactures have already gained the reputation of being the finest produced in the North-west. Messrs. Garland & Garland, general merchants, have also opened a branch at Winnipeg, so that the Portage business men are determined to have a share of the trade of the capitol.

An effort is being made to afford easier travel to the farmers of the Tiger Hills district by constructing a road from that locality to the Portage, to which the trade of that district is naturally tributary. The town council have voted \$200 towards the work.

Messrs. Hoffman Bros., dealers in dry goods, have decided to close out business in this town.

The political fever still seems high here, although not so high as it did two weeks ago. Real estate speculators and town site proprietors who have railway dreams in their heads, still keep up the fury, but it is astonishing how little is heard on the subject from the farmers who come to town. The fall in the price of wheat takes up a great deal more of their attention.

The work of constructing a depot for the Portage, Westbourne and North-western railway at this town, is about to be commenced. At present the C. P. R. depot is used by this company, but they have decided to erect one specially for themselves, in close proximity to that of the C. P. R.

Fresh pike and whitefish direct from Lake Manitoba are now being brought to town almost daily by Indians with dog trains, who find ready sale for them.

Prohibition at Rat Portage.

On Friday evening Mr. Rideout of Rat Portage arrived in Winnipeg, under sentence of three months' imprisonment for a contravention of the North-west territory prohibitory liquor law. Mr. J. K. Brydon, his attorney, accompanied him and procured the necessary bail and an order from Justice Miller for his release until the case was heard before the Court of Queen's Bench.

In conversation Mr. Brydon informed a representative of THE COMMERCIAL that he had himself been imprisoned for four hours on the order of stipendiary magistrate McCabe for contempt of court.

It seems that a select few in Rat Portage are by no means satisfied with the granting of licenses in that town by the Manitoba Provincial Government, and are prepared to stretch law, reason or justice in opposition to their being acted upon. Mr. Rideout's may be considered a test case, and it is hoped that the matter will be pushed and permanently settled. It is to be regretted that there should be any doubt as to the power of granting licenses in Rat Portage, and it is still more to be regretted that meddling with such a matter should be within the reach of a stipendiary magistrate. These representatives of authority as a class are the least fitted to judge of a case where not only the personal liberty of a subject is at stake, but where a great principle of trade and its limitations are in question. Stipendiaries are too often appointed for the fidelity with which they have obeyed the behests of political leaders, and are seldom chosen from a class whose knowledge of trade questions are profound. We are not aware whether Mr. McCabe's knowledge of such matters are beyond that of the ordinary stipendiary, but the less he does know of such matters the better tool he will prove in the hands of a few fanatics who wish to coerce an intelligent community into obedience to a law that was meant for semi-barbarous regions, and for the government and protection of savages only.

As might be expected when the case came before the Court of Queen's Bench on Saturday morning, a host of informalities in connection with the conviction were made apparent, and Mr. Rideout returns home instead of remaining in prison.

We are led to believe that the Minister of Justice at Ottawa has telegraphed stipendiary magistrate McCabe to institute no more prosecutions under the North-west Territory Act, which will at least prevent the Rat Portage functionary from bringing authority into ridicule, if it does not definitely settle the question of license or prohibition in that town.

CAMPBELL, SPERA & CO.,

WHOLESALE IMPORTERS OF

**GENTS' FURNISHINGS, FANCY DRY GOODS,
SMALLWARES, ETC.**

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

SOLE AGENTS FOR THE CANADA CLOCK COMPANY.

Corner of William and Princess Streets, Winnipeg, Manitoba.

R. W. FRANCIS & CO.,

WINNIPEG, MAN.,

COMMISSION MERCHANTS and GENERAL AGENTS.

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

HANDLE GOODS TO THE BEST ADVANTAGE.

OFFICES AND SAMPLE ROOMS FOOT OF POST OFFICE STREET.

WINNIPEG WAREHOUSING COMPANY.

[LIMITED.]

R. W. FRANCIS, MANAGER.

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

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

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

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

MANITOBA AND NORTH-WEST.

Liquid Fire and Water-Proof Paint Company.

T. PERKINS & CO.,

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

T. Perkins, J. C. Young, W. Cameron

Office No. 1, McDermott Street.

P. O. Box 1182.

Roy & Poulin, Proprietors.

THE WINNIPEG

Brewing & Malting Co.

ALES, PORTER AND LAGER.

WINNIPEG.

EDWARD LLOYD

Takes the opportunity of informing his friends and the

public of Winnipeg generally that he

has purchased the interest of

Mr. T. P. Murray

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

ACCOUNTANT AND COMMISSION AGENT,

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

EDWARD LLOYD,

436 Main St. Winnipeg.

C. H. FIELD & CO.

WHOLESALE DEALERS IN

Saddlery and Carriage Hardware,

HARNESS, SADDLES,

Whips, Trunks, Valises, &c.

471 MAIN ST., WINNIPEG.

WAGSTAFF'S

RAPID-INDEX

CAN NOW BE HAD BY APPLYING TO THE INVENTOR,

J. H. WAGSTAFF at OFFICE OF I. & F. BURPEE & CO., or

J. & A. McMILLAN,
St. John, N. B.

TO CORRESPONDENTS.

J. C.—YORK. We are not familiar with the American publications you name. The best thing of the kind we have seen, especially valuable to companies or firms which deal with a large number of names, is the "Rapid Index" of J. H. Wagstaff, St. John, N. B.—*Monetary Times*, Toronto, Oct. 13, 1882.

W. R. LANGRIDGE

A. McD. WILSON

LANGRIDGE & WILSON,

WHOLESALE DRUGGISTS,

PRINCESS ST

Between McDermott & Bannatyne,
WINNIPEG.

SEND FOR QUOTATIONS.

**Mulholland Brothers,
General Hardware Merchants**

Importers of

Birmingham, Sheffield and America Goods,

Dealers in Stoves and

MANUFACTURERS OF TINWARE.

Agents for the "Washburn & Moen" Celebrated Galvanized Barbed Wire.

MAIN STREET.

PALMER HOUSE.

POST OFFICE STREET,

WINNIPEG,

JOHN A. BROOKS, PROPRIETOR.

"TECUMSEH HOUSE,"

DIRECTLY OPPOSITE C. P. R. STATION,
MAIN STREET, WINNIPEG

H. W. SMITH & CO., PROPRIETORS.

Melville B. Wood,

Successor to

ANDREW COLQUHOUN,

WHOLESALE

WINE MERCHANT

11 Queen Street, East.

WINNIPEG.

ROBERT MUIR,

MACHINERY BROKER,

And Manufacturers' Agent.

P. O. Box 584. 544 Main St.

ST. BONIFACE WOOLEN MILLS.

GEO. REED, Proprietor,

Manufacturer of

Blankets, Flannels, Stocking Yarn, Tweeds

AND CLOTH.

Custom Work a Specialty. Wool taken in exchange. The only Woolen Mill in the North-west. Established 1876.

ST. BONIFACE, MANITOBA.

JOHN R. WRIGHT & CO.,

IMPORTERS OF

ENGLISH AND AMERICAN JEWELRY, WATCHES, ETC.,

WHOLESALE ONLY.

Office and Sample Room Freeman Block, Main Street, Winnipeg, Manitoba, over Miller, Morse & Co.'s Hardware Store.

Agents of Montreal Optical Company for the Province of Manitoba.

P. O. BOX 1169.

**Commercial Travellers' Association,
OF CANADA.**

(INCORPORATED 1872.)

Reserve Fund, - - -	\$60,000.
Accident Benefit, - - -	1,000.
Mortuary Benefit - - -	1,000.

\$50,000.

Deposited with the Dominion Government to secure Members' Accident and Mortuary Certificates.

WINNIPEG BOARD OF MANAGEMENT.

J. B. STEVENSON	Vice-President.
T. H. DORRITTY,	Directors.
GEO. McLEAN,	
M. BULL	Secretary.

1883 CERTIFICATES

Now ready and can be obtained at the Secretary's Office, No. 10 Donaldson's Block, Main Street, Winnipeg.

W. F. McMASTER, JAS. SARGENT,
President. Secretary

To Our Patrons :

On the 1st of December we shall advance the price of draught

ALE, PORTER AND LAGER

five (5) cents per wine gallon, and on bottled Ale, Porter and Lager twenty-five (25) cents per dozen quarts.

While we very much regret being obliged to take this step, yet the present high price of hops, with prospects of their being still very much higher, and with no hopes of any relief until the next crop is gathered (nearly a year from now) have necessitated this small advance, which we can truthfully say will far from recompense us for the difference in price of hops now and a few months ago. Thanking you for your kind favors in the past, and sincerely trusting you will acknowledge the justice of the above,

We remain very truly yours
EDWARD L. DREWRY,
Redwood Brewery.
H. CALCUTT & CO.,
Silver Heights Brewery.
ROY & POULIN,
Winnipeg Brewery.

MANITOBA

MORTGAGE & INVESTMENT CO.,

(LIMITED.)

CAPITAL \$2,500,000.

LOCAL ADVISORY BOARD.

Hon. C. P. Brown, M. P., Minister of Public Works.
C. Sweeney, Esq., Manager, Bank of Montreal, Winnipeg.
A. F. Eden, Esq., of Messrs. Stobart, Eden & Co.
A. W. Ross, Esq., M. P. P.
R. H. Hunter, Esq., Manager, Imperial Bank of Canada, Winnipeg.
W. Hespeler, Esq., German Consul, Winnipeg.
This Company has been formed expressly for the purpose of lending money on the security of Real Estate in Manitoba. Advances made on the security of farm and city property at lowest current rates.
OFFICES 11 Notre Dame Street, East, Upstairs.
H. R. MORTON,
Manager.

ROSS, KILLAM & HAGGART,
Solicitors.

ROLLS & NEELANDS,

IMPORTERS,

Wholesale Druggists

AND

Manufacturing Chemists,

WINNIPEG.

BISHOP & SHELTON,

Steam Cabinet Works,

WINNIPEG.

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

MANUFACTURING A SPECIALTY.

298 MAIN STREET.

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

TRAILL, MAULSON & CLARK,
EXPORTERS OF

Grain, Flax-Seed, Flour,

ETC., AND

General Commission Merchants.

WINNIPEG, MANITOBA.

BUYERS AT

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

— WINNIPEG —

COFFEE, SPICE AND VINEGAR WORKS,

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

THE QUEEN'S,

The Palace Hotel of the Northwest,
WINNIPEG.

O'CONNOR & BROWN, Proprietors.

NOTICE.

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

SPECIAL INSPECTION

Is requested of our Christmas and New Years

STOCK of CARDS,

In which we have a Large Variety, including many varieties.

STEEN & BOYCE.

Canadian Pacific R'y Co.



(WESTERN DIVISION)
TRAIN SERVICE.

CHANGE OF TIME

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

Going west.		Going East.	
8.16 a.m.	leave Winnipeg	arrive 6.15 p.m.	
10.35 "	Portage la Prairie	3.55 "	
1.55 p.m.	Brandon	12.5 "	
4.15 "	Oak Lake	10.20 a.m.	
11.30 "	Broadview	3.30 "	
6.55 a.m.	arrive Regina	leave 8.30 p.m.	

9.40 a.m.	leave Rat Portage	arrive 4.03 p.m.	
1.45 p.m.	Whitmouth	12.20 "	
3.45 "	Selkirk	9.50 a.m.	
4.55 "	arrive Winnipeg	leave 8.45 "	

8:25 a.m.	leave Winnipeg	arrive 5:15 p.m.	
9:45 "	arrive Stonewall	leave 3:40 "	

Daily except Sundays.

Going South.		Going North.	
Leave	Winnipeg	Arrive.	
7.35 a.m.	*7.35 p.m.	7.05 p.m.	8:50 a.m.
	Otterburn.		
9.00 a.m.	8.50 p.m.	5.50 p.m.	5.20 a.m.
	Emerson.		
10.25 a.m.	10.18 p.m.	4.40 p.m.	4.05 a.m.
Arrive.	St. Vincent.	Leave.	
10.40 a.m.	10.23 p.m.	4.20 p.m.	3.45 a.m.

§ Daily except Mondays.
* Daily except Saturdays.

SPECIAL NOTICE.

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

Trains run on Winnipeg time.

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

HUTCHINGS & RICE, UPHOLSTERERS.

MATRASSES, WINDOW BLINDS, LAMBERKINS, &c.
MADE TO ORDER ON SHORT NOTICE.
All orders will have our personal supervision.
South-west Corner of King and McWilliam Sts. Winnipeg.

G. W. GRDLESTONE, INSURANCE & GENERAL AGENT

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

Fire, Life, Marine and Accident Insurance.

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

WESTERN CANADA LOAN AND SAVINGS CO.

OFFICES, 373 MAIN ST., FIRST FLOOR FRONT.

WALTER S. LEE, F. B. ROSS,
Manager. Manager,
Head Office—Toronto. Winnipeg Branch.

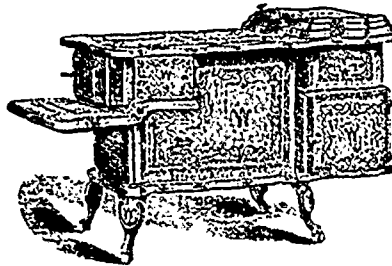
MONEY TO LEND ON CITY OR FARM PROPERTY

at lowest current rates and on favorable terms.

MORTGAGES BOUGHT.

CAPITAL.....\$2,000,000
RESERVE.....\$525,000

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



MERRICK, ANDERSON & CO.

OFFICE, 243 MAIN STREET, WINNIPEG.

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

STOVES AND TINWARE

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

We also represent the following leading manufacturers:
Montreal Rolling Mills Co.—Nails, Shot, &c., &c.
F. F. Dalley & Co., Hamilton—Patent Medicines and
Extracts.

Smart & Shepherd, Brockville, Hardware.
Hamilton Industrial Works, Wringers and Washers.
J. W. Paterson & Co., Montreal, Roofing Felt, &c.

St. Paul, Minneapolis & Manitoba.

SOUTHEASTWARD.
Express leaves St. Vincent at 11.15 p.m., and 11.30 a.m.,
arriving at St. Paul at 6.20 p.m. and 3.10 a.m. the
day following, making close connections with lines
running in all directions.

NORTHEASTWARD.
Express leaves St. Paul at 7.00 p.m. and 8.00 a.m.,
arriving at St. Vincent at 4.20 p.m. and 3.45 a.m. the day
following, making close connections with the Canadian
Pacific.

Trains run between St. Paul and Minneapolis almost
every hour.

Sleeping cars on all night trains.
Trains run on St. Paul time.

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

GOING EAST.

Express trains leave Minneapolis at 1.00 p.m. and 8.00
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 Sun-
day) 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 run-
ning the Pullman Smoking Room Sleepers, and Palace
dining cars.

GOING SOUTHWEST.

The Chicago 5 p.m., and Omaha trains leave St. Paul
for Sioux City, Omaha, Kansas City and San Francisco at
7.10 a.m. and 3.30 p.m.

Michigan Central.

EASTWARD.

Express trains leave Chicago at 6.45 a.m., 9.00 a.m.,
3.30 p.m., 5.15 p.m., and 9.10 p.m.; arriving at Detroit at
6.15 p.m., 6.30 p.m., 11.40 p.m., 4.35 a.m., and 8.00 a.m.

All trains make close connection at Detroit with the
Great Western, and Canada Southern for points east,
through sleepers being attached.

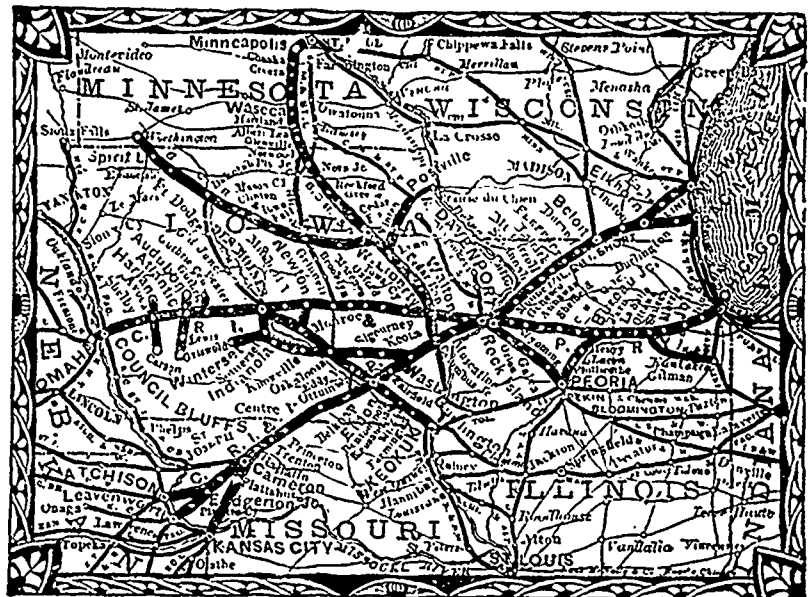
WESTWARD.

Express trains leave Detroit at 7.00 a.m., 9.30 a.m., 8.00
p.m., and 9.50 p.m.; arriving in Chicago at 6.50 p.m.,
7.40 p.m., 7.30 a.m., and 8.00 a.m.

These trains take the through sleepers from Great
Western, and Canada Southern, and make close connec-
tion at Chicago with the trains of other roads.

Dining cars on trains for breakfast and supper.

MAP OF THE



ALBERT LEA ROUTE

The favorite route from the North to Chicago and the East. Chicago fast express leaves Minneapolis at 6.30 P. M.
daily, arriving at Chicago 3 P. M. next day. This is a solid train, consisting of Pullman Cars, Coaches and Baggage
Cars, running through without change. Trains leaving Minneapolis at 3:30 P. M. and 7:55 A. M., connect through to
Chicago via the C., R. I. & P. Ry.

FRED. FRENCH, Gen. Northwestern Agent, WINNIPEG, MAN.

E. ST. JOHN, G. T. A. C. R. I. & P. B. P. MILLS, C. P. A. B. C. R. & N. S. F. BOND, G. P. A. N. & S. A. L. R.

M. A. MacLEAN,

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—OF—

TEAS, SUGARS,

—AND—

GENERAL GROCERIES.

OFFICES AND SAMPLE ROOM,

8 AND 10 JAMES ST. WEST,
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GRIFFIN & DOUGLASS,

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AND WHOLESALE DEALERS IN

PRODUCE AND PROVISIONS.

GERRIE'S NEW BLOCK, PRINCESS ST.
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PORTER & RONALD

DIRECT IMPORTERS OF

CROCKERY,

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CHINA,

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CHANDELIERS,

CUTLERY,

SILVER-PLATED WARE & FANCY GOODS.

271 MAIN ST., WINNIPEG.

CANADA ASSAYING COMPANY

MINERALOGISTS & ASSAYERS.

Specimens of all kinds of mineral bearing ores assayed with accuracy and dispatch. Office, No. 2 McDermot street, opposite post office, Winnipeg.

JAMES O'BRIEN & CO.

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CLOTHIERS,

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WINNIPEG.

DONALD FRASER, Manager

A. T. McNABB,

A NO. 1 CARRIAGE WORKS

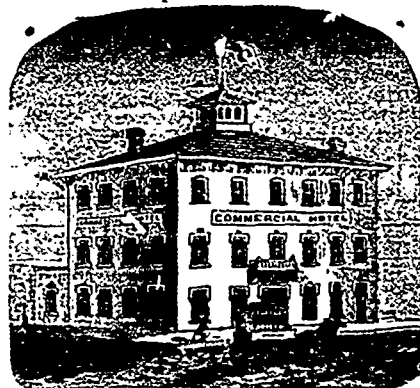
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COMMERCIAL HOTEL,

MORRIS, MAN.

BETWEEN WINNIPEG AND EMERSON, ON THE
RED RIVER



GOOD ACCOMMODATION FOR COMMERCIAL
TRAVELERS. SPLENDID SAMPLE ROOMS.

J. R. MULLETT & CO., PROPRIETORS.

D. S. BRIGGS,

Wholesale and Retail Dealer in

LUMBER, LATH AND SHINGLES,

ALSO

READY-MADE HOUSES.

858 Main Street, West Side, North of Track.

WINNIPEG.

NORTH-WESTERN

PLANING MILLS,

Main St., Opposite C. P. R. Station.

SASH, DOORS, BLINDS,

And General House Furnishing
Made to Order.

The Wholesale Trade Supplied on the
Best Terms. Orders Attended to
Promptly.

R. D. PATERSON.

MANITOBA & NORTHWEST

EMPLOYMENT AGENCY.

521 MAIN STREET,

WINNIPEG, MANITOBA.

HOLLAND & MILLAR, PROPS.

P. O. BOX 402.

W. L. BRUOE.

General Employment and Intelligence Office.

(Special Attention Paid to Advising Immigrants.)

Baggage Department Attached.

Chambers.—Merchants Bank Block, Winnipeg.

D. McCALL & CO.,

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MILLINERY & FANCY DRY GOODS,

FEATHERS, FLOWERS, ETC.

100 VONGE STREET, TORONTO, AND 581 GERRIE
BLOCK, PRINCESS ST., WINNIPEG.

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FORTIER & BUCKE,

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THE HOWE SCALES AND BEAMS,

THE FOREST CITY OIL COMPANY,

THE STANDARD LIFE INSURANCE CO

Wholesale dealers in Tobaccos, Cigars, Spices and Vinegars.

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

THE PORTAGE LA PRAIRIE MFG CO., LIMITED

—MANUFACTURERS OF—

BISCUITS & CONFECTIONERY.

WE CARRY IN STOCK A FULL LINE OF

Biscuits, Confectionery, Jams,

Jellies, "Old English Mince Meat,

Flavoring Extracts,

Baking Powders, Licorices, &c.

GOODS SENT OUT FRESH AND IMMEDIATELY
UPON RECEIPT OF ORDER.

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

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MANAGER, PORTAGE LA PRAIRIE