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Custom House business attended to promptly
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MATRASS WORKS,

11 JAMES ST. EAST, WINNIPEG.

Is now prepared for fall trade with large stock of material.

'TECUMSEH HOUSE,'

DIRECTLY OPPOSITE C. P. R. STATION,

MAIN STREET, WINNIPEG.

H. W. SMITH & CO., PROPRIETORS.

**THE MACKIE HOUSE,
ST. BONIFACE,**

Is now open for business. This house is all new and furnished first-class throughout, second to none. A limited number of boarders can get first-class accommodation and at reasonable rates.

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Late of Royal Hotel, Whistly

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Full Lines of Fall and Winter Goods
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23 THISTLE STREET,

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DONALD FRASER, Manager.

NOTICE OF DISSOLUTION.

THE FIRM OF

GORDON, ADAMSON & CO.

Has this day been dissolved by mutual consent]
Dated 5th September, 1882.

WILLIAM GORDON,
[ROBERT ADAMSON]

Witness, John S. Ewart.

The business of the late firm will be continued by Mr.
Adamson under the style and firm ROBERT ADAMSON
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Manitoba Steam Coffee and Spice Mills.

G. N. SCOTT & CO.

IMPORTERS, MANUFACTURERS AND WHOLESALE
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MUSTARD & GROCERS SPECIALTIES.

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OPPOSITE CITY HALL, WINNIPEG.

Late A. Harris, Son & Co.'s premises.
Sales of every description held in any part of the city or
Province.

EDWARD LLOYD

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

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

In the business of Real Estate Agent lately carried on
at 430 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,

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"THE EXCHANGE,"

Corner Main St. and Portage Ave.

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Advances Made on Goods in Warehouse or
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The Commercial

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

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

VOL. 1.

WINNIPEG, OCTOBER 24, 1882.

NO. 4

The Commercial

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

ISSUED EVERY TUESDAY

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

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

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

27 Office, 16 James St. East.

STEEN & BOYCE,

Publishers.

WINNIPEG, Tuesday, Oct. 3, 1882.

WINNIPEG, OCT. 24, 1882.

T. W. ALWYN, grocer, of Fort Rouge, has given up business.

E. G. PAISLEY, fruit dealer, Winnipeg, has given up business.

J. LOOLEY, harness maker, Winnipeg, has sold out his business to George Davidson.

MESSRS. CAMERON & CROKER, grocers, of Grand Valley, have sold out their business to the Saskatchewan Trading Company.

C. J. REACH & Co., grocers, of Winnipeg, whose meeting of creditors we noticed in our last issue, have made an assignment.

THE latest addition to the industries of Winnipeg is the manufacture of English malt vinegar, which has been commenced by Mr. C. H. Girdlestone.

GEORGE McDONALD, merchant tailor, of Winnipeg, has admitted Henry Sanderson as a partner, and the business will in future be conducted under the firm name of McDonald & Sanderson.

THE town of Birtle, from which we publish a

letter in this issue, is likely to have a newspaper very soon. Mr. A. Wood, of Hamilton, Ont., is now arranging to start one there as soon as he can get plant.

IN a former issue we noted an advance in the price of beer in Halifax, N.S., and other cities of the Dominion, and New York brewers have now adopted a similar course. The scarcity of hops is evidently being felt all over the American Continent.

ALTHOUGH the street car track is not yet completed to the C.P.R. depot, the cars commenced running on Saturday last, and were well patronized by the public. Main Street, lighted with the electric light and with the jingle of the car horse bells, had all the appearance of a thoroughfare in an old city.

LAST week a junction of the South-western branch of the C.P.R. and the Grafton branch of the St. P. M. & M. took place, so that the line down the west side of the Red River from Fargo to Winnipeg is now completed, and regular trains will be started without delay. The work of ballasting up the track is still going on.

A movement is now on foot to construct a ship canal from Liverpool to Manchester. By the time this is completed a water way will doubtless be open from Winnipeg to the Atlantic by the Hudson's Bay, and some of the present generation may yet see cargoes shipped by water between the great wheat and cotton centers of the world.

THE Thunder Bay *Sentinel* of the 13th inst. publishes a long editorial on the visit of General Manager Van Horne to Prince Arthur's Landing, which concludes by estimating the prospects of that town beyond any other on the Continent, with perhaps the exception of Chicago. These are great expectations, certainly, and it is to be hoped that they will be realized.

IT seems that protective legislators of Canada have a special respect for the hen, and wish to encourage her industrious habits in all countries. While pork, butter, cheese, and nearly all other farm products are subjected to an import duty, eggs are admitted free, and some barrels of these which arrived in Winnipeg during the past week greatly relieved the scarcity previously felt.

THE custom of granting permits to carry liquor into the North-West territory, is attracting much attention at present, and many adverse criticisms on the matter are being made by advocates of Prohibition. Every day develops stronger proof of the impracticability of the present law, and sways public opinion in the direction of the only reasonable way out of the difficulty - namely, the establishment of a well regulated license law.

AN order has been issued for all hack drivers in the city to have lamps on their cabs at night. The order is no doubt a good one so far as it goes, but it does not go far enough. To be consistent the order should compel every person driving a vehicle at night to have lamps lighted. Cabbies are not half so liable to indulge in furious driving on a dark night as are some young persons who drive their own vehicle.

THE Manitoba South-Western Railway Co. are seemingly determined to throw off any of the dilatoriness of which they have been blamed. They are about to receive an extensive supply of freight cars and other rolling stock, and they have decided upon building a freight shed, and appointing a regular agent at the Western end of their line. They have made up their minds to have their full share of the traffic during the coming winter.

THE first consignment of coal by the Thunder Bay route reached Winnipeg on Thursday last. We are led to believe that only one party have the permission of the contractors who still hold the line from Rat Portage East in their possession, to ship coal from Thunder Bay to Winnipeg over this line. If such be the case the people of Winnipeg will reap no direct benefit as yet from the arrival of coal by that route. Considerable complaining has been heard about the coal coming from the South being in the hands of one company, who hold an unassailable monopoly. Two monopolies, like two cats in a bag, can never agree, if they are in the same line. Hence the present cut in the price of coal. There is evidently going to be a struggle between these contending parties, and the public can stand aside and philosophically view the fight, which must in a few weeks tell which is possessed of most backbone.

A National Currency.

To the Editor of The Commercial.

Str.—In the second issue of your admirable paper you have an article headed, "A National Currency," in which you refer to certain statements published in the *Meaford Mirror*. Not having seen the article in the *Mirror* I am not in a position to criticise it one way or the other, but in concluding your own article you say—"There can be no doubt but a national currency will tend to greatly mitigate the evil of a discount on what we accept as money, but before entering upon such a radical course of legislation it would be well to carefully guard against bringing about financial evils equally as great, if not greater than those complained of." Allow me to enquire what greater evil can exist under a currency issued entirely by the Government than exists under the present system of allowing private corporations to contract and issue a large portion of the currency.

The question as to what shall constitute the money of a highly civilized, commercial, and progressive people like the Canadians; what the quantity of that medium or tool of exchange shall be, and how the same shall be regulated, is the greatest question of government that can engage the minds of the people, or of the statesmen who are to frame the laws. It may be truly said, and incontrovertibly proved, that the power of money over the affairs of enterprise and labor is omnipotent; and that they who control the money of a people control their destinies, as surely and irresistibly as the sun controls the movements of the planets. Whoever controls and fixes the character of a people's money has it in his power to fix the price of all kinds of property and labor at any conceivable rate, and has the power to change those rates or prices from time to time, as his own private interests may dictate. No man can resist that power. Before it the monarch must bow as helpless as the peasant. More even than this, whoever controls the money of a nation controls the civilization of that nation, advancing it to a higher or lower plane at will, the only limit to the power being *what degree of burden and outrage the people will peacefully submit to*.

Perhaps the most ridiculous system of issuing a currency is that permitted the chartered banks of Canada by the Government, the only one which can compare with it in absurdity being the system at present in vogue in the United States, and against which such an outcry is being made. A Canadian bank note, issued by a chartered bank, is not a legal tender for debt. The Government deposits a certain amount of gold in a bank, for which the bank pays no interest. On that gold the bank is authorized to issue three times the amount of notes; or in other words, a bank having one million dollars of Government gold can issue three million dollars of paper notes. What are those notes? Simply a bank debt, a bank I O U, a bank promise to pay. But for the privilege of carrying those bank debts about in your pockets the bank charges interest. Bankers grow rich by drawing interest on their debts; other people who contract debts have to pay interest, but not so the bankers.

This is the natural consequence of our present banking system, and with such nice plums constantly falling to their lot, no wonder bankers oppose any change being made. Not only do bankers grow rich by being in debt, but it is to their interest that the quantity of money should be so small that a very great part of the business of the country must be done on credit. Bankers are a source of credit. They make a charge for the use of the credit which flows from and through them; this charge they call interest. It stands to reason the more credit there is in carrying on the business of the country, the more interest will have to be paid for the use of that credit, and the more interest the bankers receive the richer they get. Put the matter in the form of a syllogism, and the utter absurdity of our present bank system is apparent.

Premises. (1) Contracting the volume of currency increases the credit system; (2) the credit system brings large profits to the bankers; therefore contracting the currency is in the interest of bankers. Professor Bonamy Price says that the people of England are compelled to do business on credit because the volume of their money is too small. He adds that England is the paradise of those who make themselves the source of credit; and that while bankers were able to declare large dividends, manufacturers and others are at death's door. If this is true of England, where the volume of money per capita of the population is so much larger than it is in Canada, how much more true is it not of the Dominion? Whenever money placed out at interest brings a better return than it does when invested in trade or manufactures there must be something wrong somewhere. The amount of currency in circulation in Canada per capita of the population is so small that the great bulk of business has to be done on credit, and yet people wonder at commercial panics every seven or ten years.

Let the people control the money of the country through their representatives in Parliament, and abolish the iniquitous system which allows a few favored ones a monopoly of what is created for the use of all. Money can be made a curse or a blessing. It is the power which rules the world, and its issue should be solely in the hands of those who are responsible to the people.

Yours respectfully,
GEO. B. BROOKS.

[Our correspondent evidently follows the advice of the Irishman regarding how to act in a fight, namely, "wherever you see a head hit it." While attacking the Canadian system of issuing a currency through chartered banks, he ridicules the present American system, which is a national currency pure and simple. Not being believers in the near approach of a monetary millennium, we are unable to see how all the evils (real and imaginary) which he has recounted can be averted. With a little less hazy and negative philosophy, and a little more practical reasoning, the ideas of Mr. Brooks would no doubt be more clearly comprehended by ourselves and our readers.

The aim in adopting a currency should be to secure that which will come nearest to bringing

its face value in all places and under all circumstances in the country where it is issued; and on this point our correspondent's letter (while it shows that the writer has given the subject study) throws no light. A very slight acquaintance with the financial history of the Continent we live in will convince any unbiassed person that a national currency is not the best means of securing the end we have stated.

At one time during the civil war in the United States, the bills issued and guaranteed by the Government at Washington were worth less than 40 cents on the dollar, while during the blackest days of Federal reverses the bills of Californian banks brought their face value in gold.]

Health and Overwork.

Eastern journals frequently comment unfavorably upon the health of the people of Manitoba, and many in this Province are only too apt to join in the chorus, and attribute all the evils, real or imaginary, to the climate or some other irremediable cause, without making enquiry as to whether timely presentations could not have obviated the evils complained of. It is unnecessary to make any enquiry regarding the cases of sickness with which strong men are attacked and laid low in parts of the country yet unsettled or only sparsely so at most. Irregularity in habits, poorly-cooked food, with an utter absence of fresh vegetables or fruits, and insufficient shelter, will account for all such cases, and all these disadvantages have to be borne by those who are eager to acquire wealth by a frontier life.

What we wish to get at is the health of business men engaged in regular commercial pursuits, and this upon enquiry will be found to be as good as in other parts of Canada, where the labor performed is as great. In Eastern cities bankers and their assistants finish their day's toil early in the evening; manufacturers seldom remain at business after six o'clock, and even the retail dealer can spare an hour or two before bed time to spend in the bosom of his family. In the North-West it is totally different, however. The retailer goes from his bed to his store, and from his store back to bed. The manufacturer has to spend many weary hours every week at night work, to keep abreast of his business demands. On the Main Street of Winnipeg lights can be seen, and men are at work in banks at hours which are usually devoted to leisure; and in the wholesale warehouses it is not uncommon to see lights indicating work inside away on to midnight. The mechanics who work for a daily pay are, in fact, the only class who have hours of leisure and even they are not wholly exempt from the pressure of overwork.

It cannot be expected that a community overworked thus can show as good a health record as one where business is down to a regular system, and labour is confined to a limited number of hours during the daytime. Indeed, it seems as if the invigorating climate and pure dry air of the North-West enable men to endure more close application, otherwise broken health would be more general than it is.

That this state of affairs must be borne with

for some time to come is evident. The business men of the North-West are made up from individuals of limited means and unlimited energy and enterprise. The latter they are compelled to substitute for the former in many instances, and in a country where men have free scope to throw aside all conventional forms in their race for wealth, the temptation to do so is very great. The power to mitigate this evil lies in the hands of business men themselves, and while no person interested has any desire to place obstacles in the way of the country's commercial and industrial progress, it is to be hoped that with this power at their disposal they will at least reduce the evil to a minimum if they cannot immediately remedy it.

Workmen's Demands.

The Trades' Council of Toronto has recently drawn up a platform which it is intended they shall urge upon the Governments both of Ontario and the Dominion. Like all other platforms drawn up by such Councils, it is of a one-sided nature, although containing some good and practical points. The points relating to political rights it is unnecessary to take notice of, as they, like all others coming from such a source, aim at the abolition of all property qualifications. The points more intimately connected with labor are numerous, and prominent among these are the objections to convict labor competition, the limitation of Chinese immigration, the exclusion of Chinamen from labor on public works, the equalization of remuneration for male and female labor, and the passing of a factory act prohibiting the employment of children under 13 years of age, the regulating of the hours of factory labor, and the enforcing of many responsibilities upon employers of a much more arbitrary nature than any of the provisions of the English Factory Act passed by the Derby-Disraeli Government of 1867.

A noted Frenchman, when he recounted the butchery of the Red Republicans of his native land, remarked that none could be so tyrannical to the masses as the masses themselves, and this saying finds some verification in the claims of the Toronto Trades' Council. While sitting in session with the ostensible object of freeing the workmen from the thralldom which monopolies would hold him in, and endeavor to build up in the labor they aim to direct one of the most tyrannical of monopolies, by the exclusion of several classes of competition from the labor market. They adopt the *similia similibus curantur* of the homeopathist, and try to neutralize the power of one class of monopolies by setting up another equally, if not more, arbitrary in its workings.

It is to be expected that a body like the Trades' Council would adopt a platform strongly biased in its leanings towards the party it represented, but the climax of inconsistency is reached when they declare in favor of a long term of apprenticeship to mechanical employment. It seems strange that a Council, representing as it should the sons of toil, could declare in favor of a system which is simply a relic of feudal days, when the laborer was little better than his master's property. The Toronto

and other Trades' Councils would do well to bear in mind that monopolies generally are injurious to legitimate trade, and in no particular does this fact carry more weight than in connection with a monopoly of the labor market of a country.

Extended Meteorological Observations for Manitoba.

To the Editor of the Commercial.

SIR, The management of the Meteorological Service of the Dominion have furnished the Department of Agriculture and Statistics of this Province with fifty gauges for measuring rain and snowfall. It is proposed to distribute these throughout the Province to voluntary observers who will be willing to take daily observations and to send a record of them at the end of each month. They will be supplied with blank forms and stamped envelopes for this purpose, and will receive the publications of the Meteorological Service, and also the publications of this Department. In order to render the observations of the greatest possible value the sites for the location of the instruments will be distributed as much as possible, so that there may be a record of every district, and of the peculiarities of local showers, etc. Allow me, through your columns, to invite correspondence from persons who may be willing to take an instrument and make the necessary observations and records. The matter is one of vital importance, especially to the farmers of the Province, and I trust that a hearty and general response will be made to this invitation.

At present there are meteorological stations at Poplar Heights, Stony Mountain, Winnipeg, Minnedosa, Oak Lake, Meadow Lea and Rapid City, at which full observations are taken, not only of rain and snowfall, but of temperature, wind, etc. The Meteorological Service is desirous of establishing two additional stations, and the management have requested me to select the sites and recommend persons as observers. The Western portion of the Province being entirely without meteorological stations, I have decided to place one of the stations in the North-West corner—that is, in the Birtle or Fort Ellice district, and another in the South-West corner, viz., the Souris or Turtle Mountain district. Persons willing to undertake the duties are requested to communicate with me as early as possible.

The management of the Meteorological Service are endeavoring to so extend their operations in the Province as to be enabled to furnish not only a complete record of our weather, but also to telegraph the daily probabilities, as is done in Ontario and the other Eastern Provinces. With a rapid extension of railway and telegraph facilities, and a hearty response to the invitation which I have conveyed above, the additional information referred to will be supplied at an early date.

Your obedient servant,

ACTON BURROWS,

Deputy Minister of Agriculture and Statistics.

Red River Navigation.

On Tuesday last, Sir Charles Tupper was waited upon by a deputation consisting of Mayor Logan, Aldermen Bathgate, Sutherland, Wilson, and McMicken, regarding the improvement of the navigation of the Red River. The deputation urged the necessity for the construction of locks at St. Andrew's Rapids, which would give free navigation between the City of Winnipeg and Lake Winnipeg during the entire open season. The necessity of a cheaper and fuller supply of fuel for the City was also urged, and it was stated that a system of free navigation from the North would reduce the price of wood in the City to less than half the present prices. Sir Charles received the deputation courteously, promised to lay the matter before his colleagues, and held out the hope that the wishes of the deputation and citizens would be speedily acceded to by the Government.

The citizens of Winnipeg are not the only persons interested in this matter, as the construction of the proposed locks at St. Andrew's Rapids would make clear navigation from Fargo, Dakota, on the South, and from Fort Ellice on the West to Lake Winnipeg, and thence by the Saskatchewan River to Edmonton. Besides cheapening the fuel supply of this city, it would give a great impetus to inland navigation throughout the North-West, and benefit every point on the navigable portions of the Red and Assiniboine Rivers.

Letter from Birtle.

To the Editor of the Commercial.

This thriving town has progressed at a wonderful rate the past summer. Buildings have sprung up on all sides, and are still being erected as fast as labor and material can be had. The hum of the saw mill has been heard day and night, and yet the supply has been unequal to meet the demand. Merchants and manufacturers are doing excellent business.

Messrs. Crerar & Herchmer, general merchants, have sold out to Wilson & McKenzie. The latter are constructing a large grist mill in town, to be run by water-power from the Bird Tail River.

There has been a good demand for town lots for building purposes at steady prices. It has been the aim of the proprietors to give a substantial basis to the place, and they have eminently succeeded.

A good harvest is reported by farmers in the surrounding country.

The fall exhibition on the 10th instant brought forth many evidences of the country's progress. The officers of the Agricultural Society for the present year are—President, Mr. Robert Nelson, Birtle; vice-president, Mr. John S. Crawford, Birtle; directors, Mr. Archibald McDonald, Fort Ellice; Mr. Wm. Denmark, Shell River; Mr. Thos. Young, Rosburn; Mr. Chas. Findley, Shoal Lake; Mr. Donald Frazer, Oak River S.; Mr. Wm. D. Paynter, Beulah; Mr. Jas. B. Cartmell, Birtle; secretary-treasurer, Mr. S. W. Chambers, Birtle; assistant-secretary, Mr. Jos. Prichard, jun., Birtle.

Commercial Travellers' Association.

On Saturday evening a meeting of the directors of the North-West Commercial Travellers' Association of Canada was held at the offices of Messrs. Turner, McKeand & Co. Mr. Thos. Johnson, the vice-president, occupied the chair, and there were present Messrs. Langridge, McKeand, Wilkinson and Chullecotte. The business of the meeting was of an informal character, and comprised the making of arrangements for a general meeting of the Association to be held on Saturday week. The secretary was instructed to have copies of the by-laws and other printed matter of the Association ready for Saturday first, when another meeting of the directors will be held, at which fuller arrangements can be made for the coming general meeting.

It is intended that the directors, as soon as the forms are ready, shall proceed with the receiving of applications for membership, and the securing of subscriptions of funds to the Association.

The meeting of the directors next Saturday will take place at the offices of Messrs. Turner, McKeand & Co., and the general meeting the Saturday following at the Grand Union Hotel.

Memorial to Sir Charles Tupper.

Unfortunately Sir Charles Tupper did not return to Winnipeg before going East, but sailed from Prince Arthur's Landing. The memorial of Council's praying for Government action in the construction of locks on the Red River at St. Andrew's Rapids has been forwarded to him by mail. The memorial, which is signed by Mayor Logan, and Aldermen Bathgate, Sutherland, McMicken, and Wilson, sets forth the advantages to be conferred on Winnipeg by the cheapening of fuel on points on the shores of Lake Winnipeg by giving an impetus to lumber manufacture for the Winnipeg market at these points, and on the whole lake and Saskatchewan River districts by opening up unimpeded navigation between these and the Capital and points further south. The advantages of a water power at the St. Andrew's Rapids and a means of preventing floods on the Lower Red and Assiniboine Rivers are also set forth.

It is to be hoped that the Government at Ottawa will take prompt action in this matter, as nowhere in the North-West can such an amount of public good be accomplished with so limited an outlay.

Brandon.

Mr. J. E. Woodworth is erecting a grain warehouse on First Street. His purchases will be made for a Winnipeg Company.

It is rumored that the Reformers have formed a Joint-Stock Company, and have bought out the *Brandon Sun*, which will be published daily. Mr. Gibbins, late of Rapid City, who has been in Winnipeg shipping plant for the new Conservative paper, has sold out to Mr. Charles Douglas, of Emerson, who will issue the first number of the *Brandon Blizzard* within two weeks.

The hotels have been greatly over-crowded this week, and the hotel accommodation is totally inadequate.

Mr. Harris is furnishing the large hotel in the Jackson block, and when Mr. T. Murdock has completed furnishing his house in the Murray block the travelling public will be made more comfortable.

Mr. Geo. Munro, of Sixth Street, and Mr. J. Moblo, of Ninth Street, have secured licenses and are going into the liquor business extensively.

The new engine house, which has eight stalls, is being pushed vigorously, and it, as well as the new passenger station, will be ready for occupation in about six weeks.

The school accommodation being inadequate, a large addition is being built, and it is expected that several ward school houses will have to be erected during the winter.

Business has not been as good this week as last. However, the business men have had no reason to complain, as towards the end of the week it was booming again. A great number of commercial men have visited the city this week, and have received large orders. Considerable relief is felt at the improvement there has been in getting freight through.

Wheat selling at 72c to 75c, oats 50c, and potatoes 75c. Coal, \$20. No wood to be got.

The Transfer Company's Case.

In a former issue we noticed a case before Col. Peebles in the Police Court, in which the City of Winnipeg sought to compel the North-West Transfer Company to take out a license for each of their wagons. After reserving judgment until Friday last his Honor gave his decision to the effect that if they removed goods from their own warehouse they would require the City ordinance to take out a license for each wagon so engaged. For the removal of goods from the cars or the freight sheds of the C.P.R., however, no license was necessary. The decision places the company in a very awkward position. According to the ordinance any wagons for which they take out a license must be open for hire to the first person who calls upon them when disengaged. It will take some ingenious arrangements to save the company from considerable annoyance at times, but the difficulty can no doubt be overcome.

How much truth was in his remarks we are not prepared to say, but we were impressed by a further remark of his to the effect that Manitoba gave every promise of following the example of Hoosierdom by having too much politics and too little business before many years have passed. He added that while Indiana had advantages which should enable her to take her place as third, if not second, among the industrial States, she now occupied the ninth place, and her lagging in this respect he attributed, to a great extent, to too much politics.

In view of a coming election those whose real interests lie in industrial progress more than politics might profit by remembering our Hoosier visitor's remarks.

Politics and Business.

An old native of Indiana who recently visited Manitoba remarked to a representative of *THE COMMERCIAL* that he always thought his old State stood number one for political discussion until he visited the Canadian North-West. "Why," he added, "two-thirds of the settlers who have come out to your country during the past few years have, as far as I can see, located with the intention of running the whole North-West, and two-thirds of the balance of Canada, on their own hook."

Winnipeg Wholesale Trade

AGRICULTURAL MACHINERY.

In this branch trade in vehicles for winter travel is progressing well. Quite a number of car loads of bob-sleighs and cutters have arrived during the week, and heavy shipments have been made to retailers at a distance. The feeling is very hopeful, and a busy turn during most of the winter is fully expected.

ROOTS AND SHOES.

There is no change to report in this line of business. Trade is still good and demands from the country for winter stock are still numerous. Consignments of new goods are still arriving, and several weeks of good lively business are anticipated.

CLOTHING.

It will take three or four weeks yet before the winter trade in this line is over. New and unexpected orders are coming in from many points, and it takes much activity to fill the same in reasonable time. The number of new houses started throughout the newly settled portions of the west are far beyond the expectations of three months ago, and it is doubtful if some houses do not fall short of the demand in different lines.

DRUGS AND CHEMICALS.

There has been a slight lull in this branch during the past week. Heavy consignments of new goods have been received, and with the start out of travellers this week a great increase in business is confidently expected.

DRY GOODS.

There is no decrease in the activity in this line of business, and houses are hard pressed to fill orders. Goods are going out with as much rush as in the beginning of the season, and some houses have all the orders they can fill for two weeks. It is now certain that the trade of the season has been underestimated, and on several lines of goods almost every house in the city will find themselves short of supplying the demand. Collections are reported freer during the past week, and confidence is general in the trade.

FANCY GOODS AND SMALLWARES.

Trade keeps steadily active in these goods, and wholesalers report a demand increasing rather than diminishing.

FISH.

Findon Haddocks are the most recent addition in this market, and they now find ready sale at \$1.75 a kit. Oysters in bulk have also made their appearance, and their price is quoted at \$4.00 a gallon. Canned oysters are unchanged at 65c for selects, and 55c for standard. Fresh white fish and lake trout are selling at 11c, and

the supply is now plentiful. Smoked salmon and eels are sold at 30c. A good business is being done in fresh fish, but the demand for smoked is falling off.

FRUIT.

The variety on hand in this line has been exceedingly limited during the week. Grapes have disappeared, and other delicate fruits are not on the market. California pears have sold at \$6 a bushel, apples at \$3.50 to \$6 a barrel, and lemons at \$7 a case.

FURS AND HIDES.

Owing to the season the trade in raw and dressed furs is at a standstill, while the cold snap of the past few days has given an impetus to manufactured furs. Hides are unchanged in price from last week.

FURNITURE.

There is a livelier feeling in this branch than has been for some weeks previously, but wholesalers still complain of a dullness.

GROCERIES.

There is very little change in this staple branch since last week. Trade is in a steady state, and there is a good prospect for the future. Sugars are quoted at 9½c to 10½c for bright yellow; 11½c to 12c for granulated. Green coffees are unchanged, and are quoted Rio, 15c to 18c; Government Java, 25c to 27c; Mocha, 36c.

HARDWARE.

A steady good business has been done in general hardware during the week, while the stove and range branch has been unusually lively. Prices of staple goods have undergone no change.

LUMBER.

It is almost needless to notice this branch of business, as the demand for weeks has been beyond the supply, and promises to remain so.

Prices remain the same as last week: Sheet-iron, \$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.

A demand for goods in this line has come from numerous new points during the week, and the volume of trade is steadily on the increase. Several houses are now receiving heavy consignments of stock, while others have large lots in transit.

WINES AND SPIRITS.

There is an improving tone in this branch, and country demands are on the increase. A feeling of confidence prevails throughout the trade.

Winnipeg Money Market.

The demand for money during the past week has been very active, and even more spirited than during the previous week. Numerous real estate and building undertakings have added to the usual business requirements and have assisted much in maintaining considerable of a stringency. The eastern money markets have not eased up sufficiently for any sympathetic feeling to have reached here, and the local demands have increased somewhat. A perfectly healthy feeling prevails however, and the pres-

THE NEW TYPE FROM WHICH THE COMMERCIAL IS PRINTED IS FROM THE CELEBRATED SCOTCH TYPE FOUNDRY OF MILLER & RICHARD, EDINBURGH, LONDON, AND JORDAN STREET, TORONTO.

sure mentioned is due entirely to the activity of business generally. Loan companies seem to have the fullest faith in the future of the country, and mortgage loans on landed property are being freely made at 9 to 10 per cent., and a few choice investments have been made at a shade below the lower of these figures. Local banks are confining their commercial business to regular customers, but regular commercial paper is freely accepted at the rates of last week. First class paper is still good at 8 to 10 per cent., and ordinary at 10 to 12. Some bankers express a hope of an early relief from the stringency, but the opinion is not general, although none anticipate any early advance.

Portage la Prairie.

Business has been active in this town during the past week, and grain has been coming into town freely. Over 20 cars have been shipped within ten days, and the supply is daily increasing. The railway returns show that more cars of the same have been forwarded from here than from any point west of Winnipeg. Buyers have been paying 80c to 85c for wheat, and 50c for oats.

Quite a number of the business men of town have been in Winnipeg at the Assize Court during most of the week, as numerous cases of interest from this locality are to be tried there.

Mr. P. V. Georger, city solicitor, has opened a branch office on Saskatchewan Avenue.

The railway agitation is still strong in this city, and a meeting of ratepayers was held on Saturday night, at which the usual subject of C. P. R. opposition was ventilated.

At the meeting of the Town Council on the 16th inst. a resolution was passed offering \$100,000 of a bonus to the Grand Trunk Railway, providing said Company build a line of railway from Portage la Prairie to the International boundary line, and it was agreed that a delegation be appointed to proceed, in company with other delegations from Emerson, West Lynne, Grand Forks, and other towns to Montreal, to urge upon the Grand Trunk managers the construction of this line.

The mercantile interests of the city are likely to receive an addition in Mr. John McLeod, formerly of Kincardine, Ont., who intends going into the grocery business.

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W. R. GUNN, BARRISTER, NOTARY PUBLIC.
Prince Arthur, N. W. T.

THE RAILWAY QUESTION.

In the last issue of *THE COMMERCIAL* the origin of the Canadian Pacific Railway was shown to have been imperial. Its history as a national undertaking was traced, and how it came to be a commercial enterprise was shown. With the criticisms of the politicians upon the terms of the Government's contract with the Syndicate *THE COMMERCIAL* has nothing whatever to do. We can only regard the bargain from a business stand-point for the contract is a business agreement, and ought to be considered in a business spirit only by all people except those who are interested in the manufacture of political capital. The principal objection which we have heard urged against the Canadian Pacific Railway charter is the monopoly clause. But this clause is the essence of the contract; without it there would have been no railway—at least, no trans-continental line, such as had been determined upon and steadily kept in view, even when the utmost difficulty was obtained in procuring funds wherewith to construct those portions of the work which were most urgently needed.

We frankly confess that while perfectly alive to the benefits of competition, we do not share the consternation with which many people, no doubt honestly, profess to regard monopoly. The penny post is a monopoly in its most beneficent form; but a comparison between a Government monopoly and a monopoly controlled by a corporation of private individuals can hardly obtain justly. Still, business experience teaches that monopoly is not necessarily an inherently evil. The management of the monopoly is everything, and fortunately in the case of the Canadian Pacific Railway Company the success of their vast enterprise is so insolubly bound up in the development of the country that any attempt to oppress the people whom the railway is designed to serve would inevitably recoil upon the Company. There is, as a matter of fact, no outcry among business men about the rates being charged by the Canadian Pacific Railway, nor could there be in reason when the fact is simply indisputable that the rates of the railway are lower than those charged by any other railway similarly situated—lower even, we believe, than those charged by the Intercolonial, the only Government railway in Canada. It may be said that the prevalence of low rates just now affords

no security for such rates in the future. This is quite true, but the fact that the Canadian Pacific Railway in its dealings with the people has recognized an interdependence of interests is surely no warrant for the belief that they will abandon a policy which is productive of mutual satisfaction. It is time enough to settle scores with the devil when he presents his bill.

The monopoly clause, we repeat, is of the essence of the contract; and the contract, we may add, is of the essence of the prosperity which pervades the country. It is a fixed and determinate factor in the commercial life of this Province until the contract expire by effluxion of time. However politicians may rant about the contract in this respect being a federal confiscation of Provincial rights, it is sufficient for our purpose at present that the contract is a commercial agreement. To talk of forcibly breaking it by some occult means is to preach a doctrine of dishonesty, which, if it be carried out in high places, will speedily descend until it permeate the commercial life of the Province. If the monopoly clause is to be erased, depend upon it the Syndicate will not consent, unless an equivalent be granted, any more than a banker would, after making a loan upon collaterals, surrender his security.

Thus far the Canadian Pacific Railway has used its monopoly powers with moderation, and subject to the approval of the people's representatives. During this spring merchants suffered, and suffered greatly, by the freight blockade, but monopoly or no monopoly that blockade would have occurred. It was partly due to the Act of God, and partly to a demand for rolling stock which no bare charter for a competing line could have supplied, and which will not occur again. Where last year there were two wheezy locomotives on the Western Division, there are this month 92, a token which ought to be considered very reassuring by business men. Ten box cars are being added daily to the rolling stock, and wherever rolling stock can be got it is being bought. Let politicians talk as they may, the amount of work accomplished by the Canadian Pacific Railway in these few months forms a phenomenal example, if it be not the crowning feat, of organized industry. Without entering into the constitutional question at present, *THE COMMERCIAL* may simply say that in its opinion the

Lake Superior section will be constructed as soon as any South-Eastern line could be, and then there will be a Canadian all-rail, a Canadian water, two American all-rail, and one American water route, five routes in all to the Canadian North-West, and these will meet all demands for 20 years to come. The question of rates we will not further discuss at present. We will simply content ourselves by saying that we believe in fair prices to a railway as well as to a merchant. That railways have hitherto as a rule not obtained fair rates owing to a rule-or-ruin policy, is no reason why people who work for a profit should growl at a railway standing in their own position. From this brief review of how the Canadian Pacific Railway came to be in its present position, it will be seen that *THE COMMERCIAL*, discarding politics, and taking a business view of the railway question, declares for honest dealing—i. e., a due appreciation on the part of the Railway Company of its duties to the people, and on the part of the people, a due appreciation of what benefits the Railway has conferred on them. "Live and let live."

TRADE SEASONS.

Those of us who have received a commercial training in the older centers of trade, and whose early ideas were hedged in by the conventionalisms which generations of changeless system had developed into a business routine, can well remember the old term of the season's trade and all that it implied. Every one in mercantile pursuits had his periods of rush and bustle, and his weeks, or perhaps months, of comparative leisure, if not of wearisome inactivity. The buyer had his seasons when he culled his wants from full markets, and the traveller his times of hurry and night and day travel in order to furnish his patrons with an early supply of the season's goods; and each had their periods again when extended business relaxation often reached monotony. As already stated, generations of this system had given to it a semblance of commercial law, and buyer and seller were alike bound by the custom. Irrespective of the nature or extent of immediate demands, the dry goods man purchased the bulk of his spring and summer supplies dated March 1st or April 1st, and his fall and winter goods dated Sept. 1st or Oct. 1st. The hardware man, and even the grocer, made his purchases more or less

similarly; and it is well remembered by many how careful Boniface was to replenish his cellars with the very desirable brewings of April and October.

Those business men who have spent years under such a system must mark the great difference in connection with the flow of business in the North-West. In no country under the sun has nature by extremes of temperature made the seasons more marked, and yet the trade system of the country has perhaps a more even and uninterrupted flow than that of any other portion of this Continent. The wholesale dry goods house has its steady volume of winter business up to November, and even December, and its summer's demands away into the sunny days of June; the lull between seasons being so short as to hardly allow of the preparing of new stock. In other branches of business which are less affected by weather or temperature, the evenness of the demand is much more marked; so that the old system of a short season of trade is almost unknown in any branch. The trade wants of this rapidly growing country are ever increasing and ever varying, and requires the constant activity of those engaged in mercantile pursuits. In time, no doubt, the trade of Manitoba, and particularly the wholesale interest of Winnipeg, will glide into more or less of the old season system, but for years to come an almost uninterrupted strain will be kept upon the energies of North-Western merchants. No doubt this strain must tell physically upon this class, but it is this same ever-varying demand upon their energies which develops commercial ingenuity, and insures success against obstacles, which the conventional rules of older business centers would be powerless to overcome. The path of the business man of this country, therefore, is not one of indolence or ease, but he can go onward in the same unfettered by the commercial prejudices of his forefathers, and without regard to the criticisms of others rely upon his own energy and ingenuity to meet all emergencies. It is no doubt well arranged or rather rearranged thus. New countries must develop new systems of trade suitable to their peculiar circumstances, and the system gradually being formed in the North-West, while it may, and doubtless will, include many details copied from other and older countries, will develop many original points, which to outsiders

might seem startling innovations. There can be no doubt, however, but it will thoroughly meet the demands of the country in which it has been nurtured.

In another portion of our columns will be found a circular letter from the Hon. Aeton Burrows, Deputy Minister of Agriculture, on the subject of meteorological observations in Manitoba. This is a subject which is of great interest to the commercial classes, and the letter in question is well worthy of their careful perusal.

TIMBER IN THE NORTH-WEST.

From United States sources we have been hearing much of late about the limited supply and poor quality of the timber in the North-West, and some American speculators who have failed to secure timber limits within the Canadian Dominion are displaying a good deal of the "fox and sour grapes" spirit. One of these disappointed individuals has recently estimated the whole white pine, spruce, and Norway resources of the country at under 700,000,000ft, and his estimate is liberal compared with that of others of his class who would reduce the figures to little more than half of that quantity.

The figures given represent probably the timber in the country where logging operations have been going on for years, but they by no means represent the great undeveloped resources of the Canadian North-West. From the reports of surveyors who have been engaged in the preliminary survey of the Winnipeg and Hudson's Bay line of railway, the figures in question would not represent the amount of spruce and Norway to be found in the country lying between the Northern lakes and the Hudson's Bay coast, and this is only one of the numerous undeveloped timber districts of the North-West.

These disparaging estimates from American sources may be expected to increase in the near future. Hitherto manufacturers there have had a heavy share of the Manitoba lumber trade; and in view of the rapid construction of railways and establishment of other systems of inland transportation, which will develop the timber resources of the country and lessen materially their trade, some of their number resort to the often-tried but

seldom-successful principle of belittling their opposition.

It will be many years yet ere there need be any fear of a scarcity of lumber for the North-West, and as the country progresses and stone and brick buildings become more general, the necessity for such a fear will gradually decrease and eventually disappear.

AN INDUSTRIAL INVESTMENT.

In a former issue we urged the necessity of capitalists investing their spare funds in North-Western agricultural machinery manufacture, and are still of opinion that no better or more profitable field can be found. We are pleased to see that an opportunity will now be given to those desirous of doing so. Messrs. Chalmers & Carney, the founders of the Emerson Agricultural Works, have now decided upon organizing this enterprise as a joint-stock company, with a capital of \$100,000. The prospectus of the company is now out, and we have no doubt but the amount of stock will soon be subscribed.

Companies such as this give an opportunity to men of limited means as well as the wealthy, to secure a profitable investment, and the success of such undertakings depend to a great extent upon being floated upon the funds of those who are interested in the same beyond merely the money they subscribe. There are many men looking for investments in the North-West who wish to make their home in the country, and not a few may squander their funds upon questionable schemes. In the Emerson Agricultural Works they have an undertaking which will aid greatly in building up the industries of the country of their adoption, and in an indirect way add to their own chances of prosperity, besides being an investment where only proper management is necessary to insure liberal profits. The scheme has the additional advantage of being organized not by shifting adventurers, but by responsible business men deeply interested in the industrial progress of Manitoba.

This is the first joint-stock company of the class organized in the Province, and as its promoters base its prospects upon the manufacture of goods for which there is an ever-increasing local demand we have no doubts as to its success.

THE EMERSON AND NORTH-WESTERN.

The various rumors which have for some weeks back been in circulation regarding the intentions of the Canadian Pacific Railway Company as to the construction or abandonment of the Emerson and North-Western branch will now be set at rest by the following communications which have passed between the solicitor of the C. P. R. and the Mayor of Emerson, and which Mayor Carney on Thursday assured a representative of THE COMMERCIAL were genuine:—

WINNIPEG, Oct. 7, 1882.

DEAR SIR,—

I have just been handed the following memo. :—

At a special meeting of the Board of Directors of the Emerson and North-Western Railway Company, held on the 5th day of September, at the office of the Company at Emerson, the following motion was adopted by the Board:—

That all motions heretofore passed by this Board regarding assignment of the charter or stock of the Company to the Canadian Pacific Railway Company be rescinded.

And I am instructed to inquire if the Corporation of the town of Emerson, which made an offer to the C. P. Ry. Co. of a bonus, on condition that such Company would build a branch of the Pembina Mountain line into Emerson, including an iron railway bridge, before the 31st December, 1883, were cognizant of, and assenting parties to, such resolution?

Yours truly,

J. A. M. AIRKINS.

THOS. CARNEY, Esq., M.P.P.

Mayor of Emerson, Man.

THE MAYOR'S REPLY.

EMERSON, Oct. 14, 1882.

J. A. M. AIRKINS, Esq., Solicitor
C. P. R. Co., Winnipeg.

SIR,—I have the honor to acknowledge the receipt of your letter of the 7th. In reply, I beg to state, in regard to the Corporation of Emerson, that they are not cognizant of, and did not consent to, any such resolution passed by the Emerson and North-Western Railway Company.

The solicitor of the Corporation of Emerson forwarded you on July 12, 1882, a copy of the town debentures for your approval, and several letters have been mailed you since, without any reply.

The Corporation have acted in good faith, and only wait your action in the matter.

I have the honor to be, Sir,

Your obedient servant,

THOS. CARNEY, Mayor.

From this correspondence we are safe in assuming that the aid and countenance of the Grand Trunk will be unnecessary to secure a line of railway which will develop Southern Manitoba. The C.P.R.

are well aware that they have both the Corporation of Emerson and the old North-Western directors fast by their agreement, and the time allowed them for construction, namely, till the close of 1883, is ample for them to accomplish the work, which no person will question when they take into consideration the rapidity with which they have pushed their main line Westward during the present year.

There has been a great amount of talk and newspaper literature regarding the feeling in Southern Manitoba at present on the subject of railway communication, and not a few empty threats have been heard from irresponsible sources, all of which will no doubt end in smoke. The people of that section of country require a line of railway very much, and their pressing want is more likely to be quickly supplied by a corporation possessing full powers to construct the same than by one who, to secure a right to accomplish the undertaking, has to oppose the avowed policy of the present Dominion Government. Those who really require the railway are not likely to be over scrupulous about who constructs it, if it is only constructed quickly, and those who have made a move in the grading of track are not likely to lose their outlay, as the work done will no doubt prove of value to the C.P.R., and in all likelihood will be taken over by them. In the matter of glory, a commodity for which all mankind have more or less of a hankering, the directors of the North-Western can perhaps claim the credit of spurring up the C.P.R. authorities, and materially hastening the construction of the line.

"All's well that ends well," and there is every reason to hope that the Southern Manitoba crops of 1883 will not be kept from an Eastern market for want of a local railway.

PRIZE WHEAT.

Agricultural affairs are outside the province of a commercial journal, but at the request of our millers, and in their interests, we feel bound to raise our voice on the above question.

It seems that the millers of this Province have concentrated their efforts to encourage the growing of hard Fife wheat only by the farmers, and they offer great inducements in prices in that direction. They are prepared to pay from 10c to 15c a bushel more for the same than they will

for any grade of soft wheat, so that it will now pay farmers in the North-West to raise only the hard Fife, and leave the raising of Golden drop, Russian white, and other soft grades to districts where soil and climate have given such advantages for wheat production. Last winter and spring the managers of the C.P.R. supplemented these efforts of the millers by carrying hard Fife wheat for seeding purposes free of charge to any point on their lines, and this privilege they will probably extend over another season at least.

The complaint now comes that at a number of country fairs this fall prizes for fine wheat have been awarded to exhibitors of samples of soft qualities, while the claims of the hard Fife have been ignored. Judges at these fairs have therefore been doing much to deteriorate the quality of wheat raised in the Province, and are to a great extent neutralizing the efforts and outlay of the millers and the C.P.R. managers.

It requires but a limited knowledge of the properties of wheat to understand the great superiority of hard Scotch Fife over all other qualities for milling purposes, and it is to be hoped that judges at fairs will bear this in mind, or if they will not, it might be wise for the managers of such fairs to exclude soft and inferior wheat from competition. Strenuous efforts are being made by other interested parties to keep up the standard of North-Western wheat, and fair managers will do well to adopt a similar course of action, even at the risk of being considered a little arbitrary.

We have received a copy of the seventh report of the Montreal Horticultural Society, a bulky pamphlet of over 180 pages, containing an extensive fund of information on the subject of tree and fruit culture. Not the least attractive feature of the report is a fine horticultural map of the Dominion of Canada, showing the northern limit of the different species of trees.

MESSRS. CARSCADEN & PECK, wholesale clothiers, have completed an extensive addition to their premises, which will nearly double their former floor space, and give them a very convenient shipping entrance from Market Street. The pressure of increasing business has compelled them to make this addition.

Emerson and West Lynne.

The Emerson and North-Western Railway and the different rumors regarding it are the principal topics of conversation here and at West Lynne, and the recent communications between Mayor Carney and the solicitor of the C.P.R. has caused a fresh excitement on the subject. The work of grading has been kept up, and work is being carried on twenty miles west of the city. The forthcoming meeting of the directors of the Company, which has been postponed for a week, is looked forward to with interest by many.

Messrs. Chalmers & Carn, the founders of the Emerson Agriculture works, have decided upon reorganizing these works under a joint-stock company, with a capital of \$100,000. There can be no doubt the capital will soon be subscribed, and an important industrial institution will be made of much more local value.

Messrs. Robinson Bros, liverymen, have sold out their interest in their stables to a Mr. Farquharson.

West Lynne is enjoying considerable of a business boom at present, and an increase to the business interests is going on steadily.

The West Lynne Brewery has commenced the brewing of porter, and a fine quality of that beverage is the general verdict given.

The West Lynne Farmers' Home is having quite an extensive addition made at present, which will meet the growing demands of the trade of that house.

The steamer Alsop has made what will probably be her last trip down the river to this point, bringing three large loads of lumber.

Both at Emerson and West Lynne grain has been coming into town very slowly during the past week. The fall of snow on Monday night made roads bad, and farmers have great difficulty in getting to either towns. Wheat has been selling at 80c; oats, 45c to 50c; barley, 50c; and potatoes, 40c to 45c.

The Grain Movement.

Under this heading the Montreal Gazette of the 16th inst. reviews the grain movement of America, and supplies the following facts: Taking the receipts at Chicago, Milwaukee, Detroit, Toledo, Indianapolis, and Peoria for the week ending October 12th, as compared with the week ending October 2nd, there has been a decrease of 611,976 bushels of wheat, 618,613 bushels of corn and 115,420 bushels of oats. At Montreal the receipts for the week ending October 11th, 1882, were: Wheat, 247,373 bushels; peas, 40,883 bushels; oats, 16,468 bushels; and barley, 4,979 bushels. For the corresponding week of 1881 they were: Wheat, 404,360 bushels; peas, 199,383 bushels; oats, 35,778 bushels, and barley, 1,600 bushels. For the four weeks ending October 11th, 1882, the total receipts of wheat, peas, and oats were 1,523,662 bushels, while for the corresponding four weeks of 1881 they were 2,035,590 bushels. The export movement shows also a great decrease. From the Atlantic ports, including Montreal and New Orleans, for the week ending October 11th, 1882, they were 3,049,207 bushels, compared with 4,035,402 bushels during the corresponding week of 1881. The total

visible supply of wheat at the same period of this year was 13,946,219 bushels compared with 20,169,847 bushels in 1881.

With such flattering reports of crops all over this Continent such a decrease in receipts indicates a determination on the part of farmers to hold for higher prices, and it remains to be seen if they will succeed in securing them.

Plugged Grain.

A Montreal daily of the 18th inst. contains an article headed "Topping off Grain," giving an account of a large load of peas which were nicely covered on top with a few hundred bushels of prime peas, while underneath nothing but inferior quality and dirt was found. This practice in the Western States goes under the term of plugging, and the innocent grain shippers of trans-Mississippi regions used to know well how to plug a car of wheat or other grain beyond the power of a Chicago or Milwaukee inspector to detect. Unfortunately for these honest (?) shippers, the introduction of the sectional sample tube spoiled all their calculations. One of these tubes can be inserted a depth of five feet into a cargo of grain and drawn out again full, when the simple turning of one tube inside the other discloses the quality of every stratum to the depth that the tube has been inserted. It is useless to try plugging for the Chicago or Milwaukee marks now.

Ale made with Wild Hops.

The following letter was received at the office of THE COMMERCIAL on Friday:—

DEAR SIRS, I am requested by my principals, Messrs. Roy & Poulin, to forward to you for your kind acceptance a few bottles of our India Pale Ale, brewed entirely from malt and wild hops, the hops being without any preparation whatever except the usual Indian mode of plably drying in the sun.

Trusting the flavor may be agreeable to your palate, and that in your judgment on the article you will kindly remember it is an experiment. With kind regards,

I remain, dear Sirs,

Yours very faithfully,

JOHN F. WOODLEY.

P.S.—The beer is much approved by being allowed to stand for a short time in an even temperature—say sitting room, but not too near a fire. It has only been brewed a fortnight and bottled about two days.

With the above letter was received a case of bottled ale, which, after sampling, we pronounce of excellent quality, and the flavor shows an utter absence of the quassia and other cheap tonics often employed by brewers in lieu of hops where competition is close. We have no hesitation in asserting that the Winnipeg Brewing and Malting Company have successfully solved the question of whether the wild hop which grows so profusely over our prairies can be used to advantage in brewing. In a former issue we urged the necessity for hop culture in the North-West, and we believe the undertaking will prove a very profitable one. In the meantime Manitoba brewers need not be at the mercy of a stringent Eastern hop market for another season, as thousands of pounds of wild hops can be gathered at a very small expense next fall which will tide matters over, until regular hop farming gets fully under weigh.

Messrs. Roy & Poulin deserve the best thanks of all concerned for their enterprise in carrying through this important experiment.

The Proposed Stock Exchange

A meeting of the Provisional Directors of the proposed Stock Exchange for Winnipeg met at the offices of Quinlan & Ross, on Thursday evening last to take into consideration the allotment of stock. The secretary reported that stock to the extent of \$32,000 had been taken up, leaving \$18,000 of the Company's capital still unsubscribed. The advisability of making an assessment of five per cent on subscribers was discussed, and arrangements were made for calling another general meeting of the stockholders to proceed with the further organization of the Company. It is intended that a charter be applied for at once, and no time be lost in getting the Exchange into working order.

Kewatin Mining.

From Rat Portage comes news of active mining operations being started by several companies, and hopes run high regarding the different yields in prospect. The Winnipeg Consolidated Mining Company are preparing for a regular winter's work, and are erecting boarding quarters for their employes. They are also erecting other buildings, and making arrangements for extensive operations. Several other companies are at work, and prospectors from almost every portion of the Continent are moving around and scenting after claims that may prove valuable. Assayers have placed the product of some workings at 35 ounces of gold to the ton, and are expected to yield a much larger proportion.

There can be no doubt but valuable veins of gold quartz are to be found in many portions of the Lake of the Woods district, and that a mining center must soon be established there. The scarcity of practical quartz miners prevents operations being pushed more rapidly and doubtless more intelligently. These individuals are beginning to find their way into the locality slowly, and once the results of their practical operations can be made known, a great impetus to the mining interests of the district will be given. No doubt many loads are now being prospected upon which will prove utterly worthless, and no small share of capital will be squandered, as it has been in all gold mining districts. Still it is almost certain that many veins exist in the district from which rich returns will yet be secured.

MANY Ontario business men are beginning to get tired of the slow movements of business in that Province, and our exchanges each week contain the names of numerous merchants who are starting for Manitoba. Among the number this week we notice the names of Wm. Green, dry goods merchant, London; John McLeod, grocer, Kincardine; Jas. R. Knowles, harness dealer, Rockwood; and T. G. Johnston, druggist, Sarnia. Let them all come, as there is plenty of room and certain success for enterprising business men over the great prairies of the North-West.

STEEN & BOYCE, 16 JAMES ST. EAST

ANNOUNCEMENT.

We beg leave to inform the public that we have lately established ourselves
in this City as

PUBLISHERS, PRINTERS, BINDERS, LITHOGRAPHERS & ENGRAVERS.

We have fitted up our place at 16 James St. East with the latest improved Cylinder and Bed and Platen Presses of English and American make, and a large assortment and good variety of type suitable for the printing of Newspapers, Books, Pamphlets, Circulars, Rail Road, Commercial and every class of Job Work, especially the finer grade of printing.

We carry a large stock of Papers, Envelopes, Advertising Cards, Gold Bevel, Plain and Scored Visiting Cards, Business Cards, Folders, Programmes, Wedding Cards, Paper and Envelopes, Papeterie, Tags and Labels; also a full line of J. A. Lowell's Covers.

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

PRINTING.

We operate our printing department DAY AND NIGHT, and we are prepared to turn out upon short notice almost any quantity of work, and are fully able to fulfil the following statement:

ALL WORK PROMISED BY US WILL BE FURNISHED WITHIN THE TIME SPECIFIED.

LITHOGRAPHING, ENGRAVING AND BINDING.

In these departments we are prepared to furnish Lithographed Town Site Maps, Letter Heads, Bill Heads, Envelopes, Labels, &c. plain or in colors. Or Wood or Photo Electrotypes of Buildings, Streets, Scenery, or any general Engraving. Also do any general Binding or Blank Book Work.

We employ none but skilled workmen in all our different departments, who thoroughly understand their business. We would respectfully solicit the public to give us a trial.

STEEN & BOYCE,

Publishers, Printers, Binders, Lithographers and Engravers.

16 JAMES STREET, EAST, WINNIPEG, MAN.

THE MARKETS.

WINNIPEG.

GRAIN AND PROVISIONS.

The local receipts of grain have been rather a disappointment to millers and dealers during the past week, not being so liberal as was anticipated a week ago. Street receipts are very limited indeed, and car lots, although liberal, are all wanted to fill the demand. Shipments of car lots of flour to the Eastern markets has commenced, and at least a dozen cars have been shipped during the week. It is not at all likely that there will be any great increase in that business for a few weeks, as the supply of milling wheat is still too limited to give any great surplus over the local demand, which in flour is still very active, while bran cannot be had to fill present orders. Oats are coming in freely in car lots, but the sales are increasing and prices hold firm.

WHEAT

has sold in the streets at from 85c to 90c, only the finest lots of hard Fife bringing the latter figure.

OATS

have ranged from 50c to 55c, and a large proportion have brought the latter figure, the quality of receipts being as a rule very good.

BARLEY

is still very scarce, and quotations are nominal. From 60c to 65c are offered, but only a few lots of this season's crop have as yet been received. The quality so far is very good.

FLOUR

has remained unchanged in prices, and with the continued scarcity of wheat, there is no prospect of a decline. Prices are, Patents, \$3.60; bakers or four x, \$2.80; dealers or three x, \$2.

BRAN

is quoted at \$10 a ton, but this quotation is nominal, as millers have all the supply contracted for some time ahead.

SHORTS

still sell at \$12 a ton, with but a light demand.

It was generally expected a week ago that a decline in grain was at hand, but the continued scarcity has prevented such, and the advance at Minneapolis and other points may have assisted to some extent. Winnipeg millers are now buying on an 18c margin of Minneapolis, which is still 4c to 5c above a shipping margin, not to mention the tariff charged on entry into the States. The probability of a decline is now less than a week ago, and only a great increase of receipts would cause one.

BUTTER.

Last week we reported liberal receipts of butter from the East, and this week they are so heavy that some dealers anticipate a regular glut of the market. At least a dozen car-loads have arrived during the past ten days, and quite a number more are in course of transit. Eastern dairies and shippers have evidently been packing for some time with the intention of shipping during cool weather, and this city is now receiving these stored up stocks. Prices have naturally declined, and a further fall is very probable. Prime Ontario lots are quoted from 25c to 28c, and lower grades from 20c to 24c. Local dairy cannot be had except at fancy prices.

EGGS

have been very scarce during the week, but some consignments from Iowa have given a little relief. Sales are made at 35c.

HAMS.

A good demand still exists, and prices hold firm and unchanged. Sales have been made

principally at 19c, but a number of transactions have taken place at 19½c.

BACON,

like all other pork products, holds firm in price, and a good demand promises to keep it so. Canadian is quoted at from 17½c to 18½c, and American from 19c to 20c.

MESS PORK.

During the early portion of last week an advance was made to \$30, and although an easier feeling was developed further on no noticeable reduction has taken place, although a few sales have been made at \$29.50. The feeling prevails that a speculative ring have got possession of the Chicago market, and higher prices are daily expected. It will require a material decline in Chicago to make local dealers relax the advance they have secured.

CORNED BEEF

has kept steady during the week, although a lively demand exists. Prices have scarcely moved, and quotations are now \$19.50.

CHICAGO.

Tuesday's market developed rather a weak feeling in grain all round, and the hopes of high prices which were built up for a few previous days came to disappointment. Even pork did not make any advance, and was lacking in the firmness which it has displayed of late.

WHEAT opened at 96½c, declined gradually and closed at 95½.

CORN opened at 68½c, declined to 68c and closed at that figure.

OATS opened at 35c, declined slowly to 34½c and closed weak at that figure.

PORK had but few fluctuations and little trading was done. After an uneventful day the closing price was \$24.25.

LARD opened at \$12.37½, advanced to \$12.45, declined again to \$12.32½ and closed at that.

Wednesday's market showed somewhat of a recovery from the weak feeling of the previous day. Both wheat and corn advanced, while oats were also firm. Pork made no improvement and was in a lifeless state.

WHEAT opened at 95½c, and soon advanced to 96½c, at which it held firm and closed.

CORN opened at 68½c, advanced steadily to 69c and closed at that figure.

OATS held firm all day at 35½.

PORK opened at \$24, dipped for a few minutes to \$23.90, recovered again, and held firm all the balance of day, closing at the opening figure.

LARD showed some weakness, and after a dull market closed at \$12.95.

THURSDAY, Oct. 18.

WHEAT.			
	Oct. \$	Nov. \$	
Opened at	96½	98	
Highest point	96½	98	
Lowest point	96	96½	
Closed at	96	96½	
CORN.			
	Oct. \$	Nov. \$	
Opened	68½	68½	
Highest point	68½	68½	
Lowest point	67½	67½	
Closed at	68	67½	
OATS.			
	Oct. \$	Nov. \$	
Opened at	35½	34½	
Highest point	35½	34½	
Lowest point	35	34½	
Closed at	35½	34½	
PORK.			
	Oct. \$	Nov. \$	
Opened	24	21.07½	
Highest point	24	21.07½	
Lowest point	23	20.75	
Closed at	23	20.75	
LARD.			
	Oct. \$	Nov. \$	
Opened	12.37½	12.32½	
Highest point	12.37½	12.32½	
Lowest point	12.3	12.05	
Closed at	12.70	12.05	

MINNEAPOLIS.

There was considerable life on grain transactions on Tuesday, and quite a quantity of stored wheat changed hands, although receipts were limited and prices firm. Corn was firm, but nominal.

WHEAT was quoted, No. 1 hard, \$1.07 to \$1.08; No. 2 hard, \$1.02 to \$1.05; No. 1, \$1.02 to \$1.05.

CORN quotations were 64c to 65c for No. 2; rejected, 61c to 63c.

OATS.—No. 2 white were quoted at 35c to 35½; No. 2 mixed, 34; rejected, 29c to 32c.

FLOUR quotations were: Patents, \$6.50 to \$7; straights, \$5.50 to \$6.50; clears, \$5 to \$5.75; low grades, \$2 to \$3.50.

BRAN was quoted at \$8.25 to \$8.50 a ton, free on board in bulk, but these quotations were nominal, as millers were all sold ahead.

SHORTS were quoted at \$9 to \$10 a ton, and a weak feeling prevailed.

Wednesday's market was an active one in grain, and the demand for finer grades of wheat was much in advance of the supply. An advance on cash prices was made, but future deliveries were rather lower.

WHEAT sold, No. 1 hard, \$1.08 to \$1.09; No. 2 hard, \$1.02 to \$1.05; No. 1, \$1.02 to \$1.07.

CORN was quoted at 66c to 68c for No. 2; rejected, 63c to 65c, but the quotations were nominal.

OATS were quoted, No. 2 white, 35 to 35½; No. 2 mixed, 34c; rejected, 31c to 33c.

FLOUR held steady, and no change in prices are to be quoted. Patents, \$6.50 to \$7; straights, \$5.50 to \$6; clears, \$5 to \$5.75; low grades, \$2 to \$3.50.

BRAN was very scarce, with a good demand. Quotations were \$8.25 to \$8.50 free on board in bulk.

SHORTS were quoted at \$9 to \$10 a ton. Offerings were liberal, but the feeling was weak.

THURSDAY, Oct. 18.

There was a lack of sufficient offerings to supply the demand. This condition was particularly noticeable in the wheat market and in the bran market. Buyers refused to go any higher for bran, but buyers of wheat were at 1 to 1½ above yesterday's prices. Some cautious dealers predicted an early decline, while others were ready to buy for November delivery at a small discount from present prices.

WHEAT.—By grade and sample the following were the closing quotations on 'Change. Lower quotations on bids by grade, higher on sales for extra by sample in store.

No. 1 hard	1.06@1.10	No. 2	97c@1.00
No. 2 hard	1.02@1.05	No. 3	80c@90c
No. 1	1.02@1.05		

CORN was quoted as follows:
No. 2 67c@68c | Rejected 61c@65c
This market nominal.

OATS.—Prices on 'Change to-day were:
No. 2 white 35c@35½ | Rejected 31c@33c
No. 2 mixed 34
Sales at 36c for No. 2 white f. o. b.

RYE.—Nominal at quotations:
No. 2 45c@48c | Rejected 43c@45c
No sales.

BARLEY.—Quotations:
No. 2 70c@80c | No. 4 40c@45c
No. 3 50c@55c | Rejected 35c@45c
No sales reported. No. 3 was offered at 55c in store.

FLOUR.—Quotations: Patents, \$6.50 to \$7; straights, \$5.50 to \$6.50; clears, \$5 to \$5.75; low grades, \$2 to \$2.50.

BRAN.—Free on board, \$8.25 to \$8.50 asked per ton in bulk, nominal. In sacks, \$10 to \$10.25. The offerings small and firmly held at about \$8.50; good demand. Sales, 5 cars at \$8.25.

SHORTS were quoted at \$9 to \$10, according to quality. The feeling weak. Fair offerings. Sales, 1 car at \$9.50.

CHICAGO.

Friday's markets showed but little change in grain prices. Pork still holds its downward tendency, and the hopes of those who were working up a corner are somewhat disappointed. The following are quotations:

WHEAT.			
Opened at	Oct. 2	Nov. 8	97
Highest point	" 95 1/2	"	97 1/2
Lowest point	" 95 1/2	"	96 1/2
Closed at	" 95 1/2	"	97
CORN.			
Opened	Oct. 2	Nov. 8	68
Highest point	"	"	69 1/2
Lowest point	"	"	67 1/2
Closed at	" 70 1/2	"	69 1/2
OATS.			
Opened at	Oct. 2	Nov. 8	34 1/2
Highest point	"	"	34 1/2
Lowest point	"	"	34 1/2
Closed at	" 35	"	34 1/2
BULK.			
Opened	Oct. 2	Nov. 8	\$20.70
Highest point	"	"	20.70
Lowest point	"	"	20.22 1/2
Closed at	" 23	"	20.30
LARD.			
Opened	Oct. 2	Nov. 8	\$12.02 1/2
Highest point	"	"	12.07 1/2
Lowest point	"	"	12.02 1/2
Closed at	" 12.00	"	12.05

Saturday's market was rather a dull one generally, fluctuations in grain and pork being few.

WHEAT opened at the closing figures of Friday, eased off slightly and closed at 95 1/2c.

CORN was firm and held above Friday's figures, closing at 70 1/2c.

OATS were rather dull and closed at 34 1/2c.

PORK made a small advance, but was not very active, closing at \$23.20.

LARD was reasonably active, and closed firm at \$12.75.

Minneapolis

Saturday's market was fairly active in grain generally, while flour remained unchanged.

MINNEAPOLIS.

There were no special changes in prices of grain on Friday. Wheat, oats, corn, and bran were firm; barley very weak; other millstuffs remaining steady. The offerings of wheat on 'Change were fair, but not sufficient to supply the current demand, and everything that was offered at quotations found a purchaser. A few cars held above the market went over.

WHEAT.—By grade and sample the following were the closing quotations on 'Change. Lower quotations on bids by grade, higher on sales for extra by sample in store.

No. 1 hard	1.00-1.10	No. 2	97c-1.02
No. 2 hard	1.02-1.08	No. 3	80c-90c
No. 1	1.02-1.08		

CORN was quoted as follows:
No. 2 67c-68c Rejected 64c-65c
This market nominal.

OATS.—Prices on 'Change to-day were:
No. 2 white 35c-36c Rejected 31c-33c
No. 2 mixed 34
Sales not reported.

FLOUR. Quotations: Patents, \$6.50 to \$7; straights, \$5.50 to \$6.50; clears, \$5 to \$5.75. low grades, \$2 to \$3.50.

BRAN.—Free on board, \$8.25 to \$8.50 asked per ton in bulk, nominal. In sacks, \$10 to \$10.25. The offerings small and firmly held at about \$8.50; good demand. Sales, 6 cars at \$8.25.

SHORTS were quoted at \$9 to \$10, according to quality. The feeling weak. Small offerings. Sales, 2 car at \$9.50, not extra quality.

WHEAT was quoted. No. 1, hard, \$1.09 to \$1.10; No. 2 hard, \$1.04 to \$1.08; No. 1 hard, \$1.03 to \$1.08.

CORN was nominal, quotations being. No. 2, 65c; rejected, 64c to 65c.

WINNIPEG WAREHOUSING COMPANY.

[LIMITED.]

LATE R. W. FRANCIS & CO.

Frost-Proof Building Ready 1st Nov.

R. W. FRANCIS, MANAGER.

The Oldest Commission House in the Northwest.

R. W. FRANCIS & CO.,

General Commission Merchants,

Office, Foot of Post Office Street.

WINNIPEG.

OATS were quoted No. 2 white, 35c to 36c.
FLOUR.—Quotations: Patents, \$6.50 to \$7.25; Straights, \$5.75 to \$6.25; Clears, \$5.50 to \$6.00. Low grades, \$2.75 to \$3.50; rye flour, \$2.50 per 100 lbs.
BRAN was quoted at \$8.50 a ton free on board in bulk.
SHORTS sold at \$9 to \$10 a ton, with a weak feeling.

CHICAGO.

Special Despatch to The Commercial.

MONDAY, Oct. 23.—There was a fairly active market to-day, with but little changes in grain prices. Pork was firm, but did not advance much.

WHEAT, after several fluctuations, closed at 95 1/2c.

CORN was rather slow and closed at 71 1/2c.

OATS were rather weak, and declined from Saturday's prices, closing at 34 1/2c.

PORK ranged between \$23.20 and \$23.40, closing at \$23.30.

LARD was not strong, and closed at \$12.70.

MINNEAPOLIS.

Special Despatch to The Commercial.

MONDAY, Oct. 23.—There was a weakness in the grain market to-day and wheat suffered a slight decline. Oats were also quiet.

Wheat sales were made at \$1.08 to \$1.09 for No. 1 hard, No. 2 hard \$1.02 to \$1.06; No. 1 \$1.02 to \$1.06.

Corn quotations were nominal No. 2 68c to 70c; Rejected 64c to 65c.

Oats were quoted No. 2 white 36c; No. 2 35c; Rejected 32c to 33c.

Barley was dull and quotations were No. 2 70c to 80c; No. 3 50c to 55c; No. 4 40c to 45c.

TORONTO.

Special Despatch to The Commercial.

GRAIN AND PRODUCE.

MONDAY, Oct. 23.—To-day's market was fairly active, as has been the case for the past week. Flour was steady, and sold, superior extra, \$4.75; extra, 4.65. Wheat offerings were liberal, with buyers slow; No. 2 full sold at \$1, and No. 3 at 98c; No. 1 spring was worth \$1.03 and No. 2 \$1.02. Oats were rather weak

and sold at 40c to 41c. Barley was fairly active, with a good demand for the lower grades; No. 2 sold at 71c to 72c; extra No. 3, 59c to 60c. There was very little demand for No. 1, which was quoted at 80c. No. 2 Peas were scarce and wanted at 73c. Butter sold medium lots, 15c to 16c, and good round lots 18c. Cheese sold, selects, 19c to 20c. Meats were very scarce. Long clear sold from 14 1/2 to 15.

STOCK MARKET.

MONDAY, OCT. 23.—Market was fairly active, and quotations were as follows:—Montreal, 208 1/2; Ontario, 128; Toronto, 181 1/2; sales 182 and 183; Merchants, 131 1/2; sales, 131 1/2; Commerce, 140 1/2, sales 141 1/2; Imperial, 145; sales, 145 and 143 1/2; Federal, 160 1/2; sales, 160 to 161; Dominion, 204 1/2; sales, 204 1/2; Standard, 113 1/2; sales, 114; North-west Land Co., 40 1/2; Ontario and Qu'Appelle, 200.

WINNIPEG

COFFEE, SPICE AND VINEGAR WORKS,

SPECIAL ATTENTION GIVEN TO ROASTING AND GRINDING COFFEES. C. H. GIRDLESTONE, Proprietor.

N. E.—Manitoba and Northwest Agent Globe Tobacco Co., and Cuban Cigar Co., Detroit, Mich., and Windsor, Ont.

A. R. JAMES BANNATYNE ANDREW STRANG
BANNATYNE & CO.

(SUCCESSORS TO A. G. B. BANNATYNE)

WHOLESALE GROCERS

AND DEALERS IN

Provisions, Wines & Liquors.

383 MAIN STREET, WINNIPEG.

THOS. W. TAYLOR,

BOOK BINDER, PAPER-RULER AND

BLANK BOOK MANUFACTURER

AND STATIONER.

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

Canadian Pacific R'y Co.



(WESTERN DIVISION)
TRAIN SERVICE.

CHANGE OF TIME

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

Going West.		Going East.	
8.15 a.m.	leave Winnipeg	arrive 6.15 p.m.	
10.35 "	Portage la Prairie	3.55 "	
1.55 p.m.	Brandon	12.50 "	
4.15 "	Oak Lake	10.20 a.m.	
11.30 "	Broadview	3.30 "	
5.55 a.m.	arrive Regina	leave 8.30 p.m.	
9.40 a.m.	leave Rat Portage	arrive 4.03 p.m.	
1.15 p.m.	Wittemouth	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.	\$6.50 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.	10.28 p.m.	4.20 p.m.	3.45 a.m.
* Daily except Mondays.			
* Daily except Saturdays.			

SPECIAL NOTICE.

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

Trains run on Winnipeg time.

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

HUTCHINGS & RICE, UPHOLSTERERS.

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

G. W. GIRDLESTONE, INSURANCE & GENERAL AGENT

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

Fire, Life, Marine and Accident Insurance.

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

WESTERN CANADA LOAN & SAVINGS CO.

OFFICES, 373 MAIN ST., FIRST FLOOR FRONT.

Money to Lend on City or Farm Property at lowest current rates and on favorable terms.
Mortgages Bought. Deposits received and interest allowed.

CAPITAL \$2,000,000
RESERVE \$445,000

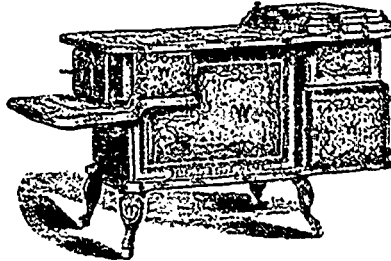
President, Hon. G. W. Allen, Senator, Toronto. Vice-President, George Gooderham.

Directors—Hon. D. L. MacPherson, Senator, Samuel Platt, Esq., Thomas H. Lee, Esq., Alfred Gooderham, Esq., George W. Lewis, Esq.

WALTER S. LEE, Manager.
Head Office Toronto

JOHN MASSEY, Manager, pro tem.
Winnipeg

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 Pileed Tinware.

We also represent the following leading manufacturers: Montreal Rolling Mills Co.—Nails, Shot, &c., &c.

F. F. Dalley & Co., Hamilton—Patent Medicines and Extracts.

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

St. Paul, Minneapolis & Manitoba.

SOUTHEASTWARD.
Express leaves St. Vincent at 11.15 p.m., and 11.30 a.m., arriving at St. Paul at 6.20 p.m. and 8.10 a.m. the day following, making close connections with lines running in all directions.

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

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

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

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

GOING EAST.

Express trains leave Minneapolis at 1.00 p.m. and 8.00 p.m.; and St. Paul, 1.45 p.m. and 3.45 p.m.; arriving in Chicago at 7.00 a.m. and 2.00 p.m.

COMING WEST.

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

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

GOING SOUTHWEST.

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

Michigan Central.

EASTWARD.

Express trains leave Chicago at 6.45 a.m., 9.00 a.m., 3.30 p.m., 5.15 p.m., and 9.10 p.m.; arriving at Detroit at 6.15 p.m., 8.30 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.

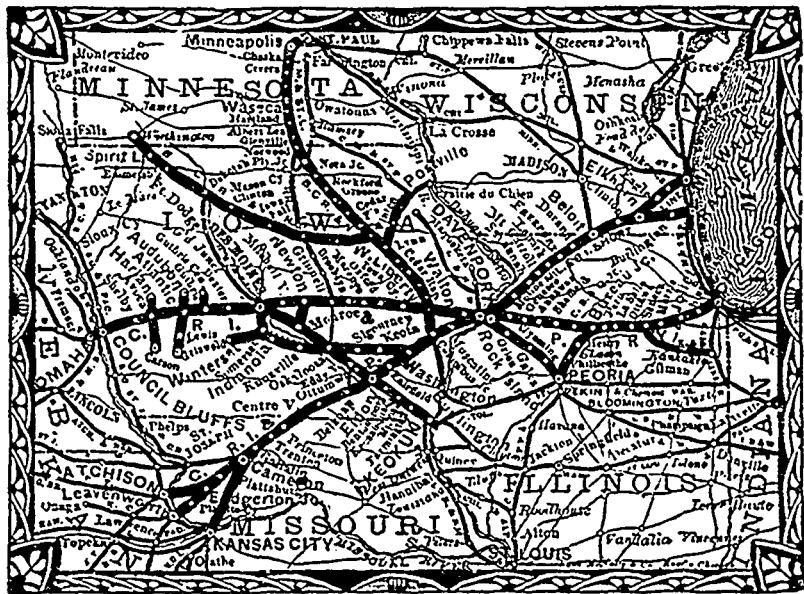
WESTWARD.

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 connection at Chicago with the trains of other roads.

Dining cars on trains for breakfast and supper.

MAP OF THE



ALBERT LEA ROUTE.

The favorite route from the North to Chicago and the East. Chicago fast express leaves Minneapolis at 6.30 p.m. daily, arriving at Chicago 3 p.m. next day. This is a solid train, consisting of Pullman Cars, Coaches and Baggage Cars, running through without change. Trains leaving Minneapolis at 3.30 p.m. and 7.55 a.m., connect through to Chicago via the C., R. I. & P. Ry.

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

ST. JOHNS, G. T. A. C. R. I. & P.

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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 & DOUGLAS,

COMMISSION MERCHANTS,

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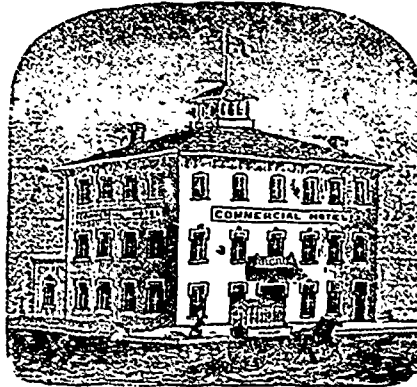
PRODUCE AND PROVISIONS.

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

COMMERCIAL HOTEL,

MORRIS, MAN.

BETWEEN WINNIPEG AND EMERSON, ON THE
RED RIVER.



GOOD ACCOMMODATION FOR COMMERCIAL
TRAVELERS. SPLENDID SAMPLE ROOMS.

J. R. MULLETT & CO., PROPRIETORS.

BLANK BOOK

FACTORY.

NEW AND MODERN MAKES OF MACHINERY.

We have now every facility to enable us to turn out
everything in

BLANK BOOK WORK.

Having the only ruling machine and cutter in the city
which are worked by steam power, we are able to do
more and better work than any other Bindery in the
Province.

Ruling of all kinds of Blank Forms a specialty.

KENNEDY, STROME AND CO.

Corner Main St. and Queen, East.

THE PORTAGE LA PRAIRIE MF'G 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.

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

FORTIER & BUCKE,
MANUFACTURERS' AGENTS.

—AGENTS FOR—

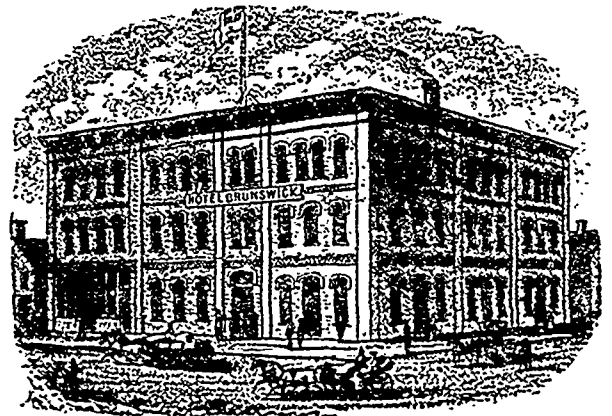
THE WILSON SEWING MACHINES,
THE HOWE SCALES AND BEAMS,
THE FOREST CITY OIL COMPANY,
THE STANDARD LIFE INSURANCE CO.

Wholesale dealers in Tobaccos, Cigars, Spices and Vinegars.

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HOTEL BRUNSWICK

THE FAVORITE HOTEL OF THE NORTH-WEST.



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—IMPORTERS OF—

MILLINERY & FANCY DRY GOODS,
FEATHERS, FLOWERS, ETC.

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