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The Commercial

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

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

VOL. 1.

WINNIPEG, NOVEMBER 21, 1882.

NO. 8

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

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Office, 16 - James St. East.

STEEN & BOYCE,

Publishers.

WINNIPEG, Tuesday, Oct. 3, 1882.

WINNIPEG, NOV. 21, 1882.

WM. CALDWELL, hotel keeper, Rapid City, has sold out his business to Wellington Elliott.

NICKLIN, DENN & Co, bakers and grocers, Winnipeg, have sold out their business to Pauline & Ward.

DONALD McASKILL, hotel keeper, Winnipeg, has taken in S. Waite as partner, forming the firm of McAskill & Waite.

W. J. ROSS, dealers in groceries, of Iona, Ont., is about to move out to Manitoba to engage in the same branch of business.

P. McCaffrey has sold out his interest in the Terapin restaurant, and is about to commence business in the Woodbine hall restaurant.

D. G. SMITH & Co., dealers in groceries, of Broadview, have removed with their stock to Regina, where they will in future carry on business.

N. WHITTON, boot and shoe dealer, Pilot Mound, has sold out his stock of ready made goods, and will in future conduct a manufacturing branch only.

WOODINGTON, ARNOLD & Co., wholesale dealers in wines and liquors, Winnipeg, have dissolved partnership, and the firm name will in future be Arnold, Sinclair & Co.

MR. F. S. CAPRON, agent of the Chicago and Grand Trunk has been in Winnipeg during the past week, looking after the North-western interests of that company.

The Palmer House is the most recent addition to the hotels of Winnipeg, which will be conducted by Mr. John A. Brooks, and is located on Post Office street.

DR. LADDY has been admitted a partner of the firm of Nagle & Co., grocers and wine merchants, Main street, Winnipeg; but the firm name will remain unchanged.

JAMES A. PELKEY, dealer in groceries and clothing, Main street, Winnipeg, is closing out his grocery branch, and will in future carry on a clothing and mens' furnishing business only.

DIXON BROS., grocers, Oslawa Ont., have decided to close out their business in that city and move out to Manitoba, where they will probably embark in the same branch of trade.

PEDESTRIANS are inconvenienced a little at present owing to the city engineer's operations in laying new side walk on Main Street. But the fine new 18 feet walks that are being laid are worth undergoing a little annoyance for.

ACCORDING to the Selkirk Herald the people of that town are only waiting the arrival of General Manager VanHorn to locate the sidings and switches of the C. P. R., and the work of constructing wharves on the river will be proceeded with at once.

A valuable addition to the wholesale trade of Winnipeg is the business established a few weeks ago by F. B. Bryant & Co., importers of and dealers in butter, eggs, fruit, potatoes, poultry and other produce. The business is a branch from Minneapolis, where the firm also carry on operations.

MR. NICHOLAS FLOOD DAVIN has spent a portion of the week in Winnipeg making arrangements regarding the establishment of a newspaper in Regina. He will probably go east to order material, and in a few weeks the capital of the North-west Territory will have a journal well managed and ably edited.

THE cheap excursion about the Christmas holidays, an appeal for which appeared in the last issue of THE COMMERCIAL, is going to come off. Mr. Harder is at present making arrangements with the different railway managers between this and the east, and the terms of the excursion will be made public in a few days. As the moving power in the matter emanates from Winnipeg there is all the more reason to believe it will be a success.

LISGAR is now having a test of the validity of the Scott Act in that county. Before Capt. Kennedy on Tuesday last Bullock, Howell and others were convicted of its infringement, but proceedings were stayed until the cases were tested by an appeal. The prohibitory liquor law, which is merely a relic of legislation for Indians, is fast dying out in the North-west.

THE Paris, Ont., Transcript of the 10th inst., makes a comparison of Muskoka and Manitoba as points for settlement, with, of course, a strong bias in favor of the former. Manitoba, says the Transcript, received from 1871 to 1881 one settler for every 238 acres of land, while Muskoka has received one for every 159. That journal would create an excitement could it only publish figures regarding 1882; and it should remind its readers that Manitoba has only had railway communication with the Eastern World for three years. Winnipeg contains nearly as many white people now as the whole Province of Manitoba did five years ago. But people will flock to the North-west.

A LEGAL fight between the City of Winnipeg and Capt. Donaldson is about to commence regarding the removal of the latter's buildings at the corner of Portage Avenue and Main Street, and the opening up of the entrance to the former thoroughfare. The city authorities claim that the ground in question was secured by Wm. Drenner on a conditional lease which expired in July last, while Capt. Donaldson claims to hold a Crown Patent granted to Drenner. The building in question was the second erected on Main Street, the Exchange Auction Rooms being the first, and a bitter contest took place in 1863 over its location, which the legal authorities of that day were unable to settle, and it remains to be seen if the law courts of the present day can satisfactorily settle the matter.

Better Telegraph Facilities.

For a long time the telegraphic arrangements between Winnipeg and St. Paul and Minneapolis have been altogether inadequate to the wants of the first named city, and strong representations of this fact have, from time to time, been made to the managers of the Western Union Telegraph Company. Only one wire is now available for commercial purposes, and the amount of business would require three. The defect will be remedied, to some extent, in a few weeks, as the Western Union Company are now stretching another wire from Glyndon to St. Vincent, which will make two complete systems from the Manitoba capital to St. Paul. They are also making arrangements to have messages transmitted direct between Manitoba and Ontario, without the necessity of repeating at St. Paul and Chicago.

Many business men will be astonished at this amount of consideration of the wants of the North-west by a corporation which is dictated to by Jay Gould, and which has practically a monopoly of the United States telegraph system. The reason will doubtless be found in the fact that next summer the Great North-west Telegraph Company will commence laying their Lake Superior cable, which will give direct communication between Ontario and Manitoba through Canadian territory, and to compete with this system the Western Union are merely taking time by the forelock by establishing direct communication through the United States. The international boundary line does accomplish some good for Manitoba after all.

Cut Through Rates.

Last Thursday a paragraph appeared in a local daily regarding a Winnipeg merchant who had prepaid freight on a consignment of fruit from Toronto to Winnipeg, and when the same was delivered he found he had his freight to pay a second time with about thirty per cent. of an excess charge, over what he had paid to the Grand Trunk agent in Toronto. The fact of his having to pay double freight on his consignment of fruit is a matter of very little consequence to the commercial circles of Manitoba, as the consignee can easily secure the return of what he has overpaid, if he was business man enough to secure and preserve receipts for what he disbursed. The difference of thirty per cent. between the charges here, and those made by the Grand Trunk agent at Toronto, is one of much greater general interest, however, as it is a circumstance of very frequent occurrence in connection with freight from the eastern provinces. In any city of Eastern Canada a shipper has no trouble in finding an agent of some railway who will quote him special through rates to any point in the North-west, and in cities where competing lines receive freight these agents are not over particular how much they cut rates. The shipper will naturally take the lowest offer, and if he is shrewd enough to bind the agent with a written contract, he may secure, by means of a rebate, anything he has to pay on delivery over and above the rate quoted. But if he is loose enough in his dealings to take a verbal agreement of rates he is at the mercy of the agent. Those shipping goods

from eastern points to the North-west should bear in mind that no agent in the East has any authority for quoting a special through rate over the C. P. R. or the St. P. M. & M., nor in fact over any railway but the one which receives the goods. The shipper himself can secure the published tariffs of each line over which his consignments pass to the North-west, and when he has added them together, he has the same ability to make a through rate as any railway agent in Eastern Canada, and any rate less than the product of the shipper's addition is a bogus one, and furnished only for competing purposes. Railway officials in Manitoba are placed at great inconvenience with goods shipped in this manner, as they have to bear the blame incurred by the Eastern Agent, and all the intervening lines between the point of shipment and delivery. Consignees take it for granted that the rates quoted to the shipper are *bona fide*, and the C. P. R. officials who deliver and collect, through the Cartage Co., are blamed for the overcharge often when the whole charges of their company are much short of the difference between the quoted and actual rates. Local drawbacks in connection with railway freights are numerous enough, but there is no necessity for Manitoba railways shouldering the blame incurred by unscrupulous agents in the East, or blundering railway officials in the United States; and in nearly every complaint of overcharges on freight it will be found that they have their origin before they reach St. Vincent.

Mining Affairs.

Operations may now be said to be well under way in the auriferous belt on the Lake of the Woods. Upon none of the mines is there what can be called a large gang of men at work; but the work of development is being energetically prosecuted. The Winnipeg Consolidated have now about four hundred tons of quartz upon the dump, which Mr. Brown, the experienced superintendent anticipates will mill up to \$200 a ton. During the winter a large quantity of quartz will be taken out, so that when the large mill is erected in the spring there will be plenty of rock to crush. At present the Winnipeg is having erected at their mine the old fire stamp mill that formerly stood upon Boulder Island. With this somewhat antiquated mechanism the company will be able to crush five tons a day, a quantity sufficient for a milling test at every stage of the development of the mine. The company is reported to have received quite recently a most encouraging essay from the Hamilton Reduction Works, New York, and it is probably on the strength of this that during the past few days the holders of stock have stiffened their prices. It has not transpired when the stock will be put on the market, but it is not likely to be floated until the mine is fully developed.

The Argyle Company is actively at work, and recent advices are to the effect that the results so far obtained are most encouraging.

The Keewatin company have entrusted the development of their Hay Island property to Mr. John T. Nagle, a miner who acquired his education in California and Nevada. When he was superintendent of one of the Nevada mines

he had the famous Mark Twain under him, as chief engineer of an Irishman's locomotive. Mr. Nagle has seen too much of the ups and downs of gold mining to be over sanguine. In a conversation recently with the writer he said in a quiet way that he was perfectly satisfied with the prospects ahead. He had made four openings upon the vein and three of them showed rich pay streaks, the veins running in such a way as to satisfy him that the deeper he went the richer he would find the rock. He has a gang of twenty men, with a full winter's outfit, and as soon as possible will put on a day and night shaft. While the element of uncertainty is never wanting in gold mining, Mr. Nagle says that he never saw a country where there was less chance of failure than the Lake of the Woods mining belt.

A correspondent writing from Rat Portage says: "At table I hear a great deal of talk about mining here, and everyone has a great opinion of the country for gold. One old fellow this morning said he had been twenty years connected with gold mining and he never struck a country yet which promised so fair as this one round here. He says that before two years this will lick any gold country ever was opened.

Work is being vigorously prosecuted upon Big Island, in Lake Winnipeg. The close of navigation and the failure of ice to form prevents communication with the mine, so it cannot be said whether or not the development of the mine is bearing out the promise of the essays. Altogether the mining outlook is most encouraging, and with the development of their mines it may be expected that the eager eye of the gold-hunter will be found upon the North-west.

The Montreal Gazette recently published the opinion of a British flax spinner who employed 200 operatives, regarding England's decline in the branches of manufacture. He says to go to Lille and other Continental manufacturing centres, and see the factories working 72 hours a week, then cross to England, only three hours' sail, and see that our mills can work only 56 hours. A few years ago, when Britain led the van in manufacturing power, her most severe critics never hinted at her want of technical knowledge. During busy times misguided philanthropists got up a cry for shorter hours, and they have not now the candor to admit that they have rendered many of our staple industries entirely unremunerative, but they turn round and say the depression arises from our want of technical education. I know that the spinners of Belfast are as scientific as ever they were, but how can they compete with 56 against 72 hours? Tons of foreign woollen and linen yarns arrive weekly on our shores. The flax and woollen trades have never raised their heads since the last Factory Act. This is the true cause of depressed trade and low wages.

This is rather a strong comparison of facts versus philanthropy, and no doubt throws some light on the question of foreign manufacturers competing in English markets with the goods made in the country.

It is always the case in industrial countries that philanthropy, when applied to labor, reaches only that portion which is included under the head of manufactures. Those em-

ployed in mercantile or clerical pursuits are allowed to pass unnoticed. Even the English Factory Act, comprehensive as it is, deals only with one section of the difficulty, and fails utterly to give protection to a very large proportion of the working classes. Special legislation of that class is a direct interference with the law of supply and demand, and does not leave the labor market clear and open to either employee or employer. The result is that in America as well as Britain there is less of a feeling of mutual interest between labor and capital in manufacturing branches than in any other field where labor is employed. This is specially evident in the North-west, and particularly in the city of Winnipeg. The merchant's employee has no limit to his hours of labor, while the mechanic class have their stereotyped hours from which they will not vary. It may be only a coincidence, but it is a remarkable one, that the employes of the mercantile class as a rule share more in the success of their employers. It is more likely, however, that this is the result of interests and endeavors being more mutual.

Free Canals.

From among the incomprehensible jumble of influences which gave such a decided result to the recent vote of the State of New York, one question of great commercial interest was decided by the election returns, namely that of the abolition of tolls or portages on the canals in that state. By an overwhelming majority the votes of the Empire State demanded free traffic along the great system of artificial waterway which New York possesses. At first sight this vote would seem to affect only a local question, and abolish a code of charges on traffic, which had proved burdensome and a hindrance to the increase in the state's inland navigation. A closer examination of the question will show that it has bearings upon the whole system of traffic to the Atlantic seaboard from the Western states, and will have an effect upon Western Canadian traffic also, and particularly that of the North-west. It places the United States at an advantage in the carrying of freights to the seaboard. With the Erie Canal open for free navigation, it is time some steps were taken of a similar nature in connection with the Welland Canal, the Lachine and links of the St. Lawrence canal system, so as to retain the traffic of Canada through its own territory. With the opening of lake navigation next spring a complete system of combined rail and water transit will be available through Canadian territory from Manitoba and the North-west to the ports of the maritime provinces. Before the North-Shore division of the C. P. R. can be constructed the grain traffic from the North-west will have grown to some magnitude, and will be worthy of the attention of individuals or corporations engaged in freight carrying either by land or water. It has been the policy of the present Dominion Government in connection with the C. P. R. agreements to use their efforts for the retention of all Canadian traffic within Canada and by Canadian channels. If they hold to such a policy in connection with railways, they should extend it to waterways

and a good step towards that would be by legislation which would place Canadian canals free of tolls or portages.

An Elevator System.

Mr. Wm. Ogilvie of the Ogilvie Milling Co., has been making a tour of inspection over the different lines of the C. P. R., with a view of establishing a regular elevator system at the most suitable points, for the purchase of wheat for the company's mills, and for shipping to Eastern points. Exactly where these elevators are to be located, we are not in a position to state, but we have been furnished with an outline of the plans of the company. At Winnipeg they will erect one elevator of from 75,000 to 100,000 bushels capacity. Along the main line at different points west of this they will have five smaller elevators, and at different points on the South-western branch either three or four others. Each of the country elevators will have a capacity of from 30,000 to 50,000 bushels, and all will be furnished with steam power and the most modern appliances for grain cleaning purposes. The contracts for the construction of all will imply their being finished and ready for operation by the fall of 1883, so that the next year's crop can be handled as soon as threshed. The whole system when finished will supply storage for over 350,000 bushels of grain. The Point Douglas mills of Ogilvie & Co. at Winnipeg, could, if running full for 300 days in the year, use up nearly 1,000,000 bushels of wheat annually, so that the projected elevator system will be all required to furnish a supply for these mills.

French Silk Production.

On this subject the *Journal of Fabrics* of Halifax, England, of October 12th, says the production of silk in France dates from the commencement of the seventeenth century, but it is only from the middle of the eighteenth century that sufficient information is obtainable to estimate its real importance. From 1760 to 1780, the annual average crop of cocoons amounted to 14,520,000 lbs., representing a value of £660,000. After the revolution of 1789, the production was neglected, on account of the introduction of cotton, at the expense of silk goods. It was not until 1820 to 1830 that a serious revival took place, bringing the annual production up to 23,760,000 lbs., representing a value of £1,770,400. From 1830 the production was very rapidly developed; it attained, from 1841 to 1845, an annual average of 38,500,000 lbs., yielding a total revenue of £2,660,000 yearly. The greatest production, however, was in 1853, in which year it rose to 57,200,000 lbs., valued at £4,680,000. After 1865, the disease of the silkworm, which had already existed for some time, reduced the crop of cocoons to 16,500,000 lbs., but the price at that critical moment being about 3s a pound, the revenue obtained amounted to £2,475,000. During the past fifteen years the crop has experienced enormous fluctuations, from 36,160,000 lbs. in 1866, it fell to 17,768,000 lbs. in 1869; in 1870 and 1871 it rose again to 22,000,000 lbs. During the three following years it fell from 19,800,000 lbs., to 17,600,000 lbs.; and in 1875 attained

24,000,000 lbs. In 1876 it fell to 5,250,000 lbs.; and in 1877 the amount exceeded 20,400,000 lbs. Finally, the production, in 1878, amounted to 17,600,000 lbs.; in 1879, to 11,000,000 lbs.; and in 1880, to 14,300,000 lbs.

Mining Exchanges.

The *Mining Review* of the 11th inst., has an article upon this subject, which speaks more truly than pleasantly regarding mining stock speculations. As there is every probability that we will soon have active and paying mining operations going on in the Lake of the Woods country, and a mining stock exchange in the city of Winnipeg, we now call an extract from the article which says:

The management of the Mining Stock Boards at the present time is one that is past comprehension if considered in connection with the mining interest, from which it is generally supposed they derive their support and existence. The Mining Exchanges have been borne along upon the prosperous tide of mining speculation, and reaped large harvests from the industry of mining, until over-stepping their legitimate field of operation, they attempted to become the head and to manipulate producing mines as a bellows to depress and inflate the price of stock, as self-interest should dictate. This prostitution of a productive industry to speculative purposes, met with the usual result, and after some costly experience, people learned to discriminate between the true and the false.

That there is a legitimate place and work for Mining Stock Exchanges, in connection with mining, is established beyond a question, but whether those Exchanges, at the present time, are performing the work that is justly required of them to entitle them to the support and confidence of those interested in the legitimate development of mining as a productive industry, is not so well established.

Bogus Brandies.

The abominations which are sold in the Province of Quebec as genuine French brandies, are being shown up at present by the press of that province. A correspondent of the *Montreal Journal of Commerce* in a letter on that subject enumerates a lot of *bogus* brands which are meant to mislead the uninitiated into the belief that they are the manufactures of well-known French distillers, to whose names they bear a clumsy resemblance, but differ enough to be beyond the reach of prosecution for fraudulent imitation. The brands he names are "Jules Defour & Co.," "Eugene Drost & Co.," "Charles Roult & Co.," "Renault Freres," "Finet, Fils & Cie.," "Onard Freres," "Gagnon Freres," etc., some of which have doubtless found their way to Winnipeg, if we are to judge from the quality of the liquids supplied at some bars in the city.

It is very difficult to get a law passed to prevent adulteration of ardent spirits, especially in a country where prohibition is advocated by many as a cure for the evil of drunkenness; but a great deal can be accomplished by wholesale dealers making every endeavor to uphold the respectability of the liquor business, and in fact it is only upon such endeavors that we must depend as a preventative to adulteration.

The Commercial

WINNIPEG, NOV. 21, 1882.

WINNIPEG LUMBER INTEREST.

From time to time, during the past summer and fall, statements of a misleading nature have appeared in print regarding the lumber interest of Winnipeg, much to the annoyance of the manufacturers and dealers connected with that branch of business, and some of these same statements have been of such an exaggerated character, that an inquiry into the actual facts places them in the position of the most awkward kind of guessing. Lumber mills have as a rule shut down for the season, and the exact figures regarding manufactures and importations are not a matter difficult to obtain, especially as every facility has been afforded the representatives of THE COMMERCIAL in securing the same by the dealers and manufacturers interested.

In reaching statistics on this branch of trade we cannot give exact figures regarding lumber that may have been imported by private individuals or firms for their own use, nor do we include the different classes of hard wood used in carriage and furniture manufacture, but our figures only represent sawed and dressed lumber, which has been or is being used for building and such purposes.

In local manufactures only one saw mill has run steadily during the season, and its products, since the opening of 1882, amount to 9,000,000 feet, 1,000,000 of which was oak. Other two manufacturers who have only run for a small portion of the season, have produced 4,500,000 feet, making the total product 13,500,000 feet. The lumber purchased at other mills in the North-west and handled by parties in Winnipeg figures up to 12,500,000 feet, making the gross trade in domestic lumber for this city during the present year 26,000,000 feet.

In reaching figures on lumber imported from Ontario and the United States, we have consulted the lumber dealers and manufacturers of the city, and their aggregate importations for the season reach 29,500,000 ft. The heaviest importer of the twelve has a gross of 10,000,000 feet, and the lightest was 750,000 feet. The amount imported by private parties we can only approximate, but we believe we are safe in fixing the figures at 3,000,000, which would bring the gross imports of

the season up to the present date to 32,500,000 feet. In these figures we do not include importations made by the Canadian Pacific Railway direct, and the aggregate of these which have passed through Winnipeg must reach several million feet for building purposes, not to mention the millions of ties and other rough lumber. The total lumber trade for Winnipeg for 1882 up to the present date is somewhat in the neighborhood of 58,500,000 feet, when we confine ourselves to transactions of purely commercial parties, and it must be remembered that the importations for the year are not completed, and when they are the figures will probably reach 65,000,000 feet.

Accepting these figures as representing the lumber business of 1882, let us look ahead and see what the prospect is for 1883. The local dealers and manufacturers have arrangements made for getting out the following quantity of logs during the present winter. For the use of the mills of the city about 16,000,000 feet, to which must be added 7,000,000 feet now on hand, with which to commence operations as early in spring as possible. Thus a total of 23,000,000 feet of logs will be at the disposal of city manufacturers, which is within 3,000,000 feet of the capacity of their mills. There are seven mills who have contracted their products for the Winnipeg market for 1883, and the gross capacity of these for the season is somewhere near 70,000,000 feet. Arrangements have been made to get out for these mills during the winter over 57,000,000 feet, or within 13,000,000 feet of their capacity. These figures give a grand total of 78,000,000 feet of lumber manufactured in the North-west, which will be available for the Winnipeg market during 1883. Should the importations from the United States and Ontario for that year show a corresponding increase over 1882, they would reach over 97,000,000 feet, which would raise the total lumber trade of Winnipeg for the coming year to 175,000,000 feet, or nearly three times as great as that of the present year. There is reason to believe, however, that the imports of 1883 will not increase as rapidly as local manufactures. The milling capacity of the North-west has made rapid growth during the present year, and railway communication has, and is still opening up lumber districts of the country which have hitherto been closed to the Winnipeg market. Making a liberal

allowance for the gain which local manufactures will make on imported goods there is every reason to believe that the supply of lumber available for the Winnipeg market in 1883 will not be less than 130,000,000 feet. These figures seem almost fabulous, but they are based upon carefully collected statistics, and are certainly not in any way exaggerated. The lumber trade of a new city is one of the most reliable indexes to its prosperity, and with the foregoing figures before us we may with safety challenge any city on the American continent, or in fact in the Universe, to show such unmistakable signs of rapid growth and development.

OUR RIVAL STOCK EXCHANGES.

If competition is the life of trade Winnipeg is going to have some life in connection with the establishment of a Stock Exchange. Two companies are in the field for the honor of attending to the city wants in that line, and from the notices in the *Gazette* of October 3d, the aims and objects, and even the names, of the two companies are so much alike, that it is difficult to see how both can secure a charter. The most marked difference between the two is the amount of capital stock in each, one being \$50,000 and the other \$10,000. It is unnecessary to state to those who have had any experience in stock exchanges that the capital of either is altogether inadequate to what the wants of the city will be within a short time from the present date, unless the operations of both institutions are to be very limited in their scope.

In the organizing of both of these companies, it is evident that sufficient publicity has not been given to the proceedings, and sufficient opportunity has not been allowed for the general business public to express their views upon what the city requires. No person will deny the right of a number of men, under the laws of this province, to join themselves together and apply for a charter for the conduct of any legitimate business, but the moment these men attempt the organization of a stock exchange, they are touching a matter in which every business man in the city holds certain rights, and the rights of the public must be looked after in preference to those of any limited number of individuals wishing to form a company for the purpose of making profits on their investments. One of the companies made an attempt to remedy the evil we com-

plain of, by opening their list of stockholders for further subscriptions, and increasing their proposed capital from \$20,000 to \$50,000. This move, unfortunately, was too late, as the second had by that time made considerable of their arrangements for organization, and as both were absolute in their claim to a right that belonged to neither, but to the business public of Winnipeg generally, the two companies are now before the provincial government asking a charter for the same object.

There have been instances of rival stock exchanges in other cities, and notably San Francisco, where two were co-existent for many years. In Manitoba the granting of a charter for such a purpose implies the giving away of a much greater public privilege than it does in the State of California, and the company obtaining such a charter should be one formed solely with a view of promoting public good. As already stated neither company is organized upon a scale of magnitude in keeping with the wants of Winnipeg. A number of men may form themselves into a company with a capital of \$10,000 for the purpose of dicker and dabbling in bank and railway stocks, and no person has any right to complain, but when they claim for themselves the name of Winnipeg Stock Exchange, the claim appears insolently assumptive, if not ludicrously absurd. After comparing the organization and its capital stock with the great and promising city whose stock transactions it would seek to control, we are very forcibly reminded of the old fable of "The Frog and the Bull."

PROTESTED DRAFTS.

If there is any matter connected with the financial affairs of Manitoba which calls for legislation it is in connection with the protest of drafts. At present the power of protesting a draft is of a very absolute nature, and is often the cause of great injustice to business men in this province. No person can complain about the protesting of an accepted draft, no matter how promptly the protest may be carried out, but in the case of an unaccepted draft it seems as if the power allowed to the party making the same is much too great. A creditor in the East can draw upon a debtor in this province and if the draft is not honored can cause the same to be protested without the debtor ever accepting or signing the same.

This law may work well enough in old centers of trade, where goods leave the sender and reach the consignee in a few days. But in the North-west goods are often weeks and even months in transit, and not unfrequently drafts are presented before they have arrived. In such a case the consignee is, to use the old saying, "Between the devil and the deep sea." If he accepts the draft he has no recourse for any deficiency in the goods in transit, and if he refuses to accept he is liable to have his draft protested. The hardship is even greater when the creditor is a resident of the United States. In the Eastern provinces there is some means of recovering an over payment by a simple process of the law; but in the majority of the United States a resident of Canada cannot sue a local individual or firm without furnishing bondsmen for the amount, and in some States double the amount sued for. To follow up a matter of this sort in the United States therefore, would in nineteen cases out of twenty, cost more than the amount in question.

Numerous good and honorable business men of the North-west have had drafts protested and their credit injured in this way, and often when the parties who have drawn upon them have not understood the circumstances, and have been truly sorry for the occurrence afterwards.

It may seem an extreme position to take, but we believe the commercial wants of the North-west demand a law which would place it beyond the power of any distant creditor to protest an unaccepted draft.

TARIFF AND GRAIN PRICES.

The question of tariff versus free trade is being freely discussed at present by the country press of Ontario, and in looking over the columns of some of the journals published in that province, the student of commercial questions cannot refrain from a smile at some of the ludicrous assertions and comparisons which are set forth for or against the national protective policy. In the more prominent journals, where the bearing of the policy upon general trade and manufactures is discussed, there is nothing very remarkable, beyond the usual stock of argument indulged in by parties who differ upon this important point; but when the interests of the farmer, and the effect of the tariff laws upon grain prices are discussed, the arguments used are often of the most

ludicrous description. Scarcely two journals who have taken up the subject can agree as to the comparative prices of grain in 1878 under a free trade system, and in 1882 under protection, although the champions of either policy claim that the price has been raised or lowered as the case may be by protection. It seems as if the fact that Canada is an exporting country in the commodity of grain, had never dawned upon the minds of these would-be political economists, and that the demand from the crowded nations of Western Europe, where the surplus grain of this continent must find a market, is what must rule the price of grain in the eastern provinces of this Dominion. It is true that at intervals a protection or free trade policy may have their effect upon the home market, but this occurs only under exceptional circumstances, while in the general run of business the reports of the *Mark Lane Express* or the telegrams of Beerbohm are all powerful in causing fluctuations of the produce barometer of the American Continent. Speculative rings may for a time interrupt this natural state of affairs, but even speculators in any grain center of America watch very carefully the Liverpool reports and are very cautious about bulling the market, when grain is above the shipping margin of Liverpool quotations. The question of protection or free trade certainly occupies but little of the attention of the speculative class of grain dealers, and while a free trade market is open in Britain for the products of the Canadian soil it is impossible for the political economist as well as the commercial student to see the connection in this matter which our Ontario contemporaries wish to show forth. There is no use in denying the fact that the grain purchasers of Britain control the grain markets of America, and many who have been skeptical upon that point have paid dearly for their skepticism. Many will remember the corner attempted in 1879 by a New York syndicate headed by James R. Keene and Jesse Hoyt, and how disastrous was the failure which attended the attempt. With millions of money at their disposal, and a general failure of European crops as a favorable circumstance, this ring were unable to force European purchasers to pay extortionate prices for American grain, and the corner they attempted to form cost them several millions of dollars. This was only

one of the many instances where an attempt to improve upon the law of supply and demand brought disaster; and while the supply is here and the demand in Europe, similar attempts must invariably prove abortive.

In Manitoba at present the tariff certainly has a marked effect upon the price of grain, and so far as this season has gone it has been a very favorable one for the farmer. Were there no tariff laws, either in Canada or the United States at present, the Minneapolis market would in all probability rule the price of grain in Manitoba, and that would make quite a reduction in present prices. Wheat here sells now within 18 cents of Minneapolis quotations, and there have been times during the past six weeks, when it was within ten or fifteen above a shipping margin. Oats now sell ten cents above Minneapolis prices, and have lately been fifteen cents above. In almost every other product of the province the price has been favorable to the Manitoba agriculturist this season, and if we are to judge by the present tendency of the American grain markets they will remain so. The case of Manitoba is an exceptional one however, owing to the heavy local demand and limited supply of certain grains, and the lack of short and direct railway communication with the Atlantic ports. The construction of the Canadian Pacific Railway will supply this in time, and when the railway links are completed Manitoba grain will then be subject to the demands of over-crowded Europe, although there is great reason to be, even that it will find its way to the Atlantic much more cheaply than that produced in the American districts of the North-west.

THE RAILWAY STRUGGLE.

Last issue we had reason to record a heavy cut in passenger rates between St. Paul and Minneapolis and Chicago. The lowest fare between the cities mentioned was then \$3, but in their eagerness to injure each other, the different lines have again dropped fares, and passengers can now travel from St. Paul to Chicago for \$1.00. The cutting of freight rates has not as yet gone very far, although a bitter contest in these is soon expected, and the probability is that secretly some of the competing lines are now quoting greatly reduced rates.

As we stated in a former issue, this railway war is not simply a quarrel over

minor points, but it is a struggle between one powerful combination which has had pretty much of a monopoly of the North-western traffic, and another equally powerful, which is determined to have a full share of that same traffic. Nor does the trouble end here, for all of the competing lines have intermediate points to which passengers travel on through tickets, and this interferes materially with railways which have not as yet entered the contest. It is not improbable, therefore, that all the six powerful companies whose lines head from Chicago westward to Omaha, may yet find themselves compelled to enter the struggle, and in that case a war of a most disastrous nature must ensue. No doubt the public generally would profit in a temporary way from such a struggle, but they would have to pay in the long run the losses sustained by the different railway companies, and really gain nothing. Besides this, in a struggle where exceptional rates are made, discrimination will always take place, and in that event the small shipper will be the sufferer, while the heavy shippers will reap all the advantages. It is really to be regretted that railway managers should allow impulses of a puerile nature to get away with their better judgment, and cause them to engage in a struggle which makes them the laughing stock of disinterested onlookers.

Winnipeg Wholesale Trade.

AGRICULTURAL MACHINERY.

Already the wholesale dealers of this branch are beginning to send out some of the implements for next spring's trade, and others are busily engaged preparing for the reception of new stock. The demand from all points west of this promises to be very heavy, and dealers are hopeful of a great increase on the past year's trade. Sleighs and cutters are still in lively demand, and the snow of the past week has brought in some second orders. Regina has made some heavy demands during the week, and other new towns have helped to swell the general volume of business. There is every probability that the supply of sleighs and cutters at the disposal of the wholesalers will fall far short of the actual wants of the country during the winter.

ROOTS AND SHOES.

Trade still keeps lively in this branch, and some unusually heavy orders for this time in the season have been received during the week. From new western towns a steady demand comes, and there seems to be no prospect of its falling off for some time. Wholesale houses find their stocks to be very small now, and the past week has proved that in several lines there will be quite a shortage. From the orders of

the past week it was evident that retailers had underestimated the probable trade of the season and it now seems as if wholesalers had made the same mistake. Besides good trade the leading houses report collections in the country good, and a feeling of confidence all through the trade.

CLOTHING.

In this line there is still a large volume of business being done, although the season should be over by this time. The past week has been one of great activity, and a great number of both city and country orders have been filled. Some consignments of goods which should have been in the market by this time, have been delayed by rail, causing quite a scarcity in several lines of goods, and also a great amount of annoyance to both wholesalers and retailers. From this branch of business complaints are most bitter against the C. P. R. and especially the Cartage Company. Country collections are reported improving.

CROCKERY AND GLASSWARE.

Reports from this branch are of the most encouraging description. In staple goods there is a steady good demand, and in fancy glass and china wares trade has brisked up very much. The holiday trade has now fairly opened up, and wholesale men have the prospect of a rushing business for the balance of the year. The demand from the country for expensive goods is still much heavier than the anticipations of this Fall.

DRY GOODS.

The report of the week from this branch is a very hopeful one. Town trade still keeps reasonably brisk, and retailers' orders for sorts are numerous. Several travellers are now out, and they are sending in a steady stream of orders from the country. Wholesalers talk in the most hopeful strain of the present prospect, and calculate that the season's trade will run into December. Quite a number of lines of goods will doubtless run short of the season's demands.

DRUGS AND CHEMICALS.

During the week considerable extra life has been infused into this branch of business, and orders have been coming in from numerous points west as far as Edmonton and Prince Albert. The territory of the local wholesalers is fast extending, and during the week orders have come from several new points. Dealers predict a prosperous winter, and state that the rush of last week is only the opening of a continued busy season. Prices of goods hold firm, and there is a tendency on the part of Eastern manufacturers to make advances. Fortunately local houses are well stocked.

FANCY GOODS AND SMALLWARES.

In this branch as in all others where holiday goods are being handled, there has been considerable bustle during the past week, and the present has opened with the promise of a continuation of the same. This department of the trade may be said to be opening for the season, but the trade in staple goods is also steadily good, and business altogether is in a very satisfactory state. The city trade for Christmas goods has not fairly opened, but country orders of that class have been coming in very freely. The estimates of the season's trade are of a hope-

ful character, and will doubtless be fully realized.

FISH AND POULTRY

Trade in this line is reported as rather quiet for the past week. There has been no increase in the demand for fresh fish, and the supply of lake trout and white fish is plentiful. Prices of these have made no change since our last report, and are quoted, the former at 11c and the latter at 9c. Smoked salmon and eels are in the market and remain unchanged in prices. There has been no addition during the week to the variety of dried fish. Oysters are in steady demand, and with the cold weather to insure their easy preservation, have been arriving in liberal consignments. In bulk prices are still the same, namely, \$2.50 to \$4 per gallon. In cans quotations are, counts, 75c, selects, 60c, standards, 50c. Dressed turkeys and chickens are becoming more plentiful, but there has been no reduction in prices, and with the drop of the previous week, they have probably found a resting place for some time to come. 25c has been the steady quotation during the week.

FRUIT.

There have been no novelties added to the market in this line during the week, if we except some fine sample boxes of California raisins, which may be expected soon in quantities. There have been very few changes in prices of any fruits, and oranges are now out of the market, there being none in the city. Apples have stiffened up a little, and while prices still range from \$6 to \$7 a barrel, some choice Canadian specimens are quoted at higher figures. The supply on hand is limited, and there is a probability of an early advance. Lemons are quoted at \$8 to \$7 a case, with very little demand for them. Figs in boxes are quoted at 20c per pound and have sold freely. California pears are quoted at the same figures as the previous week. Almeria grapes are still plentiful and have sold at \$10 a barrel. Cranberries are now general over the city, and have sold during the week at \$16 a barrel. Trade in fruits has livened up very much during the past ten days, and wholesale dealers predict a busy time for the balance of the winter.

FURS AND HIDES.

There is still no business of any moment in raw or dressed furs except in a manufactured state. The demand for green hides has not been so active during the week as during the one previous, and prices have eased off a little, 6c to 6½c have been the prices quoted for several days. There has been an active demand for pelts, and prices have held firm. Scarcely any have been sold less than 40c during the week, and 50c is offered for good Octobers. Dealers expect the demand for hides to liven up again in a few days, and believe the weakness of the past week was only temporary.

FURNITURE.

Some dealers in this line report trade as being steady and good, while others complain of a quietness. One leading house reports heavy orders from western towns, and the prospect of a rushing business for the balance of the season, and at present they have more orders than they can attend to. Notwithstanding one or two

reports of a quiet feeling the trade generally is livening up and promises well for the coming week.

FUEL.

Both in wood and coal there has been a slight advance of prices during the week, but the sudden rise in the price of coal so frequently reported has not taken place, and the actual advance has only been 75c a ton on anthracite, while bituminous has remained the same. With the steady cold weather the demand for all classes of fuel has rapidly increased, and the supply of wood is as yet very limited. The street market has supplied only about 15 to 20 loads a day, while that by rail has not been heavy during the week, although extensive cutting is now going on at different points, and with more snow to make good sleighing, a better supply will be forthcoming. Dry poplar in car lots is quoted at \$9 and tamarac at \$10. Anthracite coal is quoted at \$13.75 a ton on track; bituminous for grate purposes, at \$13.50, and for steam purposes at \$12.25. There is very little prospect of any advance on these prices, although the competition in coal has not been carried on during the past few days with the keenness of former weeks.

GROCERIES.

In this staple line business has been steadily good during the past week. In every branch there is activity, and country orders have been numerous; Edmonton having supplied a good share of the demand. The extreme west has figured prominently in the sales of the week, and quite a few new retailers are reported for opening orders. Collections are improving from all directions, and a prosperous state of business for the balance of the year is generally looked for. Prices have made no material changes. Sugars are quoted: Yellows 11c with an upward tendency; Granulated 12c, showing some weakness; Paris Lumps 12½c; Green Coffees are quoted: Rio 15c to 17c; Government Java 22½c to 25c, with a tendency towards a decline. Dried Apples are quoted at 11c, very scarce and liable to advance.

HARDWARE.

Trade is reported generally quiet in this line for the week, although trade cannot be considered dull. There has been a reasonably good city trade, but orders from the country are not numerous or very heavy. As soon as crops begin to be generally marketed a rush in domestic goods is expected, and the prospect is good for the balance of the winter. The demand for goods for building purposes is gradually falling off with the advance of cold weather. Collections are reported generally good.

LUMBER.

Although building operations are gradually falling off, the demand in this trade is still very active, and dealers have numerous and heavy contracts yet to complete. Mills over the country generally have shut down for the season, and the stock on hand for further demands is liberal but not too heavy. Prices remain the same as the week previous: Sheeting, \$28; common dimension, \$30 to \$32; fencing, \$28 to \$34; stock, \$33 to \$40; flooring, \$35 to \$45; partition, \$45 to \$50; graded clear, \$50 to \$70; shingles, \$4.50 to \$6; lath \$5.

STATIONERY AND PAPER.

Country trade in this branch of business holds steadily good, while the city trade for the holiday season is beginning to move. From numerous western points orders have been received by mail, and the area of the trade's operations is steadily widening. The present state of business is expected to hold until Christmas.

WINES AND SPIRITS.

This branch of trade is reported as being rather quiet during the week. The city trade has not been very brisk and a falling off in country business has also been noticeable. The trade for Christmas and New Year is expected to stir during the present week, and several weeks of rush are then expected. Collections are reported free.

THE MARKETS.

WINNIPEG.

GRAIN AND PROVISIONS.

The snow which has fallen during the last ten days has made hauling good for farmers all over the country, and receipts of grain, especially of wheat, have increased very rapidly within the past week. By rail there has been an average of about ten cars a day of wheat, while the street receipts have been correspondingly heavy. Mills are now running full, and for the first time this season millers are in a position to ship flour in quantities to Eastern markets. Wheat prices have as a natural consequence declined considerably, and the softer qualities have been sold at greatly reduced prices. Oats are being received liberally, but have held firm in price. Only one car of barley has been received during the week, while the street receipts have been light. The quality has been much inferior to what was received earlier in the season, which dealers attribute to want of stacking and other deficiencies in care, which are absolutely necessary to preserve the color of this grain. Not a bushel of buckwheat or flax has been received during the week, although both are wanted at good figures. Rye is almost as scarce, but there is no local demand for it and its want is not felt.

WHEAT.

Early in the week the finest hard Fife brought as high as 85c, but near the close 80c to 82c were the regular figures. Soft grades have sold as low as 72c, and they are very little in demand at the reduced figures. The shipment of wheat to the Eastern markets by several firms will commence now, and lower grades will soon find a more ready market.

OATS

have sold during the week from 45c to 50c on track, and street receipts have brought as high as 50c. There is no scarcity in the supply, and a weaker feeling was evident during the last few days.

BARLEY.

The highest price paid for this grain during the week was 60c, and the lowest 50c. The quality generally has not been good, and higher figures could be obtained for really bright samples, but it is thought that very little of a good quality is now held in the country.

FLOUR.

The shipping season may now be said to have opened with the millers, and this past week some ten cars of flour have been forwarded from this city to the Eastern merchants. Millers have a plentiful supply of wheat, and with the prospect of good roads there is no likelihood of any falling off in the same. In addition to the car lots for the East, 1000 bags were shipped for Lake Superior points on Friday, which is for

contractors' supplies on the North-Shore division of the C. P. R. The local demand is still steady and good...

BRAN.

There has been an unusually heavy demand during the week, buyers being afraid of further advances taking place.

SHORTS.

A good demand exists in this product and prices have advanced somewhat during the week. Quotations are now \$14 a ton...

BUTTER.

There has been a steady increase in the receipts for the last week, but the demand has had a corresponding growth...

EGGS.

The consignments from Iowa are still on the market and are selling at 33c. During the week several heavy consignments have reached the city from Ontario...

BACON.

There has been a downward tendency in the product during the past week. The market has been better stocked than for some time previously...

HAMS.

The demand for these has been active during the week, but prices, as in all other pork products, have a downward tendency...

MESS PORK.

There has been a steady decline in the price of this product during the week, and the stock in the city has at the same time been growing less.

CORNERED BEEF.

The demand for this product has increased a little during the week, but in sympathy with pork prices have declined somewhat.

CHICAGO.—TUESDAY.

Table with columns for WHEAT, CORN, OATS, PORK, and LARD, listing prices for various grades (e.g., Opened at, Highest point, Lowest point, Closed at) for Nov and Dec.

WEDNESDAY.

Table with columns for WHEAT, CORN, OATS, PORK, and LARD, listing prices for various grades for Wednesday.

Thursday's market was more active in grain generally, and wheat held firm during the day. Corn weakened a little near the close.

WHEAT.

Table with columns for WHEAT, listing prices for various grades (Nov 93 1/2, Dec 94 1/2).

CORN.

Table with columns for CORN, listing prices for various grades (Nov 60, Jan 54).

OATS.

Table with columns for OATS, listing prices for various grades (Nov 30 1/2, Dec 35 1/2).

PORK.

Table with columns for PORK, listing prices for various grades (Nov \$17.42, Jan \$17.50).

LARD.

Table with columns for LARD, listing prices for various grades (Nov 11.62, Dec 10.90).

Friday's market was an exceedingly dull one in grain. Wheat had few fluctuations, and corn was weak and tending downward.

held steady, and closed slightly firm. Quotations were :

WHEAT.

Table with columns for WHEAT, listing prices for various grades (Nov \$ 93 1/2, Dec \$ 94 1/2).

CORN.

Table with columns for CORN, listing prices for various grades (Nov 60, Jan 54).

OATS.

Table with columns for OATS, listing prices for various grades (Nov 30 1/2, Dec 35 1/2).

PORK.

Table with columns for PORK, listing prices for various grades (Nov \$17.42, Jan \$17.50).

LARD.

Table with columns for LARD, listing prices for various grades (Nov \$11.62, Dec 10.90).

Saturday's market was steady on wheat; corn was irregular and unsettled, and pork was weak and lower.

MINNEAPOLIS.

The market were active on Tuesday and considerable wheat changed hands on grade at about 1c above the figures of yesterday.

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

CORN—Was quoted as follows: No. 2, 69c@71c, Rejected 65c@68c, New 60c@62.

OATS - Prices on 'change to-day were : No. 2 white, 35c, No. 2 mixed, 34c, Rejected, 31c@33c.

FLOUR—Quotations: patents, \$6.25@8.50; straights, \$5.25@5.75; clears, \$5.00@5.25;

BRAN.—Free on board, \$7.87@8.00 bid per ton in bulk. \$8.00@8.50 asked; in sacks \$9.50

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

Business was a shade less active on Wednesday, owing to the small offerings. The parties that were bearing wheat a few days ago and selling No. 1 hard at 100 1/2 were offering none to-day.

MINNEAPOLIS.

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

No. 1 hard	\$1.02	No. 2	87c@92c
No. 2 hard	96c@98c	No. 3	75c@85c
No. 1	95c@98c	No. 4	65c@72c

CORN was quoted as follows:—

No. 2	62c@71c	Rejected	65c@68c
New	62c@62c		

Nominal.

OATS.—Prices on 'Change to-day were:

No. 2 white	35c	Rejected	31c@33c
No. 2 mixed	34c	Samples from	31c@35c

Sales by sample at 32c.

FLOUR.—Quotations: patents, \$6.25@6.50; straights, \$5.50@5.75; Hinkle's Gold Dust \$5.00@5.25; do. inland, \$5.25. The market is unaltered.

BRAN.—Free on board \$7.50@8.00 bid per ton in bulk, \$8.00@8.25 asked; in sacks \$9.00@10.00, nominal. Considerable offered, but the demand is good. Some sales at \$8.

SHORTS.—Were quoted at \$9.00@10.00 according to quality. The feeling steady. Fair offerings. Some good offered at \$10.

Business was very quiet on change on Friday. Buyers of No. 1 hard were again in the majority. Sellers at current quotations were scarce. 105 was asked for Jan., 104 bid; 104 was asked for Dec. in A 103½ bid. Bran and coarse grains were steady at previous quotations. No telegraph markets to-day.

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

No. 1 hard	87c@91c	No. 2	87c@95c
No. 2 hard	90c@1.00	No. 3	75c@85c
No. 1	95c@1.00	No. 4	65c@72c

CORN was quoted as follows:—

No. 2	62c@70c	Rejected	65c@68c
New No. 2	62c@65c	Rejected	50c@55c

OATS.—Prices on 'Change to-day were:

No. 2 white	34½ to 35c	Rejected	31c to 33c
No. 2 mixed	34 to 34c	Samples from	31c to 35c

Sales by sample at 33 to 34½; 2 cars No. 2 at 34.

FLOUR.—Quotations:

Patents	\$6.25 to 6.40	Cleats	\$4.90 to 5.15
Straights	5.25 to 5.75	Hinkle's Gold Dust	5.40

Inland \$5.25. Steady and quiet.

BRAN.—Free on board \$7.57 to \$8.00 bid per ton in bulk, \$8.00 to \$8.50 asked; in sacks \$9.50 to \$10.00, nominal. Considerable offered, but the demand is good. Some sales at \$8.25. Market steady.

SHORTS.—were quoted at \$9 to \$10 according to quality. The feeling steady. Fair offerings. Some good offered at \$10. Sales at \$9.75.

The wheat market was active on Thursday with liberal sales on the basis of 103½ to 103¾ in store. There was a good demand for sound No. 2 corn at 62 to 65; rejected and no grade 45 to 55. Oats steady though rather weak. Mill-stuffs quiet but firm at quotations. Hay weak, ranging from 7 to 8.50 per ton.

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

No. 1 hard	1.04	No. 2	87c@95c
No. 2 hard	96c@1.00	No. 3	75c@85c
No. 1	95c@1.00	No. 4	65c@72c

CORN was quoted as follows:—No. 2, 68c to 70c; Rejected 65c to 68c; New No. 2, 63c to 55c; rejected 50c to 55c. Sales, 11 cars new Kansas at 65; 3 cars at 62 on track.

OATS.—Prices on 'Change to-day were:—No. 2 White 34½ to 35c; Rejected 31c to 33c; No. 2 Mixed 33½ to 34c; Samples from 31c to 35c.

FLOUR Quotations:— Patents, \$6.25 to \$6.40; straights, \$5.25 to \$5.75; clears, \$4.90 to \$5.15. Hinkle's Gold Dust, \$6.40; do. Inland, \$5.25. The market is unaltered.

BRAN.—Free on board, \$7.57 to \$8.00 bid per ton in bulk, \$8.00 to \$8.50 asked; in sacks, \$9.50 to \$10.00, nominal. Considerable offered, but the demand is good. Some sales at \$8.25. Market steady.

SHORTS were quoted at \$9.00 to \$10.00, according to quality. The feeling steady. Fair offerings. Some good offered at \$10. Sales at \$9.75.

The receipts of grain on Saturday were liberal, and prices held firm, especially No. 1 hard. Corn was not much in demand, and prices, except of new, were nearly nominal. Oats were steady and unchanged from Friday's prices.

WHEAT sold No. 1 hard, 1.04 to 1.04½; No. 2 hard, 96c to 1.00; No. 1, 95c to 1.00.

CORN quotations were No. 2, 68c to 69c; rejected, 75c to 78c; No. 2 new, 63c to 65c.

OATS sold No. 2 white, 34½c; No. 2 mixed, 33½c; rejected, 31c to 33c.

FLOUR quotations were, patents, 6.00 to 6.40; straights, 5.25 to 5.75; clears, 4.90 to 5.15.

Bran and shorts were unchanged from Friday's prices.

TORONTO.

GRAIN AND PRODUCE.

The past week opened with a fairly active demand in grain generally. Wheat held steady but showed no disposition to advance as the week wore on. Oats have remained weak although they have not declined from the figures of the previous week. Barley remained in an unsettled state, with quite a noticeable scarcity of the higher grades. Flour has continued weak, and has declined considerably during the week. Wednesday's quotations were as follows: Wheat, No. 1 fall 98c; No. 2 fall 93c; No. 3, 90c; No. 1, spring sold \$1.02; No. 2, \$1.01. Oats sold in car lots at 40c and on the street at 42c. Barley sold, No. 1, 78c; No. 2, 74c; No. 3 extra, 65c; No. 3, 57c to 58c. Flour sold, Superior Extra at \$4.50. Butter was reasonably firm and sold, choice dairy 19c to 21c; rejected lots of medium, 17c to 18c. Eggs were scarce and sold at 25c. Bacon was rather scarce and sold at 13c to 13½c for long clear, and 12c to 12½c for Cumberland. Hams sold in small lots at 14½c to 15c.

STOCKS.

With the opening of last week the wild rumors of bank irregularities had somewhat subsided, and the refusal of bankers generally to advance on stocks had become an accepted state of affairs with brokers generally. Still a great amount of uncertainty was felt, and many looked forward to circumstances developing that would re-awake excitement. The feeling towards the middle of the week was one of greater confidence, although it was evident that the tightness of money had a depressing effect. The market on Wednesday opened moderately firm, and remained so during the day. Quotations were, Montreal 206 and 205, sales at 206; Ontario 118½ and 117½, sales at 118 and 118½; Toronto 174½ and 173½, sales at 174½; Merchants 126 and 124; Commerce 133½ and 133, sales 133½; Imperial 139 and 137½, sales 137; Federal 157 and 156, sales at 155; Dominion 200 and 200½, sales at 200 and 200½; Standard 114 and 113½; Hamilton 113; British America offered at 130.

WINNIPEG MONEY MARKET.

There has been no change in the state of the money market of this city during the week and the scarcity of funds is still felt. It was thought that by this time the excitement in bank stocks in the East would have been so thoroughly subsided that an easier feeling would have been general here. Such is not the case, however, and the feeling of uncertainty which prevails east has quite an effect upon matters in the North-west. There are no new local causes to which the stringency can be attributed, and perfect confidence prevails in commercial circles. Although banks are not prepared as a rule to make advances in any special business, but confine themselves to regular accounts. Real estate mortgage loans are not being made so freely as a few weeks ago, but money is not difficult to obtain on first class investments. Loans of that class have been made during the week at nine to ten per cent. First class commercial paper is still good at eight to ten per cent., and ordinary

at ten to twelve. The banks, however, are very careful in their selection.

Markets by Telegraph.

Special Despatch to The Commercial.

TORONTO, Nov. 20.—The produce market to-day was weak and inactive, as it has been for the past few days. Flour was very quiet. Superior extra was offered at \$4.50, without buyers; choice lots sold at \$4.80. Wheat was easier with some grades very unsettled. No. 2 fall sold for 94c; No. 1 spring was rather scarce and sold \$1.01 to \$1.02, No. 2 from 99c to \$1.00. Oats were scarce and rather firm, sales reported at 41c. Barley was easier; No. 1 sold at 77c, No. 2 73c; extra No. 3 64c; No. 3 56c. Toward the close the demand eased off considerably. Peas were in good demand at 74c to 75c for No. 2. Rye sold at 60c, but was not much in demand. Butter was steady; choice lots sold 19c to 21c; medium not much in demand. Eggs were scarce and held steady at 24c to 25c. Meats were very scarce and prices nominal. Packing has commenced and hogs are bringing \$8.00.

Special Despatch to The Commercial.

TORONTO, Nov. 20.—The activity in stocks for the past few days continued in the early part of to-day's market, but a reaction set in near the close, and quite a weakness was developed. Closing bids were as follows:—Montreal 203½; Ontario 119, sold in the morning at 121; Toronto 174; Merchants 124; Commerce 136½, sales at 137 and 136½; Imperial 140, sales 140½ and 140; Federal 153½, sales 156 to 155½; Dominion 200½, with sales at that figure; Standard 116, sales at 116 and 116½; North-west Land sold 59, closed 58½ bid; Manitoba Loan wanted at 121.

Special Despatch to The Commercial.

CHICAGO, Nov. 20.—Wheat showed some weakness to-day and declined slightly from the prices of Saturday. Corn was rather weak also. Oats were steady but not much in demand. Pork again eased off and closed weak. Lard suffered a slight decline and was dull. Closing quotations were: Wheat, Nov. 92½c; Dec 93½c; Corn, Nov. 66½c, Jan. 54½c; Oats, Nov. 35½c, Dec. 35½c; Pork, Nov. \$17.55, Jan. \$17.35; Lard, Nov. \$11.25, Dec. \$10.70.

Special Despatch to The Commercial.

MINNEAPOLIS, Nov. 20.—Liberal receipts of wheat to-day, with an advance in the price of the higher grades. Corn was steady and in good demand for lower grades. Oats were dull and unchanged. Flour was steady and in fair demand. Quotations were:—Wheat, No. 1 hard, 1.06½ and 1.07; No. 2 hard, 98c to 1.02; No. 1, 98c to 1.02. Corn, No. 2, 68c to 70c; Rejected 65c to 68c; New No. 2, 63c to 65c; New Rejected, 45c to 55c. Oats, No. 2 White, 35c; No. 2, 34c; Rejected, 31c to 33c. Barley, No. 2, 65c to 70c; No. 3, 45c to 60c. Flour, Patents 6.50 to 6.65; Straights, 5.15 to 5.40. Bran and Shorts were unchanged.

On Friday a case of interest to real estate men was tried in the Assize Court before Justice Dubuc, in which Buxton sued Mrs. Tuttle to recover \$250, a deposit paid upon some town lots in St. Vincent, Minn., the return of which plaintiff claimed on the ground that he had been unable to obtain a clear deed. The defence endeavored to show, that the plaintiff ought to have applied to Gen. Johnson for his deed, and that one would be furnished on application there. After hearing counsel, the Court withdrew the case from the jury, and a verdict was entered for the plaintiff for \$258.25.

EMERSON.

The rush of farmers' teams to Emerson since the roads have frozen up and made travel good, gives some idea how far the people in the country were run down in supplies. There has naturally been a great increase in the grain receipts during the week, and the general payment of small bills has made matters freer and pleasanter for merchants. The streets of the town have been unusually lively for several days, and a very prosperous run of trade is expected for the balance of the winter. The quality of the grain brought to town is varied, some of the wheat being fine hard Fife in good condition, and other loads being poor in quality. Some of the Menonite farmers have received a very expensive lesson regarding the grade of wheat suitable to this country, and it is to be hoped that hard Fife sowing will be general next spring. Prices have fallen somewhat, and still tend in a downward direction. Wheat has sold from 70c to 80c, but a decline is expected next week. Oats sell for 40c to 45c, and good barley for 60.

The *Daily Manitoban*, a new journal, made its appearance on Saturday, and will be published hereafter as an extreme reform journal.

It is understood that William Mills, hotel keeper at West Lynne has sold out his business to James Simeneau.

The disallowance of the Emerson and North-western charter by the Dominion Government, has in no way daunted the stock-holders of that railway, and at a meeting held at their office on Friday it was resolved to petition the Provincial government for a new charter. At the same meeting a new set of provisional directors were elected as follows: Messrs. F. E. Burnham, Thos. Carney, R. S. Chalmers, D. J. McInnes, Killer, Matchmor, Bird and Broughton.

PORTAGE LA PRAIRIE.

Good roads have made good trade in this city for the past week, and the increase to grain receipts still maintains for the Portage the position of the first grain point in the North-west outside of Winnipeg. Merchants are feeling a great improvement in business, and the freedom which is now general with regard to collections has strengthened trade confidence generally. Prices of grain have not changed much, but there is an indication of a decline. Wheat has sold from 70c to 80c; oats 45c; barley 50c to 60c; and potatoes 70c.

The fire mentioned last week caused injury to several parties, but the heaviest of the sufferers were Dr. Macklin and W. T. Adamson. Miss Davis, Mfliner, and Dr. Lipsett, veterinary surgeon, are also sufferers. Adamson's bank has already found temporary quarters in the building formerly occupied by Alloway, Champion & Mowat, bankers, who will soon move into their new brick building at the corner of Dominion Street and Saskatchewan Avenue.

Messrs. Kastner & Shepard, of the Grand Pacific Hotel have dissolved partnership: J. Kastner going out of the business. The house will be conducted in future by William Shepard.

The *Marquette Review* of the 17th. says:—

"Since the Portage Manufacturing Company commenced manufacturing operations, they have shipped from their factory 3,000 boxes, 200 barrels of various classes of biscuits, and 10,000 three pound boxes of cream soda biscuits, also 400 pails and 1,500 boxes of candies." And the figures are not in any way exaggerated.

The telegraph line of the Great Western Telegraph Co., which used to run along the old government trail is being dispensed with, and a line strung upon substantial cedar posts to take its place, is being put up along the Portage Westbourne & North-western railway.

The feeling against the government policy of disallowance is still strong in this town, and another meeting of those opposed to it was held in the Fire Hall on Friday evening.

BRANDON.

The mild weather of the past week has been most acceptable to persons interested in building. It has enabled work to be done which it was feared would have to be put off until spring.

Mr. T. D. McLean has purchased a lot between Ninth and Tenth streets on Rosser ave., on which he intends to erect a handsome jewelry store in the spring. Mr. P. E. Durst, in the same line of business, has put in the foundation for a large store on the same avenue between Eighth and Ninth streets.

North Brandon is looking up. Mr. F. Granville and others have bought a number of lots on which they intend erecting private residences. They hope to make this the aristocratic part of the town. The situation certainly is good, having a beautiful slope towards the south.

The owners of the First and Eighteenth street bridges are negotiating with the city for the sale of their structures. The matter has been before the City Council several times but no decision has been reached yet.

This week Alderman Smart will introduce a by-law to raise the sum of \$72,000, the amount required to cover the indebtedness of the city.

The *Mail*, of Brandon, is expected to be issued this week. Offices have been secured on Sixth street, and it is expected a lively paper will be edited.

L. M. Fortier & Co., it is understood, are having some trouble with the C. P. R. over their new warehouse, the company claiming that they have not fulfilled their contract, and will not let them load from the building. If they persist in this course they will be doing Brandon a great injury, to say nothing of personal loss.

Wheat has taken a fall to 70c. Oats retail at 50c; potatoes keep on the rise and now sell for \$1.25.

Business is good and promises to keep so, as wheat is beginning to come in freely; about ten carloads were shipped East last week.

J. H. Redman and H. T. Jackson of the Great Western Despatch Company, of New York, were in Winnipeg last week making arrangements regarding their business with the North-west. The company contract to carry goods from Europe to all parts of America, and their business in Manitoba is fast increasing.

Another Travellers' Association.

Mr. James Sargent of Toronto, Secretary of the Commercial Travellers' Association of Canada has been in Winnipeg during the past week endeavoring to form a branch of the same association. The officers appointed were J. B. Stevenson, Vice-President, M. Bull, Secretary, Geo. McLean and T. Dorrity, Directors. Several of the commercial men resident in this city are, and have been, members of the association in question, and do not wish to connect themselves with the North-west Commercial Travellers' Association which was recently organized in this city. In this they are merely acting according to their own judgment, although it is to be regretted that they could not connect themselves with the local organization. The one they now seek to locate a branch of has many advantages to offer members, but it is very questionable if, and not at all likely that an association having its head-quarters in Toronto or any other eastern city, and conducted upon eastern principles, can fill the wants of the North-west. There is no reason to believe that the organization of this branch is meant to injure the local association, and there is still less reason to think that it will. Western enterprise depends but very little upon eastern recognition, and has nothing to fear from eastern opposition.

The first number of the *Daily Manitoban* has reached our table, and it speaks well for the enterprise of the city of Emerson, where it is published. It is a six-column folio sheet, and the first number is both new and well gotten up. As a commercial undertaking we wish the *Manitoban* every success; and while cautious people may wonder how two daily papers can pay in the city of Emerson, we have only to state that undertakings prove successful in the North-west which seem commercial folly in older countries.

Percentage of Bread.

On this subject *The New York Producer Weekly Exchange* says:

The millers and bakers of the United States are much interested in a test of the bread-making qualities of the two kinds of flour, one made from the best spring wheat, and the other from No. 2 red winter wheat being a mixed wheat principally of the Fultz variety. The crop of the United States is about 75 per cent. of winter wheat. Hence, the importance of the test to a majority of millers and bakers. The selling price of the winter wheat flour described is about \$1.50 per barrel less than that of the spring wheat flour. This difference is claimed on the assumption that 196 pounds of spring wheat flour will take from forty to sixty pounds more water than 196 pounds of winter wheat flour, or the bread output of the spring is that much more than the winter.

It is a settled fact that the fine hard wheat produced in the North-west is unequalled for milling purposes, and yields the highest percentage of flour to the bushel. We can now assert that it is equally advantageous to the baker.

Prospectus of the Emerson Agricultural Works.
(LIMITED.)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

C. H. FIELD & CO.

WHOLESALE DEALERS IN

Saddlery and Carriage Hardware,

HARNESS, SADDLES,

Whips, Trunks, Valises, &c.

471 MAIN ST., WINNIPEG.

W. R. LANGRIDGE.

A. McD. WILSON.

LANGRIDGE & WILSON,

WHOLESALE DRUGGISTS,

PRINCESS ST

Between McDermott & Bannatyne,
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SEND FOR QUOTATIONS.

Mulholland Brothers,
General Hardware Merchants

Importers of

Birmingham, Sheffield and America Goods,

Dealers in Stoves and

MANUFACTURERS OF TINWARE.

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

MAIN STREET.

Roy & Poulin, Proprietors.

THE WINNIPEG

Brewing & Malting Co.

ALES, PORTER AND LAGER.

WINNIPEG.

G. E. MANUEL,

MANUFACTURER OF

BROOMS AND BRUSHES

68 WILLIAM ST. WEST.

P. O. BOX 598,

WINNIPEG, - MANITOBA.

Manitoba Steam Coffee and Spice Mills.

G. N. SCOTT & CO.

TRY OUR

COFFEES,

They Give Entire Satisfaction.

EDWARD LLOYD

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

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

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

ACCOUNTANT AND COMMISSION AGENT,

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

EDWARD LLOYD,

436 Main St. Winnipeg.

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

TRAILL, MAULSON & CLARK,

EXPORTERS OF

Grain, Flax-Seed, Flour,

ETC., AND

General Commission Merchants.

WINNIPEG, MANITOBA.

BUYERS AT

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

CAMPBELL, SPERA & CO.,

WHOLESALE IMPORTERS OF

GENTS' FURNISHINGS, FANCY DRY GOODS,

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

SOLE AGENTS FOR THE CANADA CLOCK COMPANY.

Corner of William and Princess Streets, Winnipeg, Manitoba.

R. W. FRANCIS & CO.,

WINNIPEG, MAN.,

COMMISSION MERCHANTS and GENERAL AGENTS.

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

HANDLE GOODS TO THE BEST ADVANTAGE.

OFFICES AND SAMPLE ROOMS FOOT OF POST OFFICE STREET.

WINNIPEG WAREHOUSING COMPANY.

[LIMITED.]

R. W. FRANCIS, MANAGER.

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

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

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

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OF CANADA.**
[INCORPORATED 1872.]

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

\$50,000.

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

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TO CORRESPONDENTS.

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

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Canadian Pacific R'y Co.



(WESTERN DIVISION)
TRAIN SERVICE.

CHANGE OF TIME

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

Going west.		Going East	
8.15 a.m.	leave Winnipeg	arrive 6.15 p.m.	
10.35 "	Portage la Prairie	3.55 "	
1.55 p.m.	Brandon	12.5 "	
4.15 "	Oak Lake	10.20 a.m.	
11.30 "	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.	
1.45 p.m.	Whittemouth	12.20 "	
3.45 "	Selkirk	9.50 a.m.	
4.55 "	arrive Winnipeg	leave 8.45 "	
8.25 a.m.	leave Winnipeg	arrive 5.15 p.m.	
9.45 "	arrive Stonewall	leave 3.40 "	
Daily except Sundays.			

Going South.		Going North	
Leave	Winnipeg	Arrive	
7.35 a.m.	*7.35 p.m.	7.05 p.m.	8.50 a.m.
		Otterburn.	
9.00 a.m.	8.50 p.m.	5.50 p.m.	5.20 a.m.
		Emerson.	
10.25 a.m.	10.18 p.m.	4.40 p.m.	4.05 a.m.
		Arrive St. Vincent.	Leave
10.40 a.m.	10.28 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.

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MATRASSES, WINDOW BLINDS, LAMBERKINS, &c.
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CITIZENS OF MONTREAL, Capital 7,500,000
CITY OF LONDON, of England. 10,250,000

Fire, Life, Marine and Accident Insurance.

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OFFICE, NO 10 McDELMOTT ST., WINNIPEG, MAN.

WESTERN CANADA LOAN AND SAVINGS CO.

OFFICES, 373 MAIN ST., FIRST FLOOR FRONT.

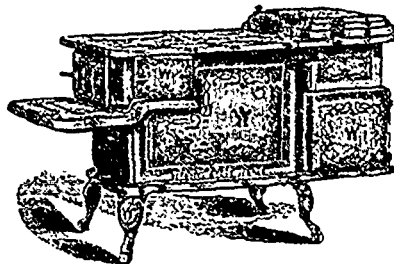
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F. B. ROSS, Manager, Winnipeg Branch.

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J. W. Paterson & Co., Montreal, Roofing Felt, &c.

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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.

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

COMING WEST.
Express trains leave Chicago at 11.30 a.m. (except Sunday) and 9.00 p.m., arriving at St. Paul at 6.15 a.m. and 12.45 p.m., and Minneapolis at 7.00 a.m. and 1.30 p.m. This is the only line between St. Paul and Chicago running the Pullman Smoking Room Sleepers, and Palace Dining cars.

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

Michigan Central.

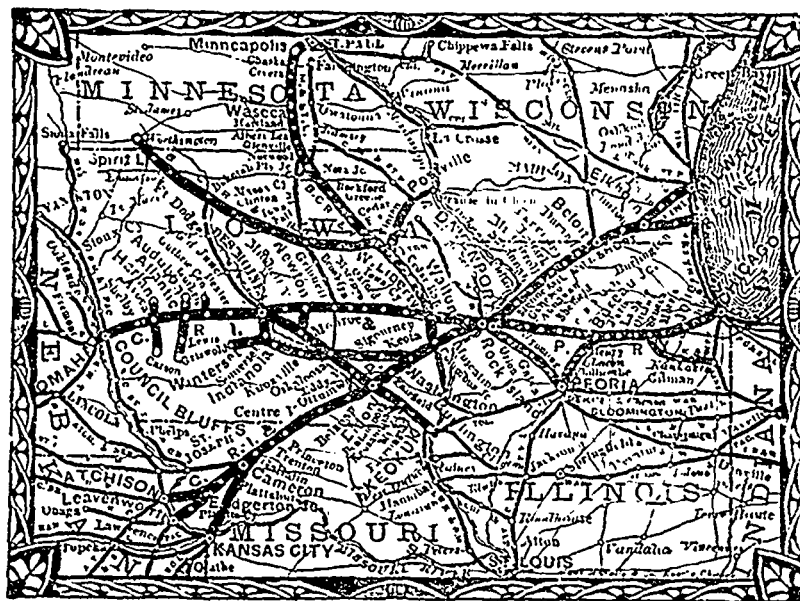
EASTWARD.
Express trains leave Chicago at 6.45 a.m., 9.00 a.m., 3.30 p.m., 5.15 p.m., and 9.10 p.m.; arriving at Detroit at 6.15 p.m., 8.30 p.m., 11.40 p.m., 4.35 a.m., and 9.00 a.m.

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.

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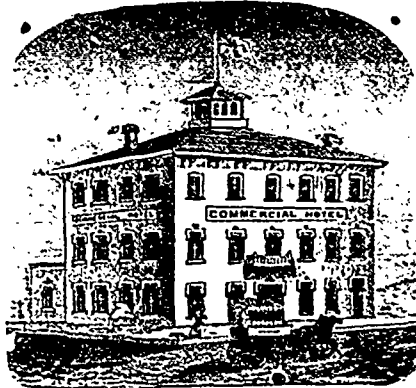
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