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The Commercial

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

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

VOL. II.

WINNIPEG, MARCH 4, 1884.

NO. 23

The Commercial

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

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JAS. E. STEEN,
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WINNIPEG, MARCH 4, 1884.

J. T. BEATTIE, grocer, Winnipeg, is about to give up business.

HERBERT MARLATT, general storekeeper, Oak River, has assigned in trust.

J. W. WINNETT, furniture manufacturers, Winnipeg, has assigned in trust.

THE lumber business of Plewes & Munro, Winnipeg, is about to be closed out.

McLEAN BROS., general storekeepers, Pilot Mound, have dissolved partnership.

THE Municipality of St. Boniface is about to issue debentures so the amount of \$8,000.

LEIGHTON, JORDAN & HEDRICH have sold out their general store at Wood Mountain to S. Legare.

JAMES A. PELKEY, dealer in groceries and clothing, Winnipeg and East Seikirk, has assigned in trust.

SMITH & HOOD, of the Potter House, Winnipeg, have sold out their bar department, and will confine their efforts to the hotel and restaurant.

MACK HOWES, of the Brunswick Hotel, Winnipeg, has admitted Mrs. Black as a partner, and the firm name will in future be Howes & Black.

A MASS convention of farmers and citizens will be held in Victoria Hall, Winnipeg, Wednesday, to frame a platform for Manitoba rights.

WITH the retirement of W. H. Marsh from the wholesale oil and paint house of W. H. Marsh & Co., Winnipeg, the firm has been changed to A. Ramsay & Son.

THE new Macarthy license law is causing considerable annoyance in Winnipeg, and if carried out to its letter would stop entirely the sale of spirituous liquors in this city.

ONE of the favors the Northwest is to gain from Ottawa is the sending out of a steamer to prove the navigability of Hudson's Bay and Straits, a fact proved over 200 years ago.

MR. W. BENNET, of the Douglass House, has leased the Delmonte House, formerly the Hastings House, corner of Main and Alexander streets, and will take possession on April first.

THE stock of Joseph Nixon, boot and shoe dealer, Winnipeg, has been bought by E. Thomson at 65¢ in the dollar. It is likely that Mr. Nixon will continue to manage the business for Mr. Thomson.

ON the 1st of March Mr. A. F. Eden, retired from the wholesale dry goods firm of Stobart, Eden & Co., Winnipeg, and has been succeeded by Mr. F. W. Stobart. The firm name is now Stobart, Sons & Co.

A PRIVATE telegram received in the city yesterday from an M.P., at Ottawa, states that the Dominion Government will concede that the Manitoba Government should hold a control in the proposed Hudson's Bay railway.

YESTERDAY there was an anthracite coal famine in the city, and orders received by Bell, Lewis, Yates & Walsh were limited in their fulfillment to 500 pounds to each applicant. A plentiful supply is expected to arrive in a day or two.

J. S. COOLICAN & Co. have moved into their new premises in the Gerrie Block, Princess street, where they will carry on the business of private bankers and trade auctioneers. They

will have everything fitted-up and in running order in a few days.

CAPTAIN DOUGLAS, of the Grand Union Hotel, is, we understand, about to lease the new Rossin House from Mr. Archibald Wright, and will have it fitted up and furnished as a first-class house in every respect. The captain is one of our most popular hotel men.

A GENERAL meeting of the Manitoba Board of Trade will be held this afternoon at the City Council Chambers, to consider the advisability of sending a delegation to the mass convention at Victoria Hall, on Wednesday. The question of discrimination in rates on the C. P. R. will also be discussed.

NEGOTIATIONS are now pending between some leading citizens of Birtle and the officers of the M. N. W. railway regarding the changing of the route of the Company's line so as to pass through the town of Birtle, in which case it is believed that a bonus of \$100,000 would be voted to the Company. One of the conditions will be that the road be constructed to that town during the present year.

THE work entitled, "Our Northern Waters," on which our townsman, Mr. C. N. Bell has been engaged for several weeks, is now in press, and will be out within a week. It will be a neat pamphlet of over eighty pages, and will be a complete synopsis of the history, navigation, resources, climate, and so forth of the Hudson's Bay and Straits, and the country surrounding them. Besides being a useful work at the present juncture, it will be of great value in time to come, as a condensed source of reference. It will be on sale at the different book stores.

It seems from the meagre telegraphic reports from Ottawa, that the claims of Manitoba, as set forth by the Hon. Mr. Norquay are doomed to be disregarded. Encouragement in the building of a railway to the shores of the Hudson Bay is to take the form of a land grant of 12,800 acres to the mile of line, and the remaining odd-numbered sections of unsold public lands are to be given to the province. The boundary extension and remainder of the public lands are to be refused. These sham concessions will not allay a single item of discontent in the province, and will doubtless be declined by the Local Government.

Business East.

ONTARIO.

R. Tiffin, hotel, Dresden, has sold out.
 D. Kent, hotel, Bracobridge, has closed.
 J. W. Evans, grocer, Arkona, has sold out.
 Nathan Lutz, butcher, Ridgetown, is away.
 John Brommell, hotel, St. Thomas, has sold out.
 James Y. Brown, tinware, Granton, has sold out.
 Oliver T. Wright, photos, Ingersoll, has sold out.
 J. R. Smith, physician, Harrowsmith, is dead.
 Walter Helms, general store, Hageraville, is dead.
 James Reid, cabinet maker, Hamilton, is dead.
 S. B. Simpson, agent, Shelburne, has assigned in trust.
 M. A. Clark, stationer, Paisley, has assigned in trust.
 M. A. Adams, grocer, Dutton, has assigned in trust.
 J. G. Griffith, tinware, has sold out to George Phillips.
 Hary Flood, general store, Sweaborg, has sold out.
 James Grant, cabinet maker, Granton, has sold out.
 George A. Mills, hats and furs, Hamilton, has sold out.
 J. W. Fraser, jeweller, Milton, has assigned in trust.
 J. R. Maxcar, hardware, Jarvis, has assigned in trust.
 E. Dunstan & Co., sawmill, Gesto, has been burned out.
 John Leary, grist mill, Cannington, has been burned out.
 George Bamberger, tavern, Dundas Road, has sold out.
 J. E. Belcher, billiard room, London, has cleared out.
 Grant Bros., general store, Elora, has been burned out.
 Mrs. S. C. Smith, green groceries, Chatham, has sold out.
 George E. Stanhoff, fancy goods, Norwich, has sold out.
 F. Lalonde, grocer, Ottawa, has sold out to J. B. Paquet.
 Alex. McLean, hotel, Thorndale, has gone out of business.
 Patrick Hart, general store, Osceola, has assigned in trust.
 The Oshawa Stove Company, Oshawa, has been burned out.
 John Wright, druggist, Kincardine, has assigned in trust.
 Thomas Frizzel, shoes, Owen Sound, has assigned in trust.
 James Naylor, fancy goods, Hamilton, has assigned in trust.
 Dennis Harris, grocer, Hamilton, has gone out of business.
 M. McLean & Co., general store, Madoc, has assigned in trust.
 George A. Mann, shoes, Strathroy, has sold his stock at auction.

Hobbs, Osborn & Hobbs, hardware, London, has been burned out.
 Stewart Bros., dry goods, Ottawa, has been partially burned out.
 Bunting & Walsh, shoes, London, have been sold out by the sheriff.
 T. M. Tuckott, general store, Markham, has sold out to J. B. Reeve.
 Anson Jones, shoes, Mount Albert, has sold out to M. C. Armstrong.
 John S. Betzner, grist mill, Harrington, has sold out to William Hill.
 J. C. Heaton, shoes, Brantford, has sold his stock for 78c in the dollar.
 A. Hadden, of the firm of G. & A. Hadden, grocers, Guo is dead.
 J. & F. N. Tennant, lumber, Toronto, has sold out to James Tennant.
 Samuel Haney, general store, Dundalk, has sold out to N. D. Wheeler.
 J. E. McDougall & Co., general store, Galt, have dissolved partnership.
 Mrs. C. W. Coupland, fancy goods, St. Marys, has assigned in trust.
 Toronto Ordered Clothing Company, Toronto, have sold out to Wm. Barnes.
 E. C. Wood & Son, wagons, Mount Forest. The style now is Honey & Wood.
 M. Malcolm & Son, woollens, Scotland, have compromised with their creditors.
 Harrington Cheese Manufacturing Co. (Limited) has sold out to J. S. McKay.
 Thomas Freeman, general store and saloon, Fort William, has been burned out.
 The storehouse of the Chatham Manufacturing Co., Chatham, has been burned.
 McClung, Briggs & Co., wholesale milliners, Toronto. Stock sold to J. K. Fiskin.
 W. H. Morgan, tinware, Smithville. Style has been changed to Morgan & Abbott.
 Waite & Stamp painters, Hamilton, have dissolved partnership. W. H. Stamp continues.
 J. G. Ament, saw mill, Searforth and Brussels, have sold out Brussels branch to his sons.
 T. O'Neil, hotel, Brussels, has gone out of business and will be succeeded by R. W. Truck.
 McConnell Bros., shoes, Peterboro, have dissolved partnership. A. C. McConnell continues.
 Montgomery & Thompson, plumbers, Dundas, have dissolved partnership, Montgomery continues alone.
 Kyle & Barr, dry goods, Brockville, have dissolved, James Kyle retiring. Business continued by Geo. Barr.
 Scott, McLean & Knox, woollen mills, Pakenham, have dissolved partnership. W. A. Knox retires and the business will be continued by D. E. Scott and James A. McLean, under the style of Scott & McLean.

QUEBEC.

Pierre Huard, grocer, Sutton, has sold out.
 Henry Dinning, ship builder, Quebec, is dead.
 Charles Waldron, painter, Montreal, is dead.
 J. E. Beaundry, groceries, Waterloo, is away.
 L. Pilon, hotel, Beauharnois, has assigned in trust.
 J. O. Normand, hats, Montreal, has assigned in trust.
 Parc Bros., general store, Lachine, have dissolved partnership.
 Alphonse Lafond, general store, Warwick, has assigned in trust.

Bissonnette & Galarneau, grocers, Montreal, have dissolved partnership.

W. Moccock & Son, axe manufacturers, Montreal, have dissolved partnership.

C. F. Beauchemin, hat factory, Marieville and Montreal, has assigned in trust.

Viger & Dubord, tailors, Montreal, have dissolved partnership; J. E. A. Dubord retiring and business continued by D. B. Viger in his own name.

J. A. Mathewson, wholesale grocer, Montreal, has admitted Wm. B. and Samuel J. Mathewson as partners; business will be carried on under style of J. A. Mathewson & Co.

NOVA SCOTIA.

Robert Barnhill, cattle dealer, Ouslow, has assigned.

McAlpine & O'Toole, general store, Louisburg, have assigned.

North & Curry, general store, Horton, have dissolved partnership.

G. & D. Fraser, traders, Garden of Eden, have dissolved; George Fraser continues.

Brown & McKnight, painters, Pictou, have dissolved partnership; Andrew McKnight, continues.

T. B. Dane & Co., tailors, Yarmouth, have admitted W. H. Dane; the business will be carried on under style of T. B. Dane & Sons.

PRINCE EDWARD ISLAND.

The following parties in Charlottetown have been burned out: John Newson, furniture; Fraser & Reddin, drugs; David Laird, publishers; William Kennedy, confectioner; S. T. Helmes, books, etc.; C. H. Hazard, stationery, etc.; E. W. Taylor, jeweler; W. & A. Brown & Co., dry goods; Heartz & Son, brokers; Henry Beer grocer.

The Position of Tea.

Since the first apprehension about war between France and China, some six months ago, the relations between these two countries have at times been threatening, and then again an amicable settlement seemed at hand. The speculative interest which the fear of hostilities between them at first imparted to tea in this country and England wore off very soon between these never-ending uncertainties, and nothing would probably have revived it but the actual breaking out of hostilities. It, however, so chances that altogether apart from these political considerations and the possibilities arising in that direction, tea appears to be statistically better situated now than it has been at any time since the opening of the new year become the subject of active speculation in the New York market and has advanced quite considerably in value, the dealings being unusually heavy.

The actual imports of tea into the United States during the first eleven months of 1883 was 67,903,317 pounds. The re-export was 5,942,141 pounds, against 65,548,886 pounds during the same time in 1882, less a re-export of 2,487,538 pounds, the net import of 63,062,348 pounds in 1882, showing a falling-off of 1,000,772 pounds.

Everybody in the trade knows that a falling-off in the supply of China and Japan teas was inevitable, as early as last fall; holders, therefore, showed much confidence, and although

the demand failed to come up to expectations, prices remained firm for nearly all kinds. The adulteration act curtailed the import of greens, and, doubtless interfered with the consumption of Japans; hence the larger supply of black teas was taken last fall at better prices than in the year previous, and on January 1, 1884, prices were between three and four cents higher than on January 1, 1883. While this was the case, the supply of tea from British India during the fall of 1883 had been moderate, causing prices to rule on January 1, 1884, from five to eight cents above those of a year previous. To some extent this improvement was due to the fact that dealers in the United States are now better acquainted with India teas and show more willingness and experience in blending them. They are used not only with China Congous, of which the import is only 5,000,000 to 6,000,000 pounds, but with Oolongs, of which the import is 15,000,000 to 20,000,000 pounds. Teas with style at present attract the most attention, but there is a marked improvement in the appreciation of roughly made teas, if with flavory liquor. Darjeelings of this character are well adapted for blending with Oolongs. The Namoona teas lauded this season have also made a favorable impression, and if of a light, clear, toasty liquor they are likely to grow in favor.

In January of this year speculative inquiry caused an advance in tea in New York of 3 cents a pound. This advance has, we repeat, not been due to fear of prolonged trouble between France and China, whereby the great tea ports of Shanghai, Amoy and Foochow might be closed by blockade. The season is over there, and there is no tea to export. It is due solely to a marked decrease in the crop. Last year the exports of black tea to this country from China were 22,129,992 pounds, but while we received 80,000 chests of Amoy Oolong, only 40,000 chests will be sent this year. There will also be some decrease in the supply of Japan, of which 34,314,000 pounds were sent here last year. Some think the quantity will be 2,000,000 pounds less.

But it is in green that the largest decrease is expected. Last year we received 18,000,000 pounds; this year only 12,000,000 pounds are expected. Less green tea is being raised in China, partly because of the exclusion of the Pingsuey tea that excited so much complaint here last year, and principally on account of the extreme cheapness of tea in this country. Chinese planters say that there is too little money in tea at present prices.

A particularly large speculation in Japan teas has been in progress in New York for several weeks past, and sometimes, in a few days, 5,000,000 pounds have changed hands "to arrive."

According to mail advices via San Francisco, the shipments from all of the Chinese ports up to the end of November were as under:

		1883.	
To England	pounds	133,734,200	
the United States ..	"	22,377,996	
the Continent, exclusive	"		
of Russia	"	1,050,499	
Russia	"	11,309,138	
Australia	"	14,815,549	
the Cape	"	1,252,239	
Totals		186,569,641	

		1883.	
To England	pounds	126,137,532	
the United States ..	"	26,039,148	
the Continent, exclusive	"		
of Russia	"	1,358,040	
Australia	"	10,387,251	
the Cape	"	822,888	
Totals		184,539,054	

From Hong Kong, via London, January 9, the shipments from the leading four ports were given as under:

		1884.	
From Hankow and Shanghai,	pounds	74,000,000	
Foochow	"	55,000,000	
Canton	"	19,000,000	
Totals		148,000,000	

		1883.	
From Hankow and Shanghai,	pounds	70,000,000	
Foochow	"	55,000,000	
Canton	"	19,000,000	
Totals		144,000,000	

On January 24 the ensuing cablegram of the same date sent from Shanghai was received in New York: "Season closed. Export of green to America, 1,500,000 pounds; to England, 8,000,000."

In England, on December 1, 1883, the stock of Chinese black tea was 94,750,000 pounds; there were then afloat from Foochow, Shanghai and Canton 14,250,000 pounds, and 4,000,000 pounds remains to be shipped. This will have completed all that England could expect out of the New Chinese crop, and by about July 1 next all of these teas will have arrived in England, furnishing a supply of 113,000,000 pounds. As it is estimated that the consumption in that country will be 83,000,000 pounds, in the meantime there would remain a stock on hand to begin the new season of 1884 with of 30,000,000 pounds and no more—equal to 300,000 chests, which would give every retail grocer of the 25,000 in the United Kingdom only twelve chests, against twenty chests on July 1, 1883, and twenty-two on July 1, 1882, the stock of these dates respectively having been 50,250,000 and 55,000,000 pounds.

Even without a Franco-Chinese war the position of tea in England is consequently quite as strong as it is on this side. There is greater reason, therefore, why the staple should claim the attention of the grocery trade.—*American Mail*.

Profits on Ship Owning.

The largest wooden vessel ever constructed in Canada was the ship *W. D. Lawrence*, about 2,700 tons register, built by Mr. W. D. Lawrence, of Maitland, N.S., and launched October 27, 1874. A discussion having arisen as to whether she was a paying vessel, the builder writes to the press to say that in her first voyage around the world she stocked £30,577 stg., as follows:—

Deal freight from St. John to Liverpool, £3,114 1s. From Liverpool to Aden, coals, £4,100 18s. From Aden to Callao in ballast. From Callao to Pabellon de Pica in ballast. From Pabellon de Pica to Havre in France, with cargo of guano, the guano freight and demurrage for detention amounting to £23,362 10s. 6d., making in all (as before stated) £30,577 9s. 6d. stg., or in Canadian currency, \$148,912.27.

Mr. Lawrence sold the ship at the end of eight years. Her account with him stood as follows:—

The first cost of the ship *W. D. Lawrence* was \$107,452.98. The whole earnings and sale of ship \$368,945. Cash paid on the ship up to launching, \$80,000. Debt on ship when launched, \$27,452. Expenses, \$150,445. The result of the foregoing figures are as follows: Cost of ship and expenses \$257,797. This sum taken from \$368,745 leaves a balance in favor of ship of \$140,848, equal to 22 per cent. on the 80,000 for eight years.

The testimony of Nova Scotia ship owners is to the effect that their ship property—especially in vessels of 1,200 to 1,400 tons—nets them about 20 per cent. per year. The small craft, especially coasting and fishing vessels do better than this.

Newspaper Making in India.

Rev. T. L. Hauser, in a recent number of the *Continent*, gives the following interesting facts concerning journalistic work in India.

The making of a paper in India would seem a strange process to an American printer. The native compositors who use type sit on the floor with their cases about them; in fact, most of the work is done on the floor. Many of them who set type for English papers do not know the English language. They become very expert, and set type day after day without understanding more than the few words they have been able to pick up in the course of their work. The advertising is chiefly of foreign goods into India. The native people are too cautious to expend much money in advertising. Newspapers in the vernacular are mostly lithographed. Type has been adapted to the vernacular characters, and is less difficult to read than lithographed works; but a finely lithographed newspaper or book is as much superior to type as the painting of a master is superior to a chromo. The press-work is done by hand, as native labor is cheaper than engines and great presses.

Illustrated papers are rare. Head and tail pieces in conventional flowers and geometric designs are often very fine, but representations of places or persons are little more than outlined, and without proportion or perspective. The mission presses have introduced many European and American cuts, but they are only a little more interesting and intelligible to native readers than their pictures would be to us.

In the names of newspapers the people of India, in a most marked manner, exhibit their poetic, aristocratic and affectionate natures. The "Friends," "Benefactors" and "Well-wishers" of various classes and causes exceed all others. Various "Lights" stand next as "Light Reflector," "Mountain of Light," "Glittering Sun," "Rise of the Full Moon" and "Woman Enlightener." Other titles can be but mentioned, "Diffuser of Sweet News," "Pleasure of Hearts," "Victory of Islam," "Strowing of Roses," "Preventer of Early Marriages," "Light of Morality," "All Producing Tree," "Ocean of Knowledge" and "Sea of Medical Knowledge."

The Commercial

WINNIPEG, MARCH 4, 1884.

ELEVATORS vs. FLAT WAREHOUSES.

In the last number of the *Northwest Farmer* an editorial appeared on the subject of grain handling, and taking exception to the action of the Board of Agriculture in recommending flat warehouses in preference to elevators along the lines of railways in the Northwest. The article in question seems not to have pleased our contemporary, the *Daily Sun*, and in an editorial in its issue of the 22nd February, a plea is made in favor of flat warehouses, and a very lame plea it is indeed.

It is not necessary to follow all the so called arguments of the *Sun*, and the article in question, but the one of economy being prominently advanced, it may not be uninteresting to see how the merits of the two systems work out on the economy argument.

To construct a flat warehouse capable of storing 10,000 bushels of wheat, and allow room for fanning mills and other hand cleaning arrangements, would not cost, at present low prices of lumber, more than \$4,500. An elevator of the same capacity, with hopper-bottomed bins would not cost over \$2,500 more, that is without cleaning machinery. A first-class separator can be had for \$750; a six horse power engine and boiler for \$500; two fanning mills for \$100; shafting, belting, cups and all the other cleaning arrangements necessary would not cost \$1,000 fitted up and running: or, in short, the cost of the elevator complete would be a little less than double that of the flat warehouse. Now, let us see what each institution can accomplish, and at what figures it can do the work. In a flat warehouse each fanning mill requires at least three men to work at shovelling and driving, and a car load of 500 bushels cleaned and loaded is a good day's work for such a gang. Taking three men, at \$2 a day, it takes \$6 to clean and load every car of wheat handled, and an institution of the cost we have stated would not allow space for more than three gangs to work. Thus, a \$4,500 flat warehouse could only clean and load three cars of wheat a day, and that at an expense of \$18. Now, an elevator, such as we have described, can, without any pressure, clean and load a car of wheat in from forty to fifty minutes, or at least twelve cars a

day, and that at about an expense of about \$1 for fuel, and a man's wages, say \$2, in all \$3, or just half what the loading of each car will cost in a flat warehouse. This does not include weigher's, book-keeper's, buyer's or car trimmer's wages, but these are not included in the flat warehouse estimate either. To clean and load as much in a flat warehouse as an elevator will do in one day, and at a cost of \$3, an outlay of \$72 would be necessary, leaving a difference of \$69. If, therefore, both institutions were pushed to their capacity for sixty-five days, the elevator would save the difference between its own cost and that of the flat warehouse. In that case the flat warehouse would prove rather an inverted economy.

If we estimate the total wheat crop of the Northwest for 1884 at 9,000,000 bushels, which is not too high an estimate, it would cost about \$108,000 to handle the same in flat warehouses, while in elevators it could be handled for \$4,500, a net saving of \$103,500, or enough in one year to construct and fit out about twelve elevators of 10,000 bushels capacity. Twelve such elevators springing up every year would certainly be a hot-house growth, as the *Sun* talks about, but a growth that would not cost the farmer a cent, and save him many an hours delay in marketing his grain. Yet, all this is accomplished on a little over one cent a bushel, saving in the cost of handling the farmer's wheat.

At present many people are crying out for flat warehouses along the C. P. R. track, believing that a saving of outlay means economy. It will be found that such persons are, as a rule, totally ignorant of what grain handling is, and in no way can they better air their ignorance. The managers of the C. P. R. no doubt calculated wildly in fixing the minimum capacity of the elevators along their lines, and placed them much too high, but they are right in principle in not allowing on their track any of those overgrown dry goods boxes of flat warehouses, which are only monuments of shiftlessness, and which, with other antediluvian institutions, have aided in making Eastern Canada a bye-word in all progressive parts of the American continent. How the *Sun*, usually so enterprising, has fallen in love with such antiquated nuisances we are at a loss to know, and are forced to the conclusion that the writer in the *Farmer* knew something of what he was writing

about, while the *Sun* editor was in blissful ignorance of the whole subject.

NECESSITY FOR BANKRUPTCY LEGISLATION.

It is to be feared that the present session of the Dominion Parliament will come to a close without any legislation on the subject of bankruptcy being overtaken, and such a result is very much to be regretted. Yet it is certain that Sir John's Government will adopt neither of the two bills to be introduced by private members, their railway and other troubles being enough they think for one session. Had there been but one bill mooted in the House there might be some chance of its getting passed this session; but with two rival measures, and neither able to secure a parent in the Government, bankruptcy legislation, this session, will almost certainly "between two stools fall to the ground."

While for nearly two years business circles in the Northwest have felt keenly the want of a bankrupt law, in order to secure an equal division of insolvents' assets among creditors, and prevent the reckless squandering of such estates, to suit the rapacity of any creditor who may secure an advantage; new necessities for such a law are being brought to light every day. The bill of costs which we published last week, under the heading of "An Assignee's Modest Account," proves that, to check the greed of trustees of insolvent estates, a bill is an absolute necessity. But the most useful part an insolvent act would play would be the furnishing a means for punishing dishonest debtors.

A case has come to light, which we have watched for months past, which illustrates how dishonesty can be practised under the present chaotic with perfect immunity from the reach of law either civil or criminal. In Nov. last, the firm of Downs Bros., general store-keepers, Virden, had their stores burned down, and immediately after the fire they made an assignment in favor of their creditors. This was done it was alleged to prevent any creditor from garnishing their insurance. But, singular to say, a settlement of the insurance claim was made for a little over \$720, although Messrs. Downs Bros., claimed to have had over \$3,400 worth of goods stolen during the fire, besides what was burned. The easy settlement made by the insurance company created some suspicion

Nevertheless, a settlement by composition with their creditors was almost completed, when a secret leaked out. Among the debtors to the firm was one McLeod, of Elkhorn, whose account showed some \$400 owing. It was gradually ferreted out, however, that Messrs. Downs Bros. actually held McLeod's notes for over \$4,000 for goods supplied to him, and in a quiet way was shipped to him from their stock in Virden. But here comes the inconsistency of our present laws, or rather absence of laws, regarding the actions of debtors. Messrs. Downs Bros. having deliberately withheld these £4,000 worth of notes from their assets, when they made an assignment in favor of their creditors, it would be expected that criminal law would overtake them; but such is not the case. In the absence of any law on the subject, an assignment at present means simply the handing over of certain assets by a debtor to a trustee for behoof of his creditors, and he is not compelled to hand over all his assets, nor is he compelled to make any declaration, that he has handed over all his assets to his assignee. Having allowed his business affairs to get beyond his control, he simply hires a man to look after what he is pleased to hand over to him, and the law, or rather want of law, asserts that such a man, when he holds back a portion of his assets for the most dishonest purpose is not a criminal. It does seem as if there was a grain of truth in what a wag once said, namely, "Law is a carefully planned and cunningly devised system for the more perfect protection of dishonesty."

It is doubtless useless to complain about legislative apathy on the question of insolvency. Our legislators at Ottawa have too much to do at present looking after pet hobbies to attend to one of the most crying commercial wants of the Dominion. Two or three years hence, when depression shall have passed away, and the lack of necessity for such legislation will produce public apathy on that point, Parliament may take the matter up and pass a bill, but it is not at all likely, that a bill passed during such a time of public apathy, will supply the wants of the country so well as one passed at present, when the necessities for it are keenly felt, and the provisions it should contain known through experience by so many.

MANITOBA'S ALLOWANCE,

After reading the Budget speech of Sir Leonard Tilley, and the alleged concessions to be made to Manitoba in the way of

lands and subsidy, the residents of this province can have no further doubt as to the future Northwestern policy of the present Dominion Government. Mr. White, M.P., has recently declared our predilection for spoon-feeding, but Sir John and his colleagues seemingly think the province must continue as it has until the present to be fed with the sucking bottle and while syringing the teat of that nourishing implement with an increased subsidy, and a few scattering sections of land, they still insist upon the bottle itself being firmly in the grasp of the Government at Ottawa. The extension of Manitoba's boundaries so as to give it a seaport on the shores of the Hudson's Bay must not be entertained, and the reason for such a decision being arrived at is not difficult to comprehend. With a seaport within its own territory Manitoba would be in a position to become to a greater extent than our Ottawa rulers and their eastern dictators wish, mistress of its own commercial destiny; and such a possibility must not for a moment be entertained. No, the swaddling bands and baby napkins which eastern manufacturers and importers still deem necessary for the health of this young province might then be cast aside and an advance to commercial manhood be made much to the loss of these eastern nurses. Manitoba is only a baby, yet they persist in asserting, and they as its nurses and guardians must still have the right to administer as they deem most fitting the possessions it is heir to by right. Its feeble squall for the right to administer its own affairs, made feebler by the smothering process, which has been carried out by a majority of its few representatives during the present session of Parliament is not loud enough for its demands to be heeded, and the soothing syrup sought now to be applied must be considered sufficient of an additional relish to its former lacteal diet.

But Sir John and his colleagues are not satisfied with administering the property, and regulating the diet of their Northwestern baby. Babies require physic at times, and the Æsculapins of the Ottawa Cabinet Sir Leonard Tilley is not in the habit of prescribing for his infant patient in homeopathic doses. Dickens has written Bob Sawyer and Benjamin Allen being reduced to calomel and jalap for the treatment of their patients, but Sir Leonard seems reduced to one item of physic, namely, tariff, although he has many modes of preparation and application. Last year, by an outrageous increase of the duty on farm machinery, and creating a ruinously high tariff on canned fruits and

other necessities for the North-west, the preparation was in the form of a blister, and one under which this prairie country now winces in its day of depression. This year the dose is a weak solution of duties on various articles in common use in the North-west, not one of which is manufactured there, and weak though the solution is, it is none the less nauseating to a struggling community pressing through a time of unusual depression. The whole details of the Budget do not hint anything that would give relief to the North-west, but on the contrary, moderate, so far as figures are concerned, as the proposed changes are, the majority of them add only to the burden under which this country now totters. It remains to be seen how much longer it can bear its burden, and how long people will consider patience a virtue. When a government, under the name of protection, perseveres in a system calculated to enrich the older and wealthier portions of country under its control, at the expense of the new and undeveloped portions, where sparse settlement and poverty are the most prominent features, it may safely be assumed that this so-called protection is simply a legalised robbery. Yet such is the system under which the Northwest now suffers.

It is not at all likely that the people of this province will be satisfied with Manitoba's allowance, as dealt out this Session at Ottawa. The sucking-bottle we can well afford to dispense with, and the physic arrangements of Dr. Tilley we have no hesitation in pronouncing the most fraudulent description of quackery.

It is no longer necessary to disguise the fact that if Canadian federation is to prove a lasting arrangement, each province of the Dominion must have a much larger share of the power of self-government than any Ottawa Ministry has as yet felt inclined to grant, and this is specially the case with Manitoba, isolated as it is geographically and commercially from the eastern provinces. A wise policy, based upon local right of self-government, will in time build up from the Dominion of Canada one of the powerful and progressive nations of this continent. But if the Ottawa Government insist upon persevering in a centralizing policy, by which the wants of western provinces are made subservient to eastern interests, discontent, and perhaps a more to be dreaded feeling must be the result. At present, Manitoba cries for relief from a system which cripples its energies, and crushes its many efforts at progress. Its claims include only a portion of the rights of which it has been ruthlessly robbed; and its cry is now answered with a number of bogus concessions, which are an insult to every resident of the Province. Yet spaniel-like its people are expected to lick the boot that kicks them, and fondle the hand that robs them. How long they will continue to do so is every day becoming a more engrossing question to them.

WINNIPEG MONEY MARKET.

There has been somewhat of a dead calm in connection with commercial monetary affairs during the week. There has been something of an extra effort to carry over as much of a balance into March as possible, as a preparation for the fourth. The quantity of paper falling due, during the week, has been small, and the volume for discount has not been unusually heavy. There have been evident signs of a preparation for to day in case of any emergency. There has been no changes in rates, gilt edge being current at 8 to 9 per cent., and ordinary at 10 to 12. There has been considerable foraging for funds to meet payments on real estate, and great difficulty has been experienced in securing money for such purposes, some fancy rates of interest being paid for private loans. Loans on landed mortgage security are easily obtained on good improved property, rates still ranging from 8 to 10 per cent. The week's business in this line has not been heavy, but funds are plentiful.

WINNIPEG WHOLESALE TRADE.

The wholesale trade of the city is still in a state of indecision more than activity, and the past week has shown a slow but steady livening up in most of the staple branches. In lines representing season goods, travellers are now all out, and during the next three weeks heavy orders are expected, and equally heavy shipments will be made. There is, however, the cautious feeling predominant, and a few mistrustful people are still to be met with in wholesale circles. The reports of sales by travellers go to show that retailers all over the country are buying much lighter than they did last year, and not a few refuse to make any purchases on prospect, but confine their orders to immediate wants. In the far western points this is more noticeable, and it will, probably, be nearly a month before any real lively demand comes from these districts. In the city purchases are few, and only odd sorts at that; retailers are not disposed to move until spring is very close at hand, and even the temptation of first selection from new arrival of goods is insufficient to tempt them into any heavy purchases. The report of collections is fairly satisfactory, although small open accounts are not coming in freely, there being evidently an effort at work for the payments falling due to-day. Altogether, there has been a slight increase in the volume of business of the week over that of last week, but the increase has not been a heavy one, and until more moderate weather, and other indications of spring at hand, there will be no rush of any kind.

AGRICULTURAL MACHINERY.

During the week there has been some movement of goods in this branch, and stocks of spring implements, for country points, are beginning to be shipped out. Reports from the country state that farmers are very shy this season, and even the sale of the most necessary goods will be a matter of much greater difficulty than it was a year ago. Still, there is a certainty of the trade showing an increase over that of last year, as the amount of work caused by the increased acreage will compel the

use of a very large quantity of machinery. Collections are reported a little slow, and growing gradually more so as spring approaches.

HOOTS AND SHOES.

Business in this branch has made a slight stir during the past week, although the spring trade has not fully opened up. Retailers generally are beginning to make inquiries about new spring goods, and a few have made their first purchases. There is still much room for improvement, and wholesalers do not look for the heavy sales of last spring. The report of collections is not the brightest, and a tight feeling is expected for another month or so.

CLOTHING.

There has been very little, if any increase in the volume of business this past week, and wholesalers say all retailers are fully a month behind the usual time with their spring purchases this season, and one house reports the aggregate sales for February only about half that of the corresponding month of last year. There is a feeling of uncertainty and indecision in the trade, and no strong efforts are being made to push trade. There are numerous heavy payments falling due to-day, and the report from these will decide whether activity or extreme caution will prevail after March is fairly opened.

DRY GOODS.

Business in this staple line has been fairly satisfactory, although the volume of sales made a year ago have not been approached. One rather discouraging report is made while two others are quite hopeful, and the balance fair. None of the reports are over brilliant, and all agree that many of the most reliable retailers throughout the country are holding-off from buying with a tantalizing persistency. The general impression is that the early spring trade will be very light, but that the prospect warrants the hope that repeating orders will be correspondingly heavy. It would be difficult to give any opinion on collections until after the 4th is over.

FANCY GOODS AND SMALL WARES.

In these goods trade is really better than could be expected at this time, although the sales are confined almost exclusively to the most staple goods, and the orders are mostly from the country, the city demands being very light. Collections are reported as moderately good.

FISH AND POULTRY.

The fish trade of the week has been somewhat heavier than for some time back, probably owing to the commencement of Lent. The trade in shipping jack fish to points south in the United States has fallen off a little, and will probably end with next week. The shipments of the season have exceeded 350 tons. The supply on the market has not increased and loads of jack have found ready sale at 2½c, while white fish have sold as high as 7½c. Lake Superior trout are not to be had in quantity sufficient to admit of wholesale quotations. Poultry is very scarce in the city, the supply not being sufficient to risk wholesale quotations on

FRUIT.

There has been considerable of a turn-up in the fruit trade during the week, and quite a reduction of the price of several green fruits.

Heavy consignments of lemons have been received, and the former are now quoted at from \$3 to \$6 a case, and oranges from \$11 to \$12 a box. Grapes are about out of the market, only a few kegs being left in the city; and cranberries are about as scarce. Raisins are unchanged in price, and dates in boxes are worth 13c per pound. Nuts of every description are scarce, and scarcely to be had, but heavy consignments are now on the way to the city, and the market will be well supplied during the current week. The business done in every class of fruit has been quite considerable.

FUEL.

This branch of trade has found a level, and seems to cling to it. Anthracite coal still holds at \$14 delivered; bituminous at \$13; and Saskatchewan lignite at \$10. Wood is plentiful and sells: tamarac at \$4.50 to \$5; poplar \$3 to \$4.25. Although there have been several mild days during the week the volume of trade has not fallen-off perceptibly.

FURNITURE.

Wholesale business in this line is at a standstill at present, and factories are doing very little. There is no hope of any great recovery until real spring weather fairly sets in.

GROCERIES.

In this, as in other staple lines, there is the feeling of indecision, and business consequently moves along at a rather slow pace; a steady volume of business has been done, but there cannot be any increase of the same noticed. There is no actually unsafe feeling around, but wholesalers are waiting for some decided evidences of improvement before making any efforts at pushing. Prices of staples of goods have changed very little, teas alone showing a clear advance of about ten per cent. Coffees are showing some firmness, and sugar remain steady at last week's quotations; Sugars—Yellow 9½ to 10c; granulated 10½ to 11½c; Paris lumps 12c; Coffees 15 to 18c for Rios; 22 to 27c for Javas; teas—Japan 20 to 45c, Moyano gunpowders 30 to 75c; Young Hyson 25 to 70c; new season Congous 24 to 55c; last season's do 18c to 35c. Tobaccos have advanced—Prince of Wales is quoted at 39c to 40c per lb.; Myrtle Navy \$10 per caddie. Syrups are quoted at \$3.50 per keg; half barrels 90c per gallon.

HARDWARE AND METALS.

Business has not improved in these lines during the week, and a quiet feeling is still prevailing. Light hardware is very little called for, and the specialty demand, peculiar to winter, is now about past. There is still some demoralization in the metal business, and heavy cutting has been done during the week on rails and bar iron, the former have been sold as low as \$3.60 a keg, and the latter down to \$3.15 per cwt. These figures cannot last long, as they are below actual cost. Other prices are unchanged and are as follows: Tin plate 14x20, \$7.50 to 7.75; 20x28, \$14.25 to 14.75; sheet iron \$3.50 to \$7.00; iron piping, 25 per cent. off price list; ingot tin, 32c to 35c; pig lead, 6½c to 7c; galvanized iron, No. 28, 8c to 9c according to quality.

LEATHER AND FINDINGS.

There has been a noticeable improvement in business in this line during the week, and

as spring draws near it is expected to increase. Prices have not changed and quotations still remain as follows: Spanish sole 33c to 35c; slaughter sole 35c French calf, first choice, \$1.40 to 1.60; domestic 85c; B Z calf \$1.00 to 1.10; French kip \$1.00 to 1.25; B Z kip 85c to 90c; slaughter kip 65c to 75c; No. 1 wax upper 55c; grain upper 55c; harness leather 34c to 36c for plump stock; English oak sole 65c.

LUMBER.

Business in this line is still in a very slow state, its volume for the week being very light. As there are heavy building contracts to be commenced as soon as spring opens up, it may be considered that the trade is now at the darkest hour before the dawn.

STATIONERY AND PAPER.

Business in this line seems to be about as steady if not steadier than in any other line. Its volume has not been extra large during the week, but it has been quite satisfactory. Collections are reported fair.

WINES AND SPIRITS.

The report from this branch of trade is a very dull one. Business has been at a very low ebb during the week, and collections have been any thing but satisfactory. Quotations have not changed, and are as follows: Hennessy's one star, \$13 to \$14; in wood, \$4.50 to 5.00 per gallon; Martel, in cases, one star, \$13 to \$14; Renault, 1-star, \$12, \$16 and \$20; Louis Freres, in cases, qts, \$9; flasks, two dozen in a case, \$11; M. Dubois, in wood, \$3.50 per gallon; cases, quarts, \$8; flasks, \$9. Gin, Holland, in wood, \$3 per gallon; red cases, \$10.50 to 11.50; green cases, \$5.50 to \$6.50; Old Tom gin, Bernard's, in wood, \$3.25 per gallon; Booth's, in wood, \$3.25; Booth's, in cases, quarts, \$8.50; Scotch whisky, Ramsay's in wood, \$3.50 to \$4.00; Col-Ia Islay, in wood, \$3.50; Stewart's, in cases, quarts, \$8.50; flasks, \$10.50. Irish whisky, John Jameson & Sons, in wood, \$3.50 to \$4; Bernard's, in cases, quarts, \$8; flasks, \$9.50. Jamaica rum, \$3.75 to \$4.00 per gallon. Champagne—Pomeroy, quarts, \$34; pints \$35 per case; Bollinger, quarts, \$33; pints \$34; Moet & Chandon, quarts, \$27; pints \$29; G. H. Mumm, quarts, \$28; pints \$30; Piper Heidsieck, quarts, \$27; pints \$29; Carte Blanche, quarts, \$20; pints \$22. Sherry from \$2.50 to 8.00 per gallon, according to quality and brand; ports \$2.50 to 7.00, according to quality and brand; claret in cases \$5.00 to 7.00; Bass's ale in quarts \$3.50 per doz; pints \$2.25; Guinness' porter in quarts \$4.00; pints \$2.50. Domestic whiskies, Gooderham & Wort's, in wood, \$1.65 to 2.25 per gallon; 65 o. p. rectified, in wood, \$3.50; W. F. L. five-year old, \$2.50 per gallon cases, quarts, \$7.50; flasks \$8.50.

THE MARKETS.

WINNIPEG

GRAIN AND PROVISIONS.

The grain market of the week has been rather slow, and the movement of wheat to and from the city has been very light. A few cars, the

remainder of stock accumulated some time ago, have been shipped east, and these have been mostly damaged in quality. The supply of wheat available for shipment is light, and all first-class hard Fyfe is wanted at fancy figures for seed. Some ten cars of flour, also stocks a few weeks old, have been shipped east, and these the last that will go until the market there improves very much. In provisions there have been few fluctuations, and meats still hold firm in sympathy with packing centres. The business done in these has not been any heavier than during the previous week.

WHEAT.

Good hard Fyfe has ranged between 82c and 85, and as high as 90c has been paid for choice lots: of course these figures are much above shipping margins to the east, and are consequently fancy. Frozen has ranged from 50c to 72c, the latter figure being for lots only slightly touched and fairly good for milling.

OATS.

Several buyers are collecting to store for the opening of navigation, and prices still hold firm; the usual range has been from 18c to 20c, but one or two lots have sold as high as 22c.

BARLEY

is somewhat of a drug in the market, there being but little demand for it. Brewers are pretty well filled up at present, and there will be no movement until the opening of navigation will permit of shipping to the east. Reliable quotations cannot be given.

FLOUR.

The trade outside of a few cars shipped east is confined to the local demand, which is only nominal. Prices have not changed and remain as follows: Patents, \$2.80; strong bakers' \$2.50; superfine, \$2.

BRAN AND SHORTS

are but little in demand, while the stock in the city is rather light. Prices are unchanged, and are \$8 a ton for the former, and \$10 for the latter on track.

POTATOES

are plentiful so far as local demand is concerned, but inquiries for shipping lots are beginning to be made. Quotations are from 60c to 65c.

BUTTER.

The demand during the week has been quite spirited, and prices have held firm. The stock in the city is reasonably heavy, and prices are much the same. Creamery is worth 27c to 28c; choice dairy ranges from 24c to 27c, and good from 22c to 24c; poor qualities are not wanted.

CHEESE

holds without any change. Good quality is quoted at 16c, with a fair demand.

HAMS

have not changed in price but still hold firm. The business of the week has been a full average. Prices have ranged from 17c to 17 1/2c.

BACON.

The advance of the week previous has been maintained all last week, and there are no signs of any decline; long clear is worth 14c; smoked, 15c; spiced rolls, 16c to 16 1/2c; and English breakfast, 17 1/2c. The demand during the week has been fairly active.

MESS PORK

has not changed much in price during the week. Quotations have been from \$23.50 to \$24, which leaves but a small margin for importations at present Chicago prices. The volume of business done has been about a good average.

MESS BEEF

remains immovable at \$18, with a very light demand for it.

EGGS

are still scarce, and the invariable quotation of the week has been 40c.

MISCELLANEOUS.

There has been no change in the prices of canned meats. Dried apples still range from 11c to 12c, the latter figure being for prime Michigan. There have been no other changes worthy of notice.

MINNEAPOLIS.

The stage of water last week was better, on the whole, than for several weeks, and, while the total output shows a slight loss, the work done with water as a motive power was larger. The proprietors of those mills in operation felt quite well satisfied, as a rule, with the amount of flour turned out. The production of the week amounted to 61,208 bbls.—10,201 bbls. daily—against 64,709 bbls. the preceding week. This week the water was very good Monday and Tuesday, but on Wednesday forenoon it had dropped to a pretty low point. The opinion prevails that very many weeks cannot elapse before the water power must improve, it being the belief on the part of many that the several days of thawing weather in the past fortnight were not without a certain effect for good. The flour market shows a steady growth in strength and confidence, but is minus the boom element.

The following were the receipts and shipments here for the week ending Feb. 26:

	Received.	Shipped.
Wheat, bush.....	138,500	47,000
Flour, brls.....	5,500	57,903
Millstuff, tons.....		

LAST WEEK.

Flour, brls.....	266,500	53,500
Wheat, bush.....	4,000	64,533
Millstuff, tons.....	131	1,665

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

MINNEAPOLIS.			
	Feb. 27.	Feb. 20.	
In elevators, bus. ..	2,609,000	2,625,000	
In mills	355,000	400,000	
Total	2,994,000	3,025,000	
ST. PAUL.			
In elevators, bus. ..	1,185,000	1,185,000	
DULUTH.			
	Feb. 26.	Feb. 19.	
In elevators, bus. ..	2,412,359	2,400,513	
Afloat	262,403	262,403	
Total	2,674,762	2,662,916	

There have been no novel features nor startling fluctuations in the local grain market the past week. Wheat has not been active, the range being in fractions entirely. Coarse grains have been quiet and not strong.

No. 2 corn closed at 58c; No. 2 oats at 32c; rye at 53c and No. 3 barley at 55c.

The corn corner worked last month has resulted in the appointment of a committee of arbitration, Morse & Sammis refusing to load Barden with shekels until compelled to do so.

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

Wheat.	Highest.	Lowest.	Closing.
No. 1 hard.....	\$1.01 ..	\$1.00 ..	\$1.01
" 2 "	97½	95½ ..	97½
" 1 northern ..	92½ ..	91½ ..	92
" 2 "	87 ..	86 ..	87

No. 1 hard for May opened at \$1.05½ and closed at \$1.06. No. 2 hard for May opened and closed at \$1.01½.

MILSTUFF.—Bran and shorts have been quiet and steady closing at \$11.50 to \$12 per ton in bulk, for bran, and \$12.25 to \$12.50 for shorts.

FLOUR.—Without anything like a boom, the markets hold firm and the demand grows better. Buyers are not very anxious, however, and as a rule take only enough to supply immediate needs. Quotations at the mills are as follows:

Patents, \$5.90 to 6.25; straights, \$5.25 to 5.75; first bakers', \$4.50 to 5.00; second bakers', \$4.30 to 4.50; best low grades, \$2.25 to 2.55; red dog, \$1.75 to 2.00—*Northwestern Miller.*

CHICAGO.

The grain markets during the first half of last week were dull and low; on Wednesday, however, they showed considerable strength, and an advance of 1½c was made on wheat, and ½c on corn. Oats not quotably higher. Hog products were lower, owing to larger receipts of hogs and dull foreign markets. Quotations towards the close were:

Wheat.....	Mar., \$0.91½	Apr., \$0.93½
Corn.....	" 53	" 53½
Oats.....	" 32½	" 32½
Pork.....	" 18.10	" 18.20
Lard.....	" 9.60	" 9.70

On Wednesday, during most of the session, the market for grain ruled weak, foreign advices quoting dull markets, but towards the close the market rallied, under the influence of rather free local buying, and reports of colder weather in winter wheat sections. Quotations towards the close were:

Wheat.....	Mar., \$0.92½	Apr., \$0.93½
Corn.....	" 53	" 53½
Oats.....	" 32½	" 32½
Pork.....	" 17.95	" 18.00
Lard.....	" 9.55	" 9.65

On Thursday a fair business was transacted, and trading chiefly of a local character; the feeling was unsettled and market easier; foreign advices were unfavorable. There was considerable pressure on the part of some operators to bear the market. The market opened firm, and prices were advanced ½c to ¾c, but under free offerings prices again declined. Quotations towards the close were:

Wheat.....	Mar., \$0.92½	Apr., \$0.93½
Corn.....	" 52½	" 53
Oats.....	" 32	" 33½
Pork.....	" 17.80	" 18.00
Lard.....	" 9.42½	" 9.55

On Friday the markets were weak and lower. Foreign advices still quoting dull markets it seems to be almost an impossibility to raise

prices under existing circumstances and no foreign demand. Quotations towards the close were:

Wheat.....	Mar., \$0.92	Apr., \$0.92½
Corn.....	" 52½	" 52½
Oats.....	" 32	" 32½
Pork.....	" 17.72½	" 17.80
Lard.....	" 9.40	" 9.50

On Saturday the markets were of a holiday character, and prices unchanged, with hog products tending towards lower prices. Quotations towards the close were:

Wheat.....	Mar., \$0.92	Apr., \$0.92½
Corn.....	" 52½	" 52½
Oats.....	" 32	" 32½
Pork.....	" 17.67½	" 17.75
Lard.....	" 9.35	" 9.45

TORONTO.

STOCKS.

The market during the week has still tended towards higher values. On Wednesday closing bids, as compared with the week previous were:

	Feb. 20.	Feb. 27.
Montreal	184 ..	183½
Ontario	100½ ..	100
Molson	114 ..	—
Toronto	174½ ..	178
Merchants	112 ..	114½
Commerce.....	121 ..	121½
Imperial	131 ..	134
Federal.....	136½ ..	135½
Dominion.....	193½ ..	195½
Standard.....	113½ ..	114½
Hamilton.....	114 ..	113½
North-west Land.....	61 ..	61½

GRAIN AND PRODUCE.

The local market has been dull and sluggish all the week; supplies have been small, but the demand has been slack. The tendency of prices has varied, some moving one way and others in another. No shipping demand unless in the cases of peas and barley, and even for these the demand is very slack. Stocks on hand have not changed much during the week beyond a slight increase in wheat. The stocks in store on Monday morning were as follows: Flour, 1,125 bbls.; fall wheat, 79,144 bush.; spring wheat, 56,341 bush.; oats, nil bush.; barley, 196,603 bush.; peas, 35,221 bush.; rye, nil; against on the corresponding date last year; flour, 4,318 bbls.; fall wheat, 227,552 bush.; spring wheat, 82,225 bush.; oats, 1,856 bush.; barley, 130,652 bush.; peas, 11,558 bush.; rye, 6,695 bush.

WHEAT.

Offerings small and demand very light, and confined chiefly to millers' wants. This light demand, coupled with weak outside markets, have led to a slight decline in prices. Quotations are: No. 2 Fall, \$1.07; No. 3 Fall, \$1.04; but at the close bids were reduced one cent. Spring seems to have sold to millers at about \$1.10 for No. 1 and \$1.08 for No. 2 f.o.c., which seemed to be the value at the close; goods sold at \$3c.

OATS.

Firmer, with all offerings readily taken at steady prices; sales were made at 35c for car lots; street receipts small, and prices ranged from 36c to 38c.

BARLEY.

The movement has been light and prices a shade easier, but as offerings have been small holders have not felt inclined to make concessions. No. 1 is quoted at 70c and No. 2 67c f.o.c.; extra No. 3 62c and No. 3 dull at 52c.

PEAS

are inactive but steady; car lots of No. 2 held at 75c with buyers at 74c, but no sales reported; street prices firm at 74c to 76c, the latter being for seed samples.

RYE.

Dull and easy at 60c either on the street or in car lots.

FLOUR.

The market has continued quiet with little business doing; holders seem not much inclined to push sales, and the demand has been but little in excess of the supply. Quotations are: superior extra, \$5.05; quiet at \$1.75. At the close there was a little more enquiry and sales were made at \$5.07.

POTATOES.

Market unchanged with car lots bringing 68c to 70c, but more offered at the same price; street receipts light and quotable at 80c to 85c per bag.

BUTTER.

The local market remains unchanged, local consumers taking all choice grades, and there are no shipments of this quality as shippers can get none, and they will touch nothing else. Receipts of select dairy find a ready market at 20c, with all offered wanted; medium and inferior grades is held in large quantities without buyers; box lots of really good rolls sell readily at 16c to 17c with all offered eagerly taken; street supplies are on the increase, pound rolls bringing 22c to 23c, but some very choice have brought higher prices; pails and crocks of dairy 17c to 19c.

EGGS.

The scarcity which has characterized this market for some time seems at an end; receipts are large and sufficient for all wants; prices have receded rapidly, and at the close values stood at about 28c, with still lower prices expected; street receipts are increasing and prices are down to 25c.

CHEESE.

Stocks are running low and are firmly held; fine has continued to sell at 13½ to 14c for small lots, but some medium has been offered at 12c to 12½c.

PORK.

Firmly held and small lots selling readily at \$20 to \$21.

BACON.

More enquiry has been heard for small lots, but higher prices are asked. Small lots of long clear have brought 10½c to 11c; Cumberland has been quiet at 9½c to 10c; rolls and bellies in small lots bringing 11½c to 13½c.

HAMS.

Sales light and prices unchanged. Smoked 13½c, and pickled in small lots 12½c.

LARD.

Unchanged. Demand fairly steady; tinnets sold at 12½c and 13c for pails.

APPLES.

Nothing doing in car lots nor on the street only for small lots which would bring \$3 to \$3.50, according to quality.

POULTRY.

Offerings in box lots light but could have found a ready sale. Street receipts were small and more wanted, with fowls at 60c to 75c; ducks, none; geese, 75c to \$1 each; turkeys \$1 to \$1.25 for hens and \$1.25 to \$1.70 for gobblers.

SENDRIES.

Dried apples steady at unchanged prices; country lots changing hands at 8½c to 8½c; oatmeal, per 136 lbs, \$4.05 to \$4.10; corn meal, in small lots, \$3.40 to \$3.50.

Winter Wheat.

The prospects of the coming winter wheat crop are beginning to play an important part in the great grain markets, as usual. Up to Feb. 1 they were as good as ever was known on that

date, but since then there have been rather alarming reports from some important districts, the recent cold snap having done damage in Kansas, Illinois and Missouri, where the snow had melted off. In Michigan, Iowa, Wisconsin and Nebraska, the snow has proven a safeguard against frost, and in Ohio, where most of the snow has disappeared, the cold has not been very severe of late, so that on the whole the prospects are not bad as yet. What the next month or two will give us in the way of weather will have much to do with the future of winter wheat, and the market fluctuations will be influenced more by this than any other cause at present visible. It is of course too early to say anything about spring wheat, though there is nothing now to indicate that it will not be a large crop.

Reports from the interior of Kansas and along the Missouri river give damaging news regarding the growing wheat. The recent heavy rains followed by freezing, together with the previous warm weather, followed by the thermometer fall to eight degrees below zero, from 38 above in one night, has killed a large area of wheat that promised most excellently shortly before.

Mexico's Exports.

Nearly three fifths of Mexico's exports last year were confined to the precious metals, the figures being \$29,628,000 in coined and uncoined silver and gold, against \$12,179,000 worth of all other products. The value of sugar exported from Mexico last year was \$198,365, from which it will be seen that her sugar exports—concerning which so much has been said to the alarm of our sugar producers—are very significant, having fallen off nearly two-thirds since 1850. Of these Mexican exports, \$17,258,000 worth, went to England and \$16,740,000 to the United States. These amounts are very much modified, however, by details. The amount of products, outside of gold and silver, which went to England, was only \$1,057,000, against \$7,702,000 to the United States, leaving the very large export of gold and silver to the former of \$15,202,000. To the superficial observer this might look as though this large amount of precious metals had gone to pay for British manufactures for import into Mexico; but, upon reference to late British statistics, we find that the exports from Great Britain to Mexico amounted to only about \$9,000,000—which, however, is double what they were in 1878—while the latest custom statistics of the United States show an export of American products and manufactures to the value of \$14,370,000, or about threefold of what they were in 1878.—*Export Journal.*

The Paper Market.

Trade is reported by most dealers as having been a little better this week, although not as brisk as it usually is at this time in a year of prosperous business. While no sudden improvement is looked for, as the season advances, there is quite a feeling of hopefulness of a gradual enlargement of the volume of trade. The probabilities favor a larger distribution of paper during the spring, and there are also some indications that prices may be on a little more satisfactory basis, but before much improvement

can be expected, it is evident that the supply and demand for paper must be somehow brought into closer relations. The most discouraging feature of the present situation of trade is the continued large number of failures. Those of last week, for the whole country are stated on the authority of one of the mercantile agencies to be the largest number for a single week for years, if indeed it has ever been equaled in the history of the country. The fact that nearly 50 per cent. of these failures were of small traders, is regarded as indicating, in the absence of any business or financial crisis, that, in a large number of instances, dishonest debtors have taken advantage of loose and imperfect laws to defraud their creditors. Print papers, although ruling at very low figures, continue to be quoted steady and no concessions are made unless on large and desirable orders. Manila wrappings hold their own with some degree of firmness. Straw boards are very weak and nominal, No. 1 steam-dried being marketed at \$30 to \$35 per ton.—*American Stationery.*

New Check Book.

Something new in check-books has just been introduced by the Sprague Check-Book Company, New York city. It is an improvement over the ordinary check-book, the awkward shape of which is completely remedied, resulting in a neat as well as simple and convenient book of account with the bank. The book is the invention of a practical bookkeeper. The width of the book is only the length of a check. When open the spread is only fifteen instead of thirty-five inches, making a book of ordinary "cap" size, when the checks are arranged four deep. The book has pages, some of which are arranged for keeping account of deposits at the bank and checks drawn, including the numbers of same, date, to whose order paid, for what purpose drawn, etc., while other pages show balances in bank. Thus, the balance on deposit is always kept in view, while at the same time a regular Dr. and Cr. account is kept with the bank. The arrangement of the book is so simple, yet perfect and convenient, that it explains itself. The book is also gummed on the balance page, so that checks, which have been cancelled may be conveniently attached to this page and thus filed for reference. On the whole, the book is admirably adapted for the use of bankers, merchants, and all business men.—*American Stationery.*

EMERSON.

Mr. E. W. Sexsmith, of Emerson, has been appointed deputy clerk of the County Court of Manchester.

Mr. R. K. Hepburn, of the banking firm of Hepburn and Irwin, returned last Friday from a visit to the old country.

Ed. Creel, lessee of the Emerson House, was sold out last Saturday under a landlord's warrant. Jas. Reid has leased the house and is now running it.

At a regular meeting of the City Council, held last Monday, Messrs. Drummond Bros. were appointed agents of the city for effecting the sale of the debentures.

The sheriff's sale of the hardware stock of Walton and Bird, which had been postponed several times, finally took place on Tuesday afternoon. The stock, amounting to \$14,000, was sold to J. H. Ashdown, of Winnipeg, at the rate of 4½c on the dollar.

The merchants of Emerson feel grateful to the COMMERCIAL for its endeavors to check the smuggling going on between this point and Pembina and St. Vincent. They feel confident that the Customs authorities will look to the matter and give them due protection.

The sudden death of ex-collector Bradley causes a general consternation in Emerson. Although personally responsible for the loss sustained by the Government, it is generally believed that he was perfectly innocent of the charges in which his name was associated.

The International Convention to Discuss the Hudson's Bay Route, which is to take place at the Emerson Opera House on the 4th and 5th of March, promises to be a "big thing." To make certain of a good attendance from the towns of the Red River Valley, Mr. W. N. Fairbanks, president of the Board of Trade, and C. Douglass, are now on a visit to Fargo, Moorhead, Grand Forks, Fergus Falls, Crookston, and other places in Minnesota and Dakota, to interest the Boards of Trade and City Councils of those places in sending delegates to the Convention.

PORTAGE LA PRAIRIE.

Mr. R. B. Hill has now on exhibition a roller of his own manufacture. Experts claim that it cannot be excelled in the province.

Mr. W. P. Shaw, who for some time past has occupied the position of accountant in the Ontario Bank here, now assumes the management in place of Mr. E. Porter, pending further arrangements.

Mr. J. P. Young received a lot of mill picks from Prince Albert to repair this week. We believe Mr. Young is about the only man in the province who can do this kind of work. The millers of Manitoba have been in the habit heretofore of sending their work to Minneapolis for repairs.

BRANDON.

Poudrier & Brownlee, civil engineers, have dissolved partnership.

There is a prospect of the Souris Branch being built during the coming summer.

Business still continues quiet, only a fair amount of grain is coming in. Oats have taken a rise of 2c per bushel, and a further rise is expected.

A meeting of the Farmers' Union was held on 26th February, and fifteen delegates were appointed to attend the Winnipeg Convention on the 5th inst.

An attempt is being made to amalgamate the Brandon & Northern and the Souris & Rocky Mountain Railways, making this city the terminus.

Alexander Kelly & Co. expect to have their flour mill in running order this week, and they are pushing forward their oat mill with all despatch.

Iron Shutters Not Reliable.

Edward Atkinson, in a communication to the *Commercial Bulletin*, makes some valuable suggestions regarding the protection of buildings by shutters, which are worthy the attention of the underwriters as well as architects and builders. He says: Of all the materials in common use, and which are commonly depended upon for preventing destruction by fire, there is none so treacherous as unprotected iron, with the possible exception of granite. Iron doors and iron shutters may have occasionally appeared to prevent the passage of fire through a window or doorway, but such successes can only have been attained either by their not being subjected to great heat, or else by their being drenched and kept cool with water. Whenever and wherever they have been exposed to severe heat, they have been so quickly warped and twisted as to have become practically useless as safeguards, while they have often prevented access to buildings, and have thus greatly increased the loss or damage of the fire raging within. There is nothing yet invented which can be said to be absolutely fireproof by which window spaces or doorways can be protected; but the heavy wooden door or shutter encased in tin will retard the action of fire in sufficient measure to give the fire-men a fair chance to put it out in the room in which it starts. If two thicknesses of inch board (pine preferred, because it does not warp) are nailed crossway and fully encased in tin, locked and soldered, and thoroughly nailed under the locking, the outer surface of the wood under the tin will be speedily reduced to charcoal by the action of the heat, through the combustion of the small amount of oxygen under the tin. The charcoal itself then becomes a very effective non-conductor of heat, and if the tin is tight, so that no further supply of oxygen reaches the unburnt wood beneath the charcoal, it will remain cool and strong for some hours, thus giving time to control the fire when it starts.

The Mediterranean Route to India.

We have heretofore given particulars of the progress made in 1883 by the Russians in selecting the best route or routes into Central Asia and to India, on the one hand, and the activity displayed by the Austrians in trying to get as soon as possible into connection by rail with Constantinople. It now remains for us to examine what are English ideas of the most practical route to India. Considerable light has been thrown on this subject by the book recently published by Sir Verney Lovett Cameron, the celebrated Central African explorer, who made a trip from Portsmouth to Bagdad and Mossoul via the Island of Cyprus and Beyrout.

Mr. Cameron enumerates the various routes proposed by different nations and interests as the most practical and advantageous. There are no less than ten of them, viz.: 1. The Russian project via Orenburg to connect India with the Baltic. 2. The route via Constantinople, Diarher, Mossoul and Bagdad to the Gulf of Persia. 3. The one from Iskanderoun to Aleppo and through the Euphrates Valley to Kweyt. 4. From Tyre to Kweyt or Bassorah. 5. From Sidon to Damascus and thence to Bagdad or

Kweyt. 7. From El Arish to Kweyt or Bassorah. 8. A line starting from Salencia. 9. The line which from Aleppo would take the route via Mossoul, Teheran, Merat to Caboul and through the famous Khyber Pass to Attock. And finally, 10. The route from Tripolis to Homs, Hamah, Mara, Idlib, Aleppo, Orfa to the south of Mardin and Nisibin to Mossoul, thence through the valley of the Tigris to Bagdad and to Bushire, and finally, in the more distant future to Karachee through Laristan and Beluchistan.

Mr. Cameron pronounces in favor of the last or tenth route. It would lead us too far to recapitulate the remaining nine, No. 1 being of no direct interest to England because purely Russian. Yet the earnestness which Russia, ever active, displays in the matter, is a great stimulus to the English to soon arrive at some determination, particularly now that the Eastern question threatens to be reopened by complications in Egypt and the Soudan.

According to Mr. Cameron, a railway 197 miles in length would be required to connect Tripolis with Aleppo, and from Aleppo to Mossoul, touching at the points above enumerated, there would be 340 miles more of railroad. He estimates the cost of these 537 miles at \$40,000 per mile. From Mossoul to Bagdad there would have to be built 200 miles. After passing the Tigris at Bagdad the country becomes entirely level, but a good many little watercourses, all tributaries of the Karoun River, and the latter which is both wide and deep, will have to be bridged. Bushire is situated on a peninsula, under water at high tide, and therefore requiring a viaduct and on the entire line some twenty engineering works would have to be carried out. Bushire, the only seaport in Persia would require several improvements to allow the great India steamers to load and discharge. Mr. Cameron calculates that a canal, 900 yards in length and thirty feet deep would take them to the railroad station.

Both Mr. Cameron and Mr. Blunt, who has studied the subject, are of opinion that the fertile soil of the Euphrates and Tigris valleys will only require some irrigation, even to a less extent than in India, to revive the blooming condition for which they were famous in antiquity. A few turbines it is thought would raise the water to a proper height, and cast-iron tubes would do the rest. From a political and strategical point of view purely British, Mr. Cameron and Mr. Blunt are decidedly in favor of this Mediterranean route.

Wheat.

An English firm writes as follows: "Our stock of wheat January 1 was nearly double that of the year previous, while our imports were nearly \$,000,000 bushels less, and our production of wheat about the same. The reason is lessened consumption, which is accounted for by the largest crop of potatoes, not only in the United Kingdom but in Europe, that we have had for years, as well as other vegetables. There are at present about 140 cargoes afloat of California wheat on which there is a loss of \$22,000,000, very little of which is owned in Europe. We bought to-day new Australian wheat for January and February delivery at

43s., and the quality is splendid. Australian and New Zealand will have a surplus of some 34,000,000 bushels to give us of fine quality. The Indian crops are good, and they will begin exporting again about March."—*Chicago Tribune*.

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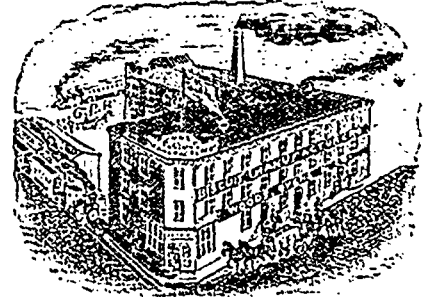
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Royal of England, capital and assets, \$31,000,000
 City of London, England, 10,250,000
 North-West Fire Insurance Company
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Fire, Life, Marine, and Accident Insurance.

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 Passage Tickets Granted.

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HOUSE FURNISHINGS!

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Shingles,
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ELEVATOR "A."

PORTAGE LA PRAIRIE.
The Purest and Best Flour

That Modern Inventions can produce to be had in large
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 Also large quantities of SEED WHEAT, BARLEY,
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Capacity Elevator.....115,000 Bushels
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Mill at Point Douglas.

Capacity - - 750 Barrels per day.

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A Full Stock of Patent Hungarian, Strong
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 Wheat, Bran, Shorts, Ground Feed, Oats, Bar-
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Wheat buyers at all Shipping C.P.R. Stations.

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GEO. J. MAULSON & CO.,

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PORTLAND, KEENS' and THORALD CEMENTS.

PLASTER PARIS.
 Fire Brick and Clay, Sewer Pipes, Hair, Lime, White
 and Grey, Land Plaster, Salt, &c.,
 23 and 25 GEORGE STREET, TORONTO.

Canadian Pacific Railway. (WESTERN DIVISION)

CHANGE OF TIME

On and after Feb. 18th, 1894, Trains will move as follows:

Going west.	Going East.
7:30 a.m. leave Winnipeg arrive 7:15 p.m.	10:00 " Portage la Prairie 4:00 "
1:25 p.m. Brandon 1:45 "	7:15 " Broadview 7:15 a.m.
3:15 a.m. Regina 11:20 p.m.	6:30 " Moose Jaw 8:50 "
3:30 p.m. Swift Current 11 " "	2:40 a.m. Medicine Hat 11:40 a.m.
10:10 p.m. Maple Creek 4:30 a.m.	5:45 p.m. arrive Calgary leave 8:00 a.m.

Only two trains a week will run west of Brandon, leaving Winnipeg on Mondays and Thursdays; train leaving Mondays will have sleeping car attached, and will run through to Calgary. Train leaving Thursdays will have sleeping car attached and will run to Moose Jaw only. Returning train will leave Calgary Thursdays, and Moose Jaw Fridays and Tuesdays, arriving at Winnipeg Saturdays and Wednesdays. Daily trains with Pullman Cars attached will run between Winnipeg and Brandon.

Going East	Going West
7:30 a.m. leave Winnipeg arrive 8:40 p.m.	1:55 p.m. Hat Portage 11:40 a.m.
8:55 p.m. Barclay 4:54 p.m.	11:40 a.m. arrive Pt. Arthur leave 1:31 p.m.

There will only be three trains per week to Hat Portage. Leaving Winnipeg on Tuesday, Thursday and Saturday and return from Hat Portage on Monday, Wednesday and Friday. There will only be one through train to Port Arthur with sleeping car attached, leaving Winnipeg every Tuesday, and will leave Port Arthur for Winnipeg every Thursday.

Going South.	Going North.
8:05 p.m. leave Winnipeg arrive 7:00 a.m.	10:50 p.m. Emerson 4:10 a.m.
11:00 p.m. St. Vincent 11:00 a.m.	

17:40, 8:15 a.m., leave Winnipeg arrive 5:15, 8:00 p.m.	10:50, 11:15 a.m., Morris 2:05, 5:30 p.m.
11:50 a.m., Gretna 3:45 p.m.	4:45 p.m. Manitou 3:30 a.m.

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

7:30 a.m. leave Winnipeg arrive 3:00 p.m.	10:30 a.m. Stony Mountain 2:00 p.m.
10:55 arrive Stonywall leave 1:30 "	

Train leaves Winnipeg for West Selkirk Tuesdays, Thursdays and Saturdays at 4 p.m., arriving at West Selkirk 5:40 p.m.; returning leaves West Selkirk Mondays, Wednesdays and Fridays at 7:10 a.m., arriving at Winnipeg 8:50 a.m.

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

Trains move on Standard time.

Trains east of Brandon and west of Port Arthur or St. Vincent and north of Gretna, run on Winnipeg time. Time west of Brandon as far as Gleichen, is one hour slower than Winnipeg time. Time west of Gleichen is two hours slower than Winnipeg time.

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

The Royal Route. — Chicago, St. Paul, Minneapolis and Omaha, and Chicago and Northwestern Railways.

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

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

Albert Lea Route.

The favorite route from the North to Chicago and the East. Chicago "Cannon Ball" express leaves Minneapolis at 7:00 p.m. daily, arriving at Chicago 3 p.m. next day. This is a solid train, consisting of comfortable day coaches, Pullman sleeping cars, and our justly famous palace dining cars, running through without change.

Train leaving Minneapolis 7:40 a.m. has comfortable coaches, Pullman sleeping cars, and Horton reclining chair cars.
J. F. McFarlane, Gen. Northwestern Agent, Winnipeg, Manitoba.
J. A. McConnell, Traveling Passenger Agent.
S. F. Bord, General Traffic and Passenger Agent.

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 train running in all directions.

NORTHEASTWARD.

Express leaves St. Paul at 7.00 p.m. and 8.09 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 to St. Paul time.

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

GOING EAST.

Express trains leave Minneapolis at 1.00 p.m. and 8.09 p.m.; and St. Paul, 1.45 p.m. and 8.45 p.m.; arriving in Chicago at 7.00 a.m. and 2.00 p.m.

GOING 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 12.15 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 at Sioux City, Omaha, Kansas City and San Francisco at 7.10 a.m. and 3.30 p.m.

Michigan Central Railroad.

Depots foot of Lake Street and foot of Twenty-second Street. Ticket Office, 67 Clark Street, south-east corner of Randolph, Grand Pacific Hotel and Palmer House.

"THE NIAGARA FALLS ROUTE."

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

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

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

H. B. LEDYARD, Gen. Manager, Detroit.
O. W. RUGOLES, Gen. Pass. & Tkt. Agt., Chicago.

W. M. McLEOD, Manitoba Pass Agent, Winnipeg.

The Chicago, Milwaukee & St. Paul Railway

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

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

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

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

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

S. S. MERRILL, A. V. H. CARPENTER, General Manager. General Passenger Agent.
W. H. DIXON, CHAS. N. BELL, Gen'l N. W. Pass. Ag't., Commercial Ag't., St. Paul, Minn. Winnipeg, Man.

Chicago and Grand Trunk Railway.

GOING EAST.

Leave Chicago 9.10 a.m., 3.30 p.m., 8.30 p.m.; arrive at Port Huron 10.30 p.m., 5.30 a.m., 10.35 a.m., 10.10 a.m., 5.15 p.m.

Leave Port Huron 6.10 a.m., 7.55 p.m., 8.00 p.m., 4.15 p.m., 11.00 a.m.; arrive at Chicago 0.50 p.m., 7.45 p.m., 3.00 a.m., 6.40 a.m., 9.00 a.m.

Pullman palace sleeping coaches are run through with out change, between Chicago, and Bay City, Detroit, Toronto, Montreal, Boston, Niagara Falls, Buffalo, and New York via Port Huron, as follows:

GOING WEST.

Trains leaving New York 6.45 p.m., Buffalo 12.10 p.m., Suspension Bridge 7.00 p.m., 5.30 a.m., and Port Huron 3.00 p.m., has through Pullman palace sleeping coach from New York, Buffalo, Suspension Bridge and Bay City to Chicago.

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

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

GOING EAST.

Train No. 3 leaving Chicago 3.30 p.m., has through Pullman palace sleeping coaches from Chicago to Niagara Falls, Buffalo, New York, and to Boston via Montreal.

Train No. 5 leaving Chicago 8.50 p.m., has through Pullman palace sleeping coach from Chicago to Montreal and Parlor car to Boston.

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

The Chicago & Grand Trunk & Grand Trunk Railways

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

CHICAGO AND ALL CANADIAN POINTS.



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

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

Always ask for Tickets via this Line.
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S. R. CALLAWAY, General Manager.

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

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Manufacturers and Dealers in

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

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The Largest and Most Popular House of the North-
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The "Royal" Soap is strongly recom-
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 Ale and Porter in Wood
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 Of all kinds constantly on hand at Lowest Prices to the
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 Highest Awards and Medals at Exhibitions of 1882.

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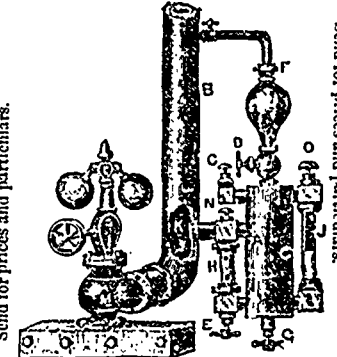
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 Engineers and Machine Makers, Manufacturers of
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