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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 25, 1884.

NO. 28

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,
Publisher.

WINNIPEG, MARCH 25, 1884.

WM. GRIST, hotel keeper, Winnipeg, has assigned in trust.

JOHN GOULD, general storekeeper, Troy, has assigned in trust.

JAMES BUSHELL, tobacconist, Winnipeg, has given up business.

NICHOLLS & PARKER, photographers, Winnipeg, have dissolved partnership.

G. F. R. HARRIS, customs broker, Emerson, has sold out to Simcox & Irwin.

THE Rock Lake Herald has suspended publication owing to insufficient support.

THE Stonewall paper mill will be put in operation again as soon as spring opens.

F. R. GEMMEL, general storekeeper, Selkirk, contemplates selling out his business.

COWAN & ROBBINS, dealers in farm machinery, Winnipeg, are about to give up business.

It is expected that the C. P. R. telegraph line between Montreal and the Northwest will be completed by the month of May next. Already it is open from the east to Algona Mills, and from the west to Michipicoton.

C. A. LEFT, insurance agent, Emerson, is about giving up business and leaving that town.

GORDON & DAGG, lumber dealers, Manitou, have dissolved partnership, and the business will be continued by T. G. Gordon.

GEORGE WILSON, dry goods dealer, Winnipeg, is about to sell off his stock by auction, previous to starting back to Ontario.

MR. MCKAY, of the Carberry sawmill, has the material on the ground for the elevator to be erected in that town during the coming summer.

THE influx of immigration has continued during the past week, and some two hundred actual settlers have reached the city mostly bound west.

HOLMES & Co. have opened up an employment agency in the Harris Block, Winnipeg, and intend giving special attention to supplying domestic help.

THE oatmeal mill at Stonewall is completed and starts operations this week, this makes the second industry of this kind in this province. There is room for more.

THE bailiff has taken possession of the store of John Buchanan, stove and tinware dealer, Winnipeg. It is hoped that the difficulty will be only a temporary one.

ROWE & NEWTON, wholesale dry goods merchants, Winnipeg, have gone out of business and have sold their stock, *en bloc*, to Reddie & Co., at 62½c on the dollar.

CONSIDERABLE life is already being shown in the Winnipeg labor market, and several contractors have put in their orders for men to the different employment agencies.

MR. H. A. PERLEY, of Carberry, is selling-off his store goods. He purposes giving up the mercantile business and devoting his entire attention to the hotel and post office.

ON Sunday a number of miners from Pittsburg, Pa., passed through Winnipeg on their way to the Galt coal mines west, which are to be developed with as much speed as possible.

It is understood that as soon as navigation opens the St. P., M. & M. Railway Co. will put on a fleet of steamers, between St. Vincent and Winnipeg, to carry freights from the south and east, instead of sending them over the C. P. R.

THE prospects of an early spring are very favorable all over the Northwest this season. In several districts west, ploughing will commence this week, and with two weeks more of such weather as the past ten days it will be general all over the prairie.

MR. FIELD, formerly manager of the Ontario Bank here, has joined interests with John Haffner, produce and commission merchant, Winnipeg, under the firm name of Field, Haffner & Co. Mr. Field will bring both strength and popularity to the business.

THE trade sales at Coolican & Co.'s auction rooms, on Wednesday and Thursday last were well attended, and goods sold at good figures, showing that trade is improving. The first day's sales were of groceries and general merchandise, and the second was confined to dry goods and clothing.

THE bye-law enabling the city of Winnipeg to issue fresh debentures to the value of \$671,000 was voted on yesterday and carried by a good majority. This will relieve the City Council from all inconvenience as far as funds at their disposal are concerned, and the present Council have a chance given them of making a record of improvement and judicious economy at the same time.

THE Committee appointed by the Local Legislature to inquire into the workings of the tariff on agricultural machinery, lumber and canned goods, will hold its sittings this week with the Hon. A. A. C. LaRiviere, Minister of Agriculture, as chairman. The committee will have no difficulty in securing the evidence of dozens of importers of these goods, who can give thoroughly practical and reliable testimony.

AT a meeting of the Manitoba Land Law Amendment Association, held in the city yesterday, it was decided to ask an order from the Local Government to have the bill framed printed by the Association, in order to facilitate its progress through this session. Petitions in favor of the bill are coming in from the different Municipalities, and as yet the measure has practically no opposition. It is to be hoped that a bill embodying the principles of the Torrens System will pass during the present session of the Legislature.

Business East.

ONTARIO.

T. B. Moxley, shoes, Petrolia, has failed.
Wallace & Co., trns, Toronto, have dissolved.
S. Pocock, window blinds, Woodstock, is dead.
R. G. Hector, general store, has assigned in trust.
N. Levy, grocer, Barrie, has removed to Vasey.
R. K. West, wagons, Stayner, has assigned in trust.
Robert Whittaker, shoes, Jarvis, has assigned in trust.
Ed. Jacobs, 7c store, Brockville, has assigned in trust.
E. J. Benedict, general store, Buckhorn, has sold out.
Miss Rutherford, millinery, Toronto, has assigned in trust.
J., M. & A. Climi, mills, Listowel, have assigned in trust.
H. Smith, books, Campbellford, has sold out to J. McNichol.
W. M. McMillan, general store, Listowel, has assigned in trust.
Morland & Son, glassware, Ottawa, have assigned in trust.
L. Beaker, hotel, Dashwood, has sold out to Cook & Hartland.
Charles Wetlaufer, shoes, Shakespear, sold out to H. Linker.
John Riggs, general store, Listowel, has sold out to McGillvery.
Eli N. Moyer, agent, St. Catharines, is out of business and away.
W. H. Crooker, druggist, Hamilton, has removed to Toronto.
George B. Hamilton, general store, Russell, has assigned in trust.
Ross Bros., tailors, Bridgeton, have dissolved; George Ross continues.
Masters & Banting, general store, Cookstown, have assigned in trust.
Selby Lee, manufacturer, boots and shoes, Ottawa, has assigned in trust.
W. J. Henderson, hotel, Coldwater, has sold out to James Ryan, and is away.
Griffin & Kitchen, furniture, Delhi, have dissolved; E. Kitchen continues.
Bailey & Walker, grocers, Toronto, have dissolved; William Walker continues.
L. S. Hancock, stationer, Ridgetown, has admitted Morris Hay into partnership.
Hannah & Knapp, hardware, Shelburne, have dissolved; G. R. Hannah continues.
McAllister & Son, shoes, Norwich, has dissolved; Robert McAllister continues.
James Belch, carriages, Napanee, has admitted E. Huff; style now Belch & Huff.
Hewitt & Raymond, pianos, Brantford, have dissolved; S. Hewitt continues alone.
Young, Cawker & Co., grocers, Bowmanville, have dissolved; C. M. Cawker continues.
Bean & Werner, general store, New Hamburg, have dissolved; H. G. Bean continues.
Clapperton & Thompson, blacksmiths, Shakespeare, have dissolved; Thompson continues.
C. S. McNair & Co., house furnishings, Toronto, have dissolved; Charles Carpenter retires.

William Mackie, general store, Woodbridge, has sold his stock to Danforth, Roche & Co.
McPherson & Campbell, stoves and tins, Canington, have dissolved; William McPherson continues alone.

C. S. Moore, M.D., London, has admitted J. P. Drake into partnership; the style is now Moore & Drake.

Deem & Stewart, staves, Fletcher, have dissolved; Stewart retires and Matthew Martin takes his place.

S. Ashfield & Co, glassware, Ottawa, have dissolved; James Ashfield retires and Samuel and John Ashfield, jr, continue.

Cannon, Gilbert & Co, woolens, Almonte, have dissolved; Gilbert Cannon retires and business continued by John and David under style of Cannon Bros.

The following parties in Ridgetown have been burned out: Charles E. Dauphin, confectioner; Laing & Ruth, hardware and tins; E. McCollum, books; John McKinley, baker; and H. Tucker, confectioner and jeweler.

QUEBEC.

F. N. Beauchamp, jeweler, Montreal, is dead.

E. Marchand, grocer, St. Johns, has assigned in trust.

Currie & McLean, forwarders, Montreal, have dissolved.

Gadbois & Gingras, hotel, Montreal, have dissolved.

Aubin, Lapalme & Barrie, wines, Montreal, have dissolved.

Arthur Quay, general store, Ripon, has assigned in trust.

L. Landry, general store, Beauceville, has assigned in trust.

E. H. Snow, general store, Coaticook, has assigned in trust.

L. P. Lesage, general store, St. Leon, has assigned in trust.

John M. Lamb, general store, Richmond, has assigned in trust.

Falois Zatique, general store, Vandrenil, has assigned in trust.

Leduc Appollinaire, general store, St. Benoit, has assigned in trust.

Long & Bailey, furniture and tub factory, Sherbrooke, is burned out.

Wood Bros., jewel cases, Montreal, have dissolved; W. F. Wood retires.

Rheault Dolphin, general store, St. Albert de Warwick, has assigned in trust.

A. Turcotte & Co., tailors, Montreal, have dissolved; A. Turcotte continues.

The Machinery Supply Association, Montreal, have dissolved; Albert Corriveau, the special partner retires; business continued by Wm. S. Gardner and W. H. Nolan under same style.

NOVA SCOTIA.

G. A. Porter, grocer, Wolfville, has assigned.

Ernest Spencer, grocer, Halifax, has assigned.

Edmund Burdham, flour, Digby, has assigned.

D. M. Story, general store, Halifax, has assigned.

William Stevens, general store, Port William, has assigned.

Burns & Longstaff, general store, Digby, have assigned.

Thomas Williams, general store, Acadia Mines, has assigned in trust.

J. H. Porter & Co., general store, Tuskot Wedge; Annum A. Porter of this firm is dead.

NEWFOUNDLAND.

John Thorpe, trader, St. Johns, is insolvent.
Shea Ambrose, commission, St. Johns, has admitted George Shea as a partner; style, Shea & Co.

Growlers.

Nature holds the universe in poise by playing dangerous forces against each other, and when one force fails the other begets havoc. The same is no less true in trade. The growlers and the visionaries meet half way, and their equal combating influence gives the health-flush to commerce. The cool judgment is neither that of an optimist nor a pessimist, but a blending of the two. When one fails misfortune falls. Unfortunately the visionary is of milder temper than the growler, and yields more easily. More unfortunately still, the growlers have been in the preponderance of late in the metal trade. Confidence, or the lack of it, is the outgrowth of innate consciousness of fallibility, a consciousness so powerful that it fails to perceive that others are also fallible in a greater or less degree. The pessimist is always loud-mouthed and peripatetic. He gets in the high places and the highways and bawls ruin in every man's face. He is strong-lunged and makes a great din. Like the visionary he is open to conviction, but like the Scotchman, he would like to see the man that would convince him. The matter of confidence is like the tide—never stationary, always ebbing or flowing. The growler and the visionary are alike always positive, the former a little the more so. Both are equally dangerous. The merchant or manufacturer meets one of these horned cattle, and no matter how much superior his own judgment may be and how firm his convictions as to the present and future of business, he more or less consciously takes in, under an unconscious protest, something of the feeling the growler promulgates. He meets another and another. Conscious fallibility says: "Maybe, after all, these fellows know something that I do not." So it goes. He loses buoyancy little by little. The change in him and the outcry of the growlers, influence others who in time yet react on others. Every pebble cast at confidence, like one dropped in the sea, beget wavelets that expand over the whole surface of trade, each adding to the waves that lash themselves into a storm. It is never necessary that the lack of confidence should be based on judgment or foresight. As a fact, it never is. It is the weakness of human nature—the hysteria of trade. Look abroad today. Consider fairly all the elements that enter into our trade. What has begotten and fosters the general depression? Nothing but lack of confidence. Where does the cause lie? In the national relations with the world? They were never more advantageous—more at rest. In our foreign commerce? Notwithstanding some restrictions it is bigger than ever. In the fallacy of the balance of trade? It is enormously in our favor. In the material growth and development of our country? These are unprecedented even in our own history. Shall we seek it in diminished population? We have increased as rapidly as ever. Has there been a

failure of crops or the bounty of nature? Have our mines failed? Has our currency depreciated? To all these questions the answers are most positively in the negative. Why then is our trade depressed? Over production has been given as the cause, yet it is an indisputable fact that stocks in almost all lines of metal goods are comparatively lighter than for many years. Not only this, but production has been largely curtailed. To finance the fault cannot be attributed. Our banks are burdened with a plethora of funds. The investment of these funds lack of confidence forbids, yet money is pouring into new enterprises at a galloping rate. Imposed upon by the visionists for a period men rushed into speculation, fostered all manner of inflation. The reaction came. Legitimate trade always suffers for the crimes of illegitimate speculation. The growlers got on top howled their reign of panic in every one's ears. A wise, cool look into the possibilities was not taken, and, frightened, each contributed to the general shrinkage and inactivity. What are the facts? More goods have gone into consumption in the last year than in any previous one. The aggregate volume of transactions has been bigger. Not in money value possibly, but in actual goods handled. Prices have declined, and profits have been very close. Weak concerns have been weeded out, and the result is a healthful condition in almost all lines of trade, which is steadily and inevitably improving, and in which, happily, there are no indications of a "boom," with its disastrous consequences. Indications all point to a fair year, and confidence is slowly but surely returning. Encouragement is shown in every direction, and brighter skies are showing themselves. True, the growler is still here. He butts with all his might against reviving prosperity. He is like the bull who charged at the locomotive. We admire his pluck but deprecate his lack of discretion.—*Industrial World.*

Money and Stocks.

The Monthly Financial Circular of Henry Claws & Co., of New York, for March, says: Two months of the year have passed, and the country cannot congratulate itself upon the improvement in business that many expected to characterize the opening of the year. There have been some symptoms of recovery. Failures are less numerous and less important in amount than they have been; and there is a slowly improving feeling in respect to credits. But the general state of business is still far from being satisfactory. In almost every branch of trade, the spring demand for goods is dull and backward, and a feeling of disappointment prevails among distributors. Payments at the interior are not made with promptness. Manufacturers are keeping down production; and, in order to compensate themselves for the fall in prices, are driven to enforce reductions of 10 to 20 per cent. in wages; which implies a contraction of demand for goods among an important class of consumers. The agricultural class, though upon the whole in a substantially good condition, have been prevented by low prices from marketing their grain to the usual extent;

with the double effect of postponing the payment of their debts and of limiting their purchases of goods. The condition of the foreign markets is unfavorable to a demand for our exports, and consequently the interior is congested with a mass of products held for higher prices. This limitation of our exports is producing stringency in the foreign exchanges with a prospect of free exports of gold, which acts unfavorably upon the financial centres and suggests a new occasion for caution among the banks.

This condition of things is incompatible with anything like buoyancy or activity in the financial markets. It necessarily suggests caution and the postponement of investments. And yet the situation is not without mitigations and suggestions of hope. It can hardly be viewed as foreshadowing worse conditions to come. It is perhaps more reasonable to regard it as the effect of a reaction which has already culminated, and as exhibiting the first beginnings of a recovery, which, however slow its progress may be, warrants hope rather than despondency. It is not difficult to trace the beginnings of a more hopeful feeling. In the iron trade—which affords a better criterion of commercial tendencies than any other industry—the suspension of work has about ceased and in many instances manufacturers are increasing their output, and this tendency would probably be more marked were it not for the temporary uncertainties caused by proposed modifications of the tariff. In those markets which admit of speculative operations, the predominant tendency is decidedly in favor of buying for a future advance in prices, which implies that the condition of supply has been worked into a more conservative shape. The anticipations of speculators may, of course, prove mistaken; but this expression of the conclusions reached by a class of shrewd observers must be regarded as of some value as a sign of the times. Then, the stagnancy of the export trade is not due to any lack of products for shipment. With an average wheat crop last year and an unusually large surplus carried over from the crop of 1882, we have exported, from the 1st of last July to the end of January, 37,500,000 bushels less of wheat and flour than we did during the same period of 1882-3; which carries very plainly the implication that we have an extraordinarily large surplus at this date awaiting export. The same is true of the supply of hog products. When holders of this surplus of produce are willing to sell it, there must be a large increase of our exports and an important liquidation of deferred interior debts, and the demand for goods from the farmers will receive a sharp impetus. It is impossible to say just when the relief from this source will be forthcoming; but it may be safely depended upon as a help to business at large at no very distant day.

Hooks and Eyes.

For more than a dozen years the manufacture of hooks and eyes for women's and children's dresses may be said to have been dead, buttons having superseded them. But there are indications that hooks and eyes are again to come into use, at least to a considerable extent. If this should prove to be the case it will gladden the hearts of some who have preserved their

machinery from the scrap heap. Thirty years ago the State of Connecticut had manufactories within her territory that produced these little articles to the value of \$112,000 at 15 cents a gross. Previous to 1830, or thereabouts, hooks and eyes were made by hand and sold at \$1.50 per gross.

The machines for making hooks and eyes are quite ingenious, those for the hooks being capable of making 60 per minute and those for the eyes 120 per minute. That for making the hooks takes the wire from a reel through a straightener, cuts off the wire to the exact length, when a blade strikes the piece in the middle of its length, and two side blades moving simultaneously bend the wire double, laying the two halves of its length close together and parallel. Then two pins rise, one on each side of the ends of the wire, to form the eyes of the hook, and two semi-rotating pushers bend the ends round the pins, making the eyelets for sewing the hook on to the fabric. The unfinished hook is still perfectly flat, when a horizontal pin and a vertical bender working upward curve the double end of the hook, and a presser flattens the end to a "swan bill." The eye is formed in another machine, but by similar appliances. Brass wire is used for silvered hooks and eyes and iron wire for black or japanned goods. The silver coating is made by mixing an acid precipitate of silver with common salt and the cream of tartar of commerce to produce a paste. Certain proportions of this paste and of the brass hooks and eyes are placed in a tumbling barrel, and by attrition and affinity the brass and silver unite. The articles as they come from the tumbling barrel are of a lustreless white, but are polished by being placed in cotton-cloth bags and rubbed with bar soap and hot water under the vibrating arm of a washing machine.

Telephone Dividends.

The Union Telegraph and Telephone Company pays its 5th quarterly dividend of \$1,500 to 115 stockholders, 35 of whom are in Lowell and hold 514 shares of the 1,000 shares issued.

It is now a tolerably well ascertained fact that there is money in the telephone business. If any doubt exists on that score the subjoined information from the *Lowell Citizen* of recent date, may quell it.

The Erie Telegraph and Telephone Company pays its second quarterly dividend to-day, amounting to \$48,000. This amount is distributed among 1,150 stockholders, 380 of whom are in Lowell and own 24,535 shares issued. Of this number of shares it is reported the syndicate hold 10,000.

At a meeting of the Central Ohio Butter and Egg Packers' Association, just concluded at Lima, it was shown that at least one-half of the eggs taken into New York in the last six weeks were from Europe, and in consequence, trade was injured here at home. A resolution was adopted declaring that the matter must be laid before the National Convention and before Congress. It was a general opinion among those present that prices would hereafter rule lower, as the South had taken a great interest of late in the poultry question.—*Chicago Tribune.*

The Commercial

WINNIPEG, MARCH 23, 1884.

ELEVATORS FOR WINNIPEG.

Some readers of THE COMMERCIAL may begin to think that the above subject is a standard on which to bore our readers, so often have we had cause to refer to it. But the aspect of affairs in connection with the subject is ever changing, and this spring the action of the managers of the C.P.R. has completely changed the whole appearance of matters, and made the prospect for an elevator system in this city brighter than it ever was before.

There can be no doubt but the absence of adequate grain handling arrangements throughout the Northwest has added much to the burden of agricultural depression, with which our farmers have had to struggle during the winter now past, and it is a certainty that had proper grain handling facilities been in existence the cry of grievances would not have been so loud as it has been. It is only natural that in looking for relief from this evil farmers should commence with proposed improvements at home. Their move for local elevators, built by the different municipalities, is the outcome of this commence at home policy, and, now that it is about to take practical shape, the managers of the C.P.R. have placed the minimum capacity of elevators, to be constructed at all points of their lines, except Portage la Prairie, Brandon and Carberry at 10,000 bushels, while they still hold to the policy of preventing the construction of flat warehouses. This is practically placing the privilege of constructing and operating an elevator within the reach of any person who has any right or necessity to go into the business of grain shipping.

That the grain districts of the Northwest will, during the present year, have a great addition to the number of elevators now running is certain, especially as the C.P.R. managers offer also to carry building material for their construction free of charge. This will be a long stride in the direction necessary no doubt, but it will be a very incomplete one unless the increase in elevators is supplemented by a central grain storage system in Winnipeg. The fact still stands out beyond dispute that, until a central market is established somewhere in the province, quotations

from which will furnish an intelligent basis on which farmer and grain buyer can do business, our system of grain handling will ever be like a piece of revolving machinery without a balance wheel. The fixing of the quality and price of our grain products must remain, as it now is, in the power of eastern men, whose interest it is to fix both as low as possible. With a grain centre in our own country it will become the interest of every broker and seller to hold prices as high as possible. As an instance of how a home grain centre operates in this way, it may be stated, that, taking the prices of grain in Chicago and Liverpool over a period of four years, it is found that during 201 out of the 303 market days in each year, Chicago wheat prices were above a shipping margin to Liverpool. A well organized grain centre there compels the exporter to pay the last cent of the value of grain, and there is no reason why the same compulsion should not be made felt here. The whole situation resolves itself into this: with our grain market in a distant eastern city, our grain is manipulated by men whose aims and interests are to keep prices as low as possible, while, with a centre market at home, our grain is handled by men equally interested with ourselves in holding prices as high as possible. A local grain centre is therefore an absolute necessity for the benefit of all classes in the Northwest.

The supplying of a central grain market for the Northwest is a duty which is not incumbent upon the Agricultural classes of the country, but comes directly within the province of the trading classes. When the local buyer purchases the farmer's grain, the further responsibility of its handling is upon the trading class, and it is their duty to provide all necessaries for so doing. Winnipeg being the natural point for a grain centre it is therefore the duty of the people of the city to provide such. Were it a duty with no profit attached there might be some excuse for failure in its fulfilment. But the construction of sufficient elevator storage for the country would do more for making the city the great trade centre of the Northwest for all time to come, than any other undertaking necessitating ten times the capital invested. Less than half a million of dollars will supply all the storage capacity required in this country for two years to come, and with the storage that

such a fund would supply, one million dollars of floating capital would be retained in circulation during all the time of winter storage. A score of other advantages to the city and country would find it one of the most remunerative that has been undertaken in the Northwest.

As above stated, the new arrangements on the C.P.R. have removed every obstacle in the way of successful grain handling in the country, and it remains to be seen if the people of means in Winnipeg will let the present opportunity of making the city a great grain centre pass, without taking advantage of it. Last year the O.P.R. managers held out every inducement for the construction of storage elevators here, by promising to remove all discrimination against the city in grain freight rates to Port Arthur. There is no reason to suppose they will do less fairly with us this year, especially as the Manitoba South-western railway is now under their control, and they have nothing to fear from that source. Let the people of Winnipeg therefore make the effort, and, and there is little fear but a system of elevators will soon be under construction, and in operation, which will be a blessing alike to the agricultural and trade interests of the whole Northwest.

THE LANDLORD'S PREFERENCE.

In all countries where the population partakes strongly of the English speaking races, there is a lingering prejudice in favor of that relic of feudalism, the landlord's privilege of hypothec; although, why it should find a footing in new and rapidly progressing countries is rather strange. Its existence is no doubt due to that lingering prejudice which seeks to guarantee to real property ownership what it would deny to that of personal property. It is, therefore, beyond doubt that its existence is due purely to a prejudice while it must be admitted that the prejudice is one that must be eradicated cautiously, and with a due regard to existing vested interests.

It is with pleasure that THE COMMERCIAL hails the efforts of the members for North Dysferin to abolish this anomalous and unjust preference in favor of the real property owner. The bill introduced into the Manitoba Legislature by the gentlemen, aims to place landlords on practically the same footing with other creditors with claims against their tenants, and there is no principle of justice which

suggests that they should be placed upon any other footing. Centuries of usage have brought people on this Continent and Europe to regard the landlord's right of hypothec as something almost sacred; but the sentiment, if it can be so called, is only the product of usage, and fails to find any support in principles of plain unvarnished justice. A home and shelter is undoubtedly one of the first necessities of life, but is no more so than food and clothing, and particularly the latter in a country of climatic extremes like Manitoba. The dealer in provisions and clothing has no legal preference against their debtors any more than dealers in the most unnecessary luxuries. Yet what he supplies is even more necessary than what the landlord furnishes, and he is protected by a law which gives him a preferential claim over all other creditors.

Any person acquainted with the affairs of the numerous traders who have become insolvent during the past year in Manitoba, must have been frequently impressed with the injustice which the landlord's hypothec preference allowed. In quite a number of cases when a trader was forced to assign, it was found that five, six and in some instances nine months rent stood unpaid, and before any outside creditors, or trustee acting for all the creditors, could attempt to realize upon the debtors assets, the full claim for rent had to be paid or guaranteed. Frequently it was beyond the reach of a trustee to secure the consent of all creditors, some of whom might be a thousand miles distant, to such a guarantee, and a slaughter of assets to realize rent ensued. How merciless such slaughters usually were, only the outside creditors and debtors who have suffered thereby can comprehend. In one instance the furniture and fittings of a first-class Winnipeg hotel, which cost over \$5,000, were all absorbed before the overdue rent of some \$800 was realized for a greedy and unscrupulous landlord; and the worst feature in connection with the whole case was, that the landlord was the purchaser of the greater portion of the assets they slaughtered. In another instance the goods in a hotel failed to realize as much as would satisfy the landlord's claim, and the stock of a harness firm, who were subtenants of the insolvent hotel-keeper, was seized and sold for rent previously paid to the hotel-keeper. These are only two of the many instances where the landlord's hypothec preference opened the doorway

to flagrant injustice, and cases are not wanting where it has served as a corner for dishonesty and fraud. While, therefore, the abolition of all hypothec privileges would be carrying out only a plain principle of justice, it would, in this Province, prevent more unpunishable dishonesty and legalized rascality than any other measure could pass at present.

In this step towards reform, as in all others which affect real property, the cry of vested rights will be raised. These are certainly terrible things to interfere with, when they are held by a wealthy, but at the same time a non-productive class. But that difficulty can be easily got over by allowing a reasonable time between the passing of such an Act as we have described and its going into force, so as to allow a full opportunity for landlord and tenant to arrange their new relations; and in justice to the landlord, it would be right to give him more power for the prompt ejection of a non rent paying tenant, than he has under his present protected system. But on the other hand an Act of this description should guard well against the possibility of its evasion. In some of the Western States, where household furniture and utensils are exempt from seizure for any claim, a system of lease, embodying a mortgage on the contents of the premises rented, is used as a subterfuge. Any Act passed for this Province should place a limit to the term of rent that even such a document would guarantee, otherwise its utility would be in a great measure neutralized.

While we would advise caution and care in framing the provisions of an anti-hypothec law for this Province, we must say that the passing of one is necessary, and will be a long step in the direction of real progress. It will accomplish no more than justice when it places the trader on equal footing with the landlord, and it will wipe out one more of the relics of a bygone age, with which the progress of Manitoba is still hampered.

CHOK-OFF RATES.

It is only reasonable that in order to hold competitors, even railway companies should have the privilege of discriminating for or against certain points on their lines, especially when such discrimination is no great injury to their patrons. But unfortunately railways carry such privileges to extremes, and often to the extent of anomaly and injustice. This is specially

the case when a system of choke-off rates is introduced, in order to block the schemes of competing lines. The parties engaged in either exporting or importing in Winnipeg have felt the full force of this during the past year in connection with the C.P.R. rates from the boundary line. Such points as Emerson and Gretna have had a discrimination in their favor which could be of no value for any purpose, except as a choke off against any arrangements the St. P. M. & M. and other American roads might make. Why the import trade of a city like Winnipeg should be made to suffer, and a mushroom village like Gretna profit by its suffering, is a question that must be left to experts in railway rate anomaly to explain.

It is a policy, such as above described, which does more to make a railway company unpopular than a system of rates equal all over but at the same time too high, and it is much to be regretted that the C.P.R. should adopt such a policy. With through rates over its lines lower than on any western line on this continent, its policy of liberality is effectually neutralized by the choke-off, and its opponents have no difficulty in perverting its freight figures so as to make the whole system appear a monument of unscrupulous extortion. "Figures will not lie," is a very common remark; but a collection of figures require but a few defects to place their distortion within easy reach of the manipulator. The choke off rates to the south are the defects in the C.P.R. freight figures, and they require neither manipulation or distortion to show their injustice and unreasonable discrimination against Winnipeg and other towns of Manitoba.

There are people who profess to believe that every evil will bring about its own cure in time, and if we are to put any faith in well founded rumour, the choke-off evil is going to find a partial cure at least. We are led to understand that as soon as navigation on the Red River opens, the St. P. M. & M. intend to put on a daily service of steamboats between St. Vincent and Winnipeg, and send all freight for this city in that way from the boundary instead of over the C.P.R. In this move the St. P. M. & M. are doubtless aided and encouraged by other American and Eastern Canadian companies. Be that as it may, the move is a good one for Winnipeg and other points west of it, as we understand freight will be carried by river for about one-third of the proposed summer rate of the C.P.R. Some ultra opponents of the C.P.R. will state that this is a case of rogues falling out and honest men getting their own. We will not go so far, but we must wish success to the new line of steamers, as the first practical step towards freeing this city from a burdensome system of freight discrimination, under which the C.P.R. now holds it.

WINNIPEG MONEY MARKET.

Monetary affairs in the city have been running in rather an uneventful channel during the past week, and no remarkable features have been brought to the surface. There has been rather a falling-off in the demand for discounts in commercial circles, but this is not considered remarkable as a less active demand is usually apparent as each month draws towards a close. A greatly increased demand is anticipated as soon as April opens, and the present falling-off may probably be only a symptom of preparation for the increased activity of the coming month. Money is certainly freer in circulation than it has been for several months, and this, added to other hopeful signs makes banks ready to attend to all legitimate demand, and show no disposition to curtail funds. Loans to traders are not so easily secured, but are not so unobtainable as they were about the opening of 1884. First-class commercial paper still holds at 8 per cent., with a very few instances at 7. Other paper ranges all the way from 9 to 12 per cent., and loans are, as a rule, at the latter figure. In loans on real estate mortgage the business is not so heavy as it has been during the past few weeks, and one or two complaints have been heard that overdue interest on such is not being so well paid up as it was about the beginning of the year. It must be remembered, however, that the amount overdue is now much smaller than it was at the close of 1883, and that still left is composed greatly of the drags. Money is still plentiful for such loans at from 8 to 10 per cent.

WINNIPEG WHOLESALE TRADE.

The past week has been one of steady progress in connection with the wholesale trade affairs of this city, and day after day adds proofs that we are slowly but surely pulling out of the Slough of Despond in which trade has struggled during a great portion of the past year. Traders of every description are growing more hopeful, although they are by no means over sanguine yet. The symptoms of an early spring have no doubt added to this hopefulness, and the prospect of out-door work soon commencing has raised expectation considerably in several branches of business dependent upon its commencement. In fancy goods branches there is still a slow feeling which will probably last until the retail spring trade is in full swing. Still, parties in these lines have to some extent caught the fever of expectancy, and are in active preparation for early demands. In lines dependent upon building operations very little activity is as yet manifest, and the impression prevails that the commencement of contracts will be later this year than last, notwithstanding the prospective earlier break up in weather. Already railway contractors' agents are in the market for supplies for the coming season's work, and more will be in the field during the current week. This adds to the otherwise increasing volume of business in staple goods, and increases the incentive to hopefulness. In almost every branch of trade travellers are on the road, and in season goods lines the full, and in some instances an extra, force are on the move. With very few exceptions the report of collections are quite encouraging, and the state of

affairs besides being hopeful is also healthy. Wholesalers have gradually reached the conviction that it is now perfectly safe to sell goods, and the caution of retailers all over the country seems sufficient of a guarantee that no unpleasant results will be reached. Altogether, trade is in a more promising state now than it has been over a year, and if the volume of sales is not as large, in proportion to the increased population of the country, as it was a year ago, the fact is only another proof of the solid basis on which business is being conducted. That over-caution will cause a scarcity of certain staple lines of goods in the country within a few weeks there is little doubt, but the extent of the scarcity will be very limited, and the mistake, if it can be called such will be on the safe side.

AGRICULTURAL MACHINERY.

In this line reports from the country state that sales have been commenced, but no great amount of business has been done. Supplies are now pretty well distributed over the country, and shipments from the city will be light until the sorting orders begin to come in. The importations of the season have been very light so far, owing to the heavy stocks carried over from last year, and will be so all through the season. Collections are reported rather irregular and not as satisfactory as they might be, and no improvement is looked for during the coming summer.

BOOTS AND SHOES.

In this branch all is activity at present, and the past week has been a very busy one. Both city and country trade have been active, and goods have been going out lively. One house estimates the business for March at nearly one-third of an increase on the same month of last year, while others give encouraging if not equally bright reports. Collections are reported fair to good, and, altogether, more encouraging than could have been anticipated a few weeks ago.

CLOTHING.

This trade is now being pushed with energy, and travellers are out from all houses. Reports from the country are good, and the city trade has begun to show some life. The general estimate now made is, that the business of the season will be fully equal to that of last year, if not greater, although buying has commenced later, and is done with more caution. Collections are reported as good, if not better, than could be expected, and one house reports the highest proportion of business in March of any month since the opening of 1883.

CROCKERY AND GLASSWARE.

There has been no change during the week in the state of business in this line. There has been a good steady demand for staple goods, while fancies were scarcely called for. Collections are reported moderately good.

DRY GOODS.

From this staple branch the report of the week is one of steady improvement. In this line more than any other the dullness was most keenly felt during the winter, and it is satisfactory now to note the greatly improved tone of reports. Travellers are all on the road at present, and from every house the report of business

doing is very encouraging. The report of collection is not so uniformly good, but it also shows improvement. Altogether, the dry goods trade is in a state that gives room for congratulations.

FANCY GOODS AND SMALL WARES.

There is still a quietness in this branch of trade, although a slight improvement has been felt during the past week. The demands, however, are still confined to staple goods, and until fancies make a move real activity will not be general in the trade.

FISH AND POULTRY.

The fish business of the week has been confined to the local trade, with the exception of one car of jack fish shipped south. The supply of this quality has been heavier than during the previous week, but there has been no change in prices, 2½c being the uniform price paid for loads. White fish are growing scarcer, and have risen somewhat in price, 8c being now the steady quotation. Lake Superior trout are not to be had. Findon haddocks are worth 11c. The variety of dried fish is very limited. Poultry is still scarce, and not to be had in the wholesale market.

FRUIT.

There has been something approaching to a famine in fresh during the latter days of the past week; there has not been a box of lemons on the market for several days, and oranges are equally scarce. The season for Valencia is over, and until the arrival of Messina, now in transit, the famine must continue. Apples are still to be had at \$7.50 a bbl, and California pears are still on the market. Cranberries have disappeared, and no other green fruits are to be had. Peanuts sell at 20c; pecans at 15c, and first-class Brazils at 19c; dried apples still range from 10c to 12c. Raisins are scarce in town and will probably remain so until summer freight rates are in force. The business done during the week has been much heavier than was anticipated by dealers, which accounts to some extent for so many varieties being sold out.

FUEL.

The demand for both coal and wood is every day growing lighter, and the activity of the season is fairly over. Prices have scarcely changed. Anthracite coal sells at \$14; bituminous at \$13, and Saskatchewan lignite at \$10 delivered. Wood sells, tamarac \$4.50 to \$5; poplar \$3 to \$3.50.

FURNITURE.

In this line business is steadily improving, and demands from far western points during the week have been heavy, Calgary figuring high among the number. The city demand has not yet waned up, but an improvement there is also looked for with the opening of April.

GROCERIES.

There has been increased activity in this line of trade during the past week; the prospect of the early commencement of railway construction and other out-door operations has set country retailers to stocking up, and the wholesalers of the city are being called upon by contractors for supplies; the city trade is also good. Prices of staple goods have scarcely changed. Sugars are quoted, yellow 8½ to 9½c; granulated 10½ to

11c; Paris lumps 12c; Coffees still range 15 to 18c for Rios; Javas 22 to 27c; teas have about the former range, Japan 20 to 45c, Moyuno gunpowders 30 to 75c; Young Hyson 25 to 70c; new season's Congous 24 to 65c; last season's do 18c to 35c.

HARDWARE AND METALS.

In light hardware there has been a little increase in the demand during the week, but in heavy, and metals there has been no change, while in the latter the same unsatisfactory state of prices exists still. Quotations of staple goods 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, 6 1/2c to 7c; galvanized iron, No. 28, 8c to 9c according to quality.

LEATHER AND FINDINGS.

There has been a decided improvement in business in this line during the week, and the spring demand may be said to have fairly set in. Prices are as follows: Spanish sole 33c to 35c; slaughter sole 35c French calf, first choice, \$1.40 to 1.50; 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.

Quotations in this line are not yet reliable, and the business of spring has not fairly opened up. Contractors are looking around them, but are not sufficiently hurried with work to compel heavy purchases as yet. With the opening of April reliable quotations will probably be obtainable.

STATIONERY AND PAPER.

Business in this branch is reported in a very satisfactory state. Both city and country demands have livened up considerably, and the different houses reports collections good. Two or three months of continued activity is now confidently looked for.

PAINTS, OILS AND COLORS.

At last the approach of spring is beginning to create life in this branch. As yet no real activity has set in, but travellers are now out, and in our next report we shall be able to give quotations and the results of the opening season orders.

WINES AND SPIRITS.

There is quite a satisfactory feeling in this trade, and reports state that sales are liberal and collections quite encouraging. 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 1 roes, in cases, qt, \$9; flasks, two dozen in a case, \$11; M. Dubois, in wood, \$3.50 per gallon; cases, quarts, \$6; 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; Caol-Ila 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 \$1.00 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.

This week the receipts of wheat have been light, but the mills are well supplied and continue to increase the quantity of flour on hand in anticipation of the opening up of lake navigation, as they cannot stand an all rail route at present prices of flour east. Oats are in good demand at better prices, the contractors on the C.P.R. taking all they can get at from 15c to 23c, according to quality. In provisions there is a good demand, with prices tending upwards. Meats are firmly held, and the quantity of business done, to say the least, is very encouraging after such a long period of deadness.

WHEAT.

The receipts by rail this week have been light, and street offerings amounted to very little; considerable quantities are being stored at outside points which will be brought in when urgency demands. The mills have a supply on hand sufficient to keep them running steadily for some time. Prices are unchanged from last week. Low grades are worth from 50c to 70c, according to quality; No. 1 hard, none offered, but may be quoted at about 85c.

OATS.

Receipts are increasing, but all offerings are readily taken at better prices, for the reason given above, the C.P.R. contractors' stocks east reported light; street lots are selling at from 17c to 23c, according to quality.

BARLEY.

There is no business in this cereal, hence it is almost impossible to quote prices only for feeding purposes, when it is worth from 25c to 35c, according to the needs of the purchaser.

FLOUR.

Mills are running full time, with a good local and country demand. Stocks are increasing and will continue to do so until the opening of lake navigation. No change in values to report. Quotations are: Patents, \$2.80; strong bakers', \$2.50; superfine, \$2.

BRAN AND SHORTS.

Millers report an improved demand as spring advances; they have a plentiful stock on hand to supply all wants. There has been no change in values during the week. Quotations are: bran \$8, and shorts \$10 per ton on track.

POTATOES.

The supply from the street during the week have increased, the fine weather inducing farmers to open their pits; with the continuance of

present prices and good roads receipts will be heavy for the next thirty days. Prices remain unchanged: small lots 60c, and car lots about 55c.

EGGS.

The supply is increasing as the spring advances. Prices, in comparison with last week, are a trifle lower; good fresh are now quoted at 33c.

BUTTER.

Stocks of choice grades are in light supply. All offerings of prime readily taken at good prices, while inferior grades are almost unsaleable with stocks very large. No change in values from last week. Good dairy is worth 24c to 26c, and choice creamery sells readily at 28c.

CHEESE.

Prices have undergone no change during the past week. Demand is reported fair, small lots of prime selling at 16c.

HAMS.

are in good demand, with holders asking higher prices. Quotations are: 17c to 18.

BACON.

The demand for this product during the week has been active, wholesalers reporting an excellent trade, and the outlook for the future very promising. Prices are firm. Dry salt is quoted from 13 1/2c to 14c; smoked from 14 1/2c to 15c; spiced rolls, 15 1/2c to 16c; and English breakfast, 16 1/2c to 17c.

MESS PORK.

There has been an active demand for this article during the week, with a prospect of higher prices in the near future. Chicago alone reporting a shortage in this season's packing equal to 500,000 hogs, as a consequence, causing hog products to be held firmly in all trade centres. No change in prices from last week. Quotable at \$24.

MESS BEEF.

There has been very little demand for this product during the week. Prices remain unchanged. Quotable at \$18.

SEEDS.

Timothy seed per bushel, 48 lbs, \$4.30; clover, large red, \$8 per bushel of 60 lbs; Alsike, \$18; white Dutch, \$13; Lucerne, \$14.50 per bushel of 28 lbs, and flax seed, \$2.50.

MINNEAPOLIS.

While the demand for hard wheat has been quite active for some time, the past week has witnessed a decline of over a cent in No. 1 hard, with few orders at the close. Other grades did not lose as much. Receipts were very good and shipments heavier than for some time past. Local bulls are pretty thoroughly disgusted with the course of the market and their number is sensibly diminished. It is beginning to dawn on their minds that the millers have all the wheat they can use between now and the arrival of the new crop, with the prospect that there may be a surplus Sept. 1.

The coarse grains were quiet and steady during the week, No. 2 corn closed at 58c; No. 2 oats at 32c and 33c; rye at 50 to 52c, and barley at 35 to 52c.

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 1/2 ..	\$1.00 ..	\$1.00 1/2
" 2 "	98 ..	97 ..	97 1/2
" 1 northern ..	93 ..	92 1/2 ..	93
" 2 "	88 ..	86 ..	86 1/2

No. 1 hard for May opened at \$1.05½ and closed at \$1.05. No. 2 hard for May opened and closed at \$1.01.

MILLSTUFF.—Bran and shorts have been quiet but steady bran closing at \$12 to \$12.25 per ton in bulk, and shorts \$12.75 to \$13. Corn meal, \$19 to \$24 per ton; mixed feed, \$15 to \$19.

It would seem that the point has at last been reached from which the flour production of Minneapolis would commence to increase, and grow into proportions somewhat like its former self. The past ten days have been characterized by decidedly "springy" weather, snow and ice being to a considerable extent transformed to water, and the beneficial effect on the river, while not marked thus far is thought to have been quite appreciable, and to forecast as to what may be expected very soon. With these favorable signs, strong hopes are entertained that before another week there will be a good head of water. Last week's production showed a considerable increase, and there is very good reason for believing that the output this week will be still larger. The flour production last week (ending March 15) was swelled to 72,332 bbls—12,054 bbls daily—against 68,300 bbls the preceding week. This is the largest amount of flour made since the first week in December last, when the water power had not reached so low an ebb. The flour trade is quiet, the demand having been somewhat checked by the unsettled condition of wheat, but millers hold their flour quite firmly. At this date last year, the milling business was depressed and unsatisfactory, many of the mills being shut down or running lightly. The following shows the daily output for four weeks in 1883 ending on the dates given: March 17, 11,000 bbls; March 24, 10,000 bbls; March 31, 9,000 bbls; April 6, 6,000 bbls.

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

MINNEAPOLIS.			
	Mch. 19.	Mch. 12.	
In elevators, bus.	2,478,500	2,530,382	
ST. PAUL.			
	Mch. 19.	Mch. 12.	
In elevators, bus.	1,127,000	1,134,000	
DULUTH.			
	Mch. 31.	Mch. 11.	
In elevators, bus.	2,416,035	2,413,783	
Afloat	242,603	242,603	
Total	2,658,638	2,636,386	

The following were the receipts at and shipments from this city for the weeks ending on the dates given:

RECEIPTS.		
	Mch. 18.	Mch. 11.
Wheat, bush.....	336,900	351,000
Flour, brls.....	5,875	2,630
Millstuff, tons.....	154	\$S
SHIPMENTS.		
	Mch. 18.	Mch. 11.
Wheat, bush.....	49,500	29,500
Flour, brls.....	72,000	72,093
Millstuff, tons .. .	1,809	1,919

—Northwestern Miller.

CHICAGO.

During the past week there has been a large business transacted at lower prices, the visible supply of wheat showing a reduction of 460,000 bushels, and the visible supply of corn showing an increase of 400,000 bushels; crop reports are very conflicting, regarding the condition of the winter wheat; foreign advices indicated a weak feeling, and lower prices were quoted for both present and future delivery; hog products were moderately active, prices ruling easier in sympathy with other markets. On Tuesday the market opened easy under free offerings and closed quiet. Quotations towards the close were:

Wheat.....	Mar., \$0.90	Apr., \$0.90½
Corn.....	" 51½	" 52½
Oats.....	" 30½	" 31
Pork.....	" 17.85	" 17.90
Lard.....	" 9.45	" 9.50

On Wednesday a good speculative business was transacted, and the feeling developed was weaker and prices reached a lower point. Quotations towards the close were:

Wheat.....	Mar., \$0.89½	Apr., \$0.89½
Corn.....	" 51½	" 51½
Oats.....	" 30½	" 31
Pork.....	" 17.70	" 17.75
Lard.....	" 9.37½	" 9.40

On Thursday the wheat market was again easy but not notably lower; corn was a shade stronger; receipts were not so large. Oats were ½c higher. Quotations towards the close were:

Wheat.....	Mar., \$0.89½	Apr., \$0.89½
Corn.....	" 51½	" 52
Oats.....	" 31	" 31½
Pork.....	" 17.70	" 17.75
Lard.....	" 9.35	" 9.40

On Friday the market was a shade better all round, especially in hog products. Quotations towards the close were:

Wheat.....	Mar., \$0.89½	Apr., \$0.89½
Corn.....	" 52	" 52½
Oats.....	" 31	" 31½
Pork.....	" 17.80	" 17.85
Lard.....	" 9.40	" 9.50

On Saturday trading was moderately active at lower prices; foreign advices were unfavorable, and there was no outside demand to speak of; the speculative offerings were liberal, and with no outside support the markets weakened. Quotations towards the close were:

Wheat.....	Mar., \$0.89	Apr., \$0.89½
Corn.....	" 51½	" 51½
Oats.....	" 30½	" 30½
Pork.....	" 17.75	" 17.80
Lard.....	" 9.37½	" 9.40

TORONTO.

STOCKS.

The stock market during the week has been very steady along with more active business. The variations during the week have been trifling. Wednesday closing bids, as compared with the week previous were:

	Mar. 12.	Mar. 19.
Montreal	190½	..
Ontario	104	104
Molson's
Toronto	183	183½
Merchants	112	113½
Commerce.....	126½	126
Imperial.....	138	139
Federal.....	135½	139
Dominion.....	196	199
Staudard.....	114½	114½
Hamilton	115	117½
North-west Land	61½	61

GRAIN AND PRODUCE.

The prominent features of the market for the past week have been dullness and inactivity; trade has been decidedly flat, in sympathy with outside markets, which are all quoted lower; receipts of all kinds of produce have been light, but at the same time sufficient to supply all demands; the general opinion seems to be that there is very little remaining in the country to come forward, while stocks here are small as compared with those of last year. The chief change in stocks during the week has been a decrease of about 20,000 bushels of barley. Stocks on Monday morning stood as follows: Flour, 2,135 bbls.; fall wheat, 91,866 bush.; spring wheat, 107,391 bush.; oats, nil bush.; barley, 162,028 bush.; peas, 40,739 bush.; rye, 129 bush.; against on the corresponding date last year: flour, 8,943 bbls.; fall wheat, 369,939 bush.; spring wheat, 163,310 bush.; oats, 1,461 bush.; barley, 140,726 bush.; peas, 13,545 bush.; rye, nil bush.

WHEAT.

The movement has been small, the supply very limited, prices of all sorts unchanged, but holders of this property are of opinion that the bottom has been reached, and that better prices will soon prevail. Quotations are: No. 2 fall is wanted at \$1.07 but seems to be held higher; No. 3 \$1.04 to \$1.05 f.o.c.; red winter \$1.06½ on track; goose \$3c to \$4c.

OATS.

The supply has been on the increase during the week, and prices have declined slightly, cars on track ranging from 36c to 37c; on the street good samples bring from 38c to 40c.

BARLEY.

The demand is said to have been fairly active during the week, and prices steady, but the sum total of the movement reported is but small. Quotations are: No. 1 is steady at 71½c to 77c; extra No. 3 sold at 62c f.o.c.; No. 3 is worth 52c to 53c on track; offerings on the street light and prices steady at 60c to 68c, according to quality.

RYE.

Very quiet at unchanged prices, quotable at about 60c either for car lots or street offerings.

PEAS.

Offerings small and values unchanged, with No. 2 at 74c f.o.c.; street prices 75c to 77c, market closing firm.

FLOUR.

Market quiet, with light offerings, but apparently sufficient to supply all demands; patents have been moving at from \$5.60 to \$6.25, the latter price being for the choicest brands; superior extra has sold at \$5.05. There was no movement reported at the close, but the market was very firm for all grades and values a trifle higher.

POTATOES.

Car lots have been abundant, but have sold fairly well at from 75c to 70c; street receipts very light and prices unchanged at 80c to 85c per bag.

BUTTER.

There has been very little change in the situation during the week; there was some demand for low medium at from 12c to 14c for a few small lots, but this was the only shipping demand heard of. Choice has continued in sufficient supply, but all offerings find a ready sale at 18c to 20c; rolls have been less abundant and fairly steady at 15c to 17c; street receipts have been small and prices firm at 22c to 25c for pound rolls; and 18c to 20c for tubs and corks.

EGGS.

Receipts have been light during the week; all offered wanted, and round lots readily taken at 19c. closing firm; street receipts very small and 20c to 22c is paid for new laid,

CHEESE.

There is no change to report. Small lots of fine taken at from 13½c to 14c, and medium from 12c to 12½c, with stocks very light and firmly held.

PORK.

There was a car load of mess sold at \$20 and small lots have gone off steadily during the week at \$21 to \$21.50.

BACON.

Quiet but firm. Long clear, in car lots, held at 10½c and sold in case lots at 11c, with some old going at 9½c; Cumberland, in case lots, at 10c; rolls quiet at 11½c to 12c; and bellies, in case lots, at 13c.

HAMS.

There is no movement in round lots reported, but they could have been obtained at 13½c for smoked, and small lots have sold quietly at 14c.

LARD.

Market firm, and round lots of tinnets wanted at 12½c but no sales reported; small lots have sold quietly at about 13c.

APPLES.

No change in the market. Car lots of really choice have continued in demand at \$3.50, but none offered; street receipts are very small and prices are steady at \$3 to \$3.75 for good to choice.

POULTRY.

No box lots offered; receipts on the street are very small and prices are generally firmer at 75c to 85c for fowl, and 90c to \$1 for ducks per pair; geese, 90c to \$1 each, and turkeys \$1 to \$1.35 for hens, and \$1.50 to \$2 for gobblers.

SUNDRIES.

Dried apples are quoted at 8½c to 9½c; oat meal, per 136 lbs, \$4.10 to \$4.20; cornmeal, \$3.40 to \$3.50.

Russian vs. American Petroleum.

It begins to look as though we will find Russian petroleum a formidable competitor in the European market with the Pennsylvania product at no very distant period, or after transportation from the Caucasus has been increased and cheapened, as it no doubt will be. In the Baku Province and contiguous territory of Russia, on the Caspian sea, is a region so rich in petroleum, so extensive in area, and so cheaply worked as to make our interests seem insignificant in comparison. These fields, although known, and in a small way utilized for over two thousand years have only recently been systematically developed. Twenty-five years ago the amount of production was only about two million gallons per annum, but in 1872 the Government monopoly, which had long existed was abolished, and since then the business has made rapid strides, so that in 1882 the output was 200,000,000 gallons, notwithstanding everything was done in the most primitive manner. Now more scientific methods have been introduced, and Russian refined petroleum is being furnished not only to the markets of that country, but to those of Germany, Austria, and Turkey, in competition with the American product. The effect upon the trade of this country has not thus far been appreciable, but the probability is that the Russian competition will ere long cut down our exports of the article. A cargo of this petroleum, recently landed in Hamburg, is represented to have been as transparent as water, with a specific gravity of 0.817 and an Abel test of 88. We used to scout the idea that India

wheat would ever successfully compete with American in Europe, because of the advantages we enjoyed in cheap transportation and superior agricultural implements. But these superior advantages have been overcome, and India wheat has to a great extent supplanted American in the European markets. It may be that Russian petroleum will similarly supplant the American article in Great Britain, France, Germany, etc.—*N. Y. Shipping List.*

General Notes.

The grain, flour, and hog products now in stock in Chicago, including grain afloat, foots up a valuation just about \$32,000,000.

The *N. Y. Post* says:—The stock market was dull again to-day and under depressing influences, through the reduction of freight rates on the trunk lines, rumors of a possible dissolution of the North-western Traffic Association, and tact the relations of the roads west of the Missouri were as unsatisfactory as ever, prices were lower. The reduction of freight rates on the trunk lines determined on, on shipments out of Chicago alone, is in ratio a reduction of \$7,200,000 on the year's business.

The British labor market, as reported to the *London Labour News* for the week ended February 6, continued unsettled. The miners' conference at Birmingham prevented an extended strike and left the decision to the various district associations. Reductions in wages of iron miners had caused dissatisfaction, but a few strikes only had resulted. In the textile trades the Lancashire weavers' strike continued, with no signs of termination. At Leicester in one factory there was a strike. At Nottingham there was a slight improvement in the curtain trade. In Bradford and Leeds there is no apparent change in trade, although it was hoped the near approach of spring might give an impetus to business.

EMERSON.

Robert Hamilton, hardware, is moving into the premises lately occupied by Walton & Bird.

The contract for repairing the ice brake of the old traffic bridge has been awarded to Mr. Robert Balfour, and a gang of men is now actively at work.

Business of all kinds is looking up, owing to the mild weather we are now enjoying; building operations have already commenced and lumber is in very good demand.

Messrs. G. G. Simcox and A. R. Irwin have purchased the customs brokerage and forwarding business of G. P. R. Harris, and will also act as agents for the American Express Co.

As stated in your last issue, it is expected that the Loop Line connecting Emerson with the Pembina Junction of C. P. R. Southwestern will be in operation within a week or ten days.

At the last meeting of the Council an offer of 55 cents, net, made by Drummond Bros. for the amount of the Emerson debentures \$356,000 has been accepted. The sale is considered an excellent one, and has created a great feeling of relief and confidence among the citizens; inasmuch as a large portion of that amount is to be paid immediately to residents of Emerson, it cannot fail to have a marked improved effect upon business.

Great consternation is felt in Emerson over the unexpected suspension of Mr. H. T. Lewis our Post Master; as far as the facts can be gathered, the Post Master, in order to provide for the very necessities of life, anticipated the salary coming to him at the end of this month to the extent of about \$100. It is not our desire, at this early stage of proceedings in this matter, to condemn or absolve any party or parties connected with it. We cannot help, however, to express our unlimited sympathy for Mr. Lewis and our gratification at the fact of this sentiment being universal here. Mr. Lewis has been Post Master for the last eight years, and nowhere could be found a more painstaking, affable and efficient gentleman than he proved to be in the position he occupied. From a small office the Emerson one became one of no mean importance, necessitating the employment of two clerks; with the increase of business naturally came a large increase of expense, which had to be borne principally by the Post Master; and for the last two years it has been a known and acknowledged fact that the remuneration was sadly and ridiculously insufficient. We understand that a memorial, as well as a largely signed petition has been forwarded to Ottawa, and we sincerely hope to soon see Mr. Lewis at his post again.

PORTAGE LA PRAIRIE.

D. S. McDonald intends removing his business to Minnedosa.

S. R. Marlatt has purchased the lumber yard of H. R. Banks.

Ex-Councillor Fulton has gone to Brandon to take charge of an implement warehouse there.

Major McDonald has been appointed agent for the Globe Agricultural works of London, Ont.

Mrs. French has opened a millinery, mantle and dressmaking establishment in the terrace east on Saskatchewan avenue.

Mr. C. G. Woodside, sign painter, has three orders from Port Arthur, one from Virten, one from Minnedosa, and six for Portage.

George Craig filled the first order for the Neepawa grangers last week; he expects to supply them with all the goods they require.

On Monday the sale of Mr. Blake's farm was consummated; Messrs. Alex. McLean and John J. McRobie were the purchasers; the price paid was \$11,000. This farm is considered one of the best in the province, and consists of 640 acres, 200 of which are ready for crop.

BRANDON.

J. M. Reiberry has sold out his machinery business to Russell & McKenzie.

M. J. D. Kennedy has arrived from Winnipeg where he has spent the most of the winter. He will look after the interests of Shields & Co.

The fine weather of the last few days has almost completely demoralized the trails, and as a consequence there is little grain marketed. Prices are very firm, and frozen wheat is selling at from 45c to 65c, according to the amount of damage; fine sound wheat is readily taken at \$1 per bushel for seeding purposes; oats are in good demand, at firmer prices, good samples of white being easily disposed of at 23c.

Fighting for the Control.

Are large manufacturing establishments to be practically controlled by the owners, or by the workmen whom they employ? The employer contracts to pay the workman so much for so much work performed, whether by the day or by the piece. The work having been done and paid for, does that complete the contract? Or are there some other things, not exactly nominated in the bond, but which still have to be implemented under pain of the contract being cancelled? Such is really the case most conspicuously of all in the iron-moulding and boot and shoe trades.

In the large foundries the men make terms, not only as regards their own employment and their own wages, but also as regards the employment of others. No man who is not a member of the union may put his hand to a pattern, and the number of apprentices that may be taken is very strictly limited. The owners are supposed to be masters, but practically the men are in control. This has long been the case in the United States, and it is only recently that foundry owners have dared to pick up courage to kick against it. The same evil has been felt in Canada too, but so far foundry owners here have thought it best to submit and say nothing.

In the States, however, there are signs of rebellion against a too-long enduring tyranny. Concerning this we find something to the purpose in the Report on Business Statistics presented by a committee to the American National Association of Stove Manufacturers, recently held at Cleveland, and published in the *Iron Trade Review*. We quote:

"The committee crave pardon for trespassing so much upon the time of the convention, but there is another subject to which they desire to advert, viz.: the question of labor. While the present cost is out of proportion to the prices of our goods and should be reduced, and is also out of proportion to the ruling prices for food and clothing, this is the least important in view of the despotism under which some of us labor and suffer. All honor to those courageous men who have maintained or recovered control of their own shops. They have set a brilliant example to those of us whose necks are still under the galling yoke of Trades Unionism. It is a servitude both disgraceful and unprofitable. How can we as men with some pride and self-esteem, walk through our shops and look our men in the face, both well-knowing that they are our masters; that they decide who shall work and who shall be discharged, the prices that we shall pay them irrespective of the condition of trade and our necessities? Cannot something be done, the committee ask, that will rid us of this fearful incubus? What a spectacle in this country of boasted freedom, for a company of men to band together, defying laws both human and divine in preventing by force non-union men from freely working at their pleasure, and also dictating as to the number of boys which may learn a trade, and what number shall be condemned to a life of idleness which will most certainly end in crime. We have become so much accustomed to these enormities, that we fail to duly appreciate their infamy, and in this view it may be useful to hear

what certain wise men have said in regard to liberty and private rights."

After quoting from Adam Smith, Chancellor Kent, and other high authorities, on the right of the laborer to sell his labor as best he can, the committee thus concluded:—

"And yet, in view of such opinions from the highest authority, and such decisions by the Supreme Court of the United States, we meekly submit to the unlawful and unjust dictates of a set of ignorant men. All of which is respectfully submitted."

We do not read that there was any action taken in the matter by the meeting, but probably there will be a good deal of solid thinking over it on the part of those most nearly interested. We should not be surprised to see, before long, productions run up largely in advance of present demand, and then a sudden stoppage all round, and a determined start taken by the proprietors for "better terms."—*Canadian Manufacturers*.

The Canning Industry.

The magnitude of the canning industry may be gained from an inspection of statistics of the business. Referring to the single item of tomatoes packed in tin cans, the *American Grocer* finds that 3,000,000 cases were packed in the United States in 1883, each containing two dozen tins. The exact figures are 70,645,896 cans. Their value at wholesale was about \$6,000,000. Maryland puts up about one-half of the product, and New Jersey over a fifth. There are 15 other States which have packing-houses, Delaware, Delaware, California and Ohio being the other principal packing States. Farmer packers in Hartford county, Maryland, are said to be satisfied if they get for their canned goods what is equivalent to 25 cents per bushel for the tomatoes grown, and say that this is better than raising wheat at \$2 per bushel. Notwithstanding this large product, there is apparently plenty of room for further extension even for home consumption alone. The pack of last year represents only about seven cans per annum for each family of five persons, and with prices kept down to moderate rates, two or three times that allowance would very likely be consumed. The collateral trade of making tin cans must be enormous, for, though tomatoes probably represent the chief part of the pack, all kinds of vegetables and fruits are "put up," and tin cans have to be made for nearly all of them. Glass would, of course, be preferable, but for the increased cost and the difficulty of sealing them perfectly.

Paper-Making in Egypt.

In the suburb of Boulak, the river-port of Cairo, is situated the Daira paper manufactory, which, before the late war broke out, used to employ regularly more than 200 hands, almost all natives. Most of the paper turned out is used for packing purposes in the khedival sugar factories; but there are also manufactured in the course of the year some 70,000 reams of very fair writing and printing paper, which more than supply the demand of the government offices of Cairo and Alexandria, and the requirements of the national press. The writing

paper is manufactured specially for Arabic writing, and to suit the peculiar style of Oriental penmanship; and therefore what is produced of this sort in excess of the requirements of the country is exported eastward rather than westward, a good deal of it going to Arabia, and a few bales even to India for the use of our Moslem fellow-subjects. Linen and cotton rags are used to a certain extent in the Boulak factory; but the interior of the sugar-cane supplies the Cairene paper maker with an inexhaustible supply of very workable material; while, in the production of what is called "straw" paper in Europe, the hilfa grass plays a very important part. The Daira factory at Boulak enjoys a monopoly of this industry in Egypt; and in connection with it the national printing office, also under the control of the same administration. The extraordinary turn for paper-making displayed by the Boulak Arabs is, it need hardly be said, a hereditary accomplishment. They can point to a long line of ancestors who educated the East and West in successive stages of this useful art.—*London Globe*.

WINNIPEG FURNITURE and UNDERTAKING HOUSE

M. HUGHES,

Dealer in

HOUSEHOLD and OFFICE FURNITURE.

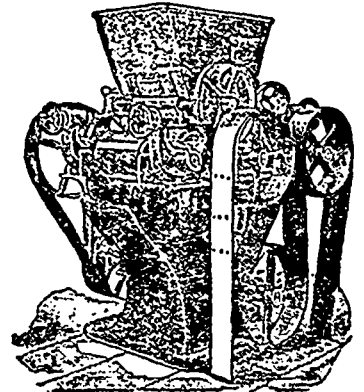
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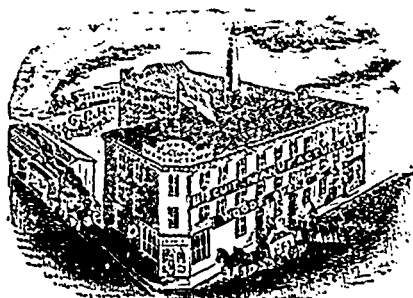
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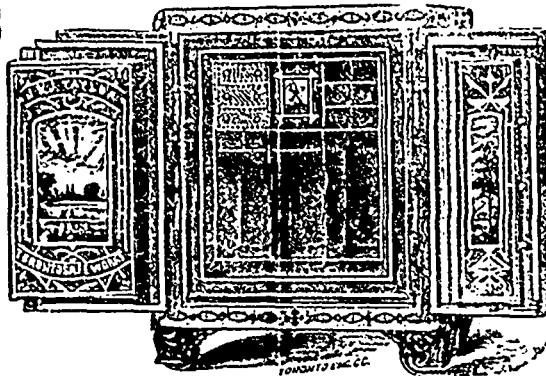
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WINNIPEG.

Canadian Pacific Railway. (WESTERN DIVISION)

CHANGE OF TIME

On and after Feb. 18th, 1884, trains will move as follows:

Going West.	Going East.
7:30 a.m. leave Winnipeg arrive	7:15 p.m.
10:09 " Portage la Prairie	4:50 "
1:25 p.m. Brandon	1:45 "
7:15 " Broadview	7:15 a.m.
3:15 a.m. Regina	11:30 p.m.
6:30 " Moose Jaw	8:30 "
3:30 p.m. Swift Current	11:30 p.m.
10:40 p.m. Maple Creek	4:30 a.m.
2:40 a.m. Medicine Hat	11:40 a.m.
6:45 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 Parlor Cars attached will run between Winnipeg and Brandon.

Going East	Going West
7:30 a.m. leave Winnipeg arrive	8:30 p.m.
1:55 p.m. Rat Portage	11:40 a.m.
8:55 p.m. Barclay	4:51 p.m.
11:40 a.m. arrive Pt. Arthur leave	1:30 p.m.

There will only be three trains per week to Rat Portage. Leaving Winnipeg on Tuesday, Thursday and Saturday, and return from Rat 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	14:00 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. Manitoba	8:30 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 Stonewall 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.

- 1 Daily.
- 1 Daily except Mondays.
- * Daily except Saturdays.
- † Daily except Sundays.

Trains more 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.

J. H. HILAND, Gen. Superintendent. W. C. VAN HORNE, Gen. Manager. W. J. 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 cars 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.

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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. BORN, 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 8:20 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 8:00 a.m., arriving at St. Vincent at 4:20 p.m. and 3:45 a.m. the day following, making close connections with the Canadian Pacific.

Trains run between St. Paul and Minneapolis almost every hour. Sleeping cars on all night trains. Trains run on St. Paul time.

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

GOING EAST.

Express trains leave Minneapolis at 1:00 p.m. and 8:00 p.m.; and St. Paul, 1:45 p.m. and 8:45 p.m.; arriving in Chicago at 7:00 a.m. and 2:00 p.m.

COMING WEST.

Express trains leave Chicago at 11:30 a.m. (except 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 at Sioux City, Omaha, Kansas City and San Francisco at 7:10 a.m. and 3:30 p.m.

Michigan Central Railroad.

Depots east of Lake Street and foot of Twenty-second Street. Ticket Offices, 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 undoubted 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 9:45 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. RUGGLES, 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, General Manager. A. V. H. CARPENTER, General Passenger Agent. W. H. DIXON, General N. W. Pass. Ag't., St. Paul, Minn. CHAS. N. BELL, Commercial Ag't., Winnipeg, Man.

Chicago and Grand Trunk Railway.

GOING EAST.

Leave Chicago 9:10 a.m., 3:30 p.m., 5:30 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 6:50 p.m., 7:45 p.m., 8:00 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 1:00 p.m., and Port Huron 8:00 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 8:30 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.

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Always ask for Tickets via this Line. GEO. B. REEVE, Traffic Manager.

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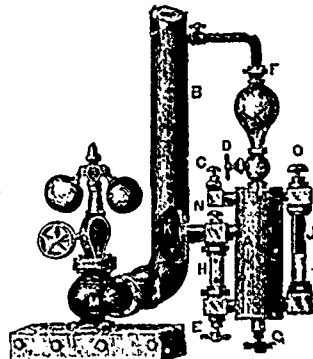
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