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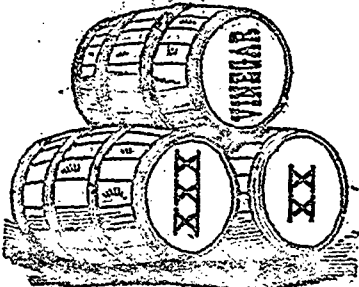
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The Commercial

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

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

VOL. 1.

WINNIPEG, JUNE 5, 1883.

NO. 36.

The Commercial

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

ISSUED EVERY TUESDAY

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WINNIPEG, JUNE 5, 1883.

J. G. CRASKE, grocer; Winnipeg, has assigned in trust.

H. DYCK & Co general storekeepers, Richmond, have assigned in trust.

WINNIPEG STOCK EXCHANGE now meets at four o'clock in the afternoon.

R. W. STARK, hotelkeeper, Winnipeg, has been closed out by his creditors.

A. T. McNABB, blacksmith and wagon maker, Winnipeg, is about to retire from business.

MILLS & Co., dealers in groceries, Regina, are selling out and about to give up business.

MEIR & WAGH propose rebuilding the saw-mill at Rock Lake, recently destroyed by fire.

P. C. SMALL, dealer in gents furnishing goods, Winnipeg, is about to give up business.

NELSON & McKENZIE, general storekeepers and saw millers, Bertie, have assigned in trust.

CHAMBERS & Co., biscuit manufacturers, Winnipeg, have sold out their business to Powell & Co.

REGULAR Express trains will run on the

Thunder Bay branch of the C.P.R. on an after Friday next.

C. P. R. LAND sales for May were considerably larger than for some months previous. The average price was about \$4.50 per acre.

Roy & Co., of the Winnipeg brewery, are about to admit A. Sylvain into partnership, but the firm name will be unchanged.

S. J. COHN, jeweller, Winnipeg, is trying to secure a settlement with his creditors on a 35c on the dollar composition unsecured.

GRANT & GELLEY, contractors, Winnipeg, have dissolved partnership, J. E. Gelley continuing under the firm name of J. E. Gelley & Co.

TURNER MCKEAN & Co. have let the contract for a three storey solid brick warehouse with stone basement, to be ready for occupation by September.

LEVETUS & WRIGHT, wholesale jewellers, Winnipeg, have dissolved partnership. Mr. John Wright will probably continue the business in Winnipeg.

DURING the month ending May 31st, 300,000 ties were shipped to the end of the C. P. R. track. An average of 15,000 per day is being shipped from Whitemouth.

TRAFFIC on the Thunder Bay division of the C. P. R. is rapidly increasing. Boats, heavily laden with freight and passengers for Manitoba, arrive daily at the Landing.

STIRSKY & MYLINS, jewellers, Winnipeg, are in trouble at present, the sheriff being in charge of their premises. Stirsky is reported gone with the valuable portion of the firm's stock.

STODDARD & JOHNSTON, of the Kerby House, have been closed out under chattel mortgage, held by M. A. MacLean. Other creditors are likely to secure very little. The firm has been only about six months in business.

Alex. McINTYRE, wholesale liquor dealer, Winnipeg, has sold out his business to Jas. Carey, of Winnipeg, and T. Carey, of Portage la Prairie, and it will in future be carried on under the firm name of Jas. Carey & Co.

WINNIPEG GAS COMPANY has been reorganized, a number of Ontario capitalists becoming interested. The work will be vigorously prosecuted, and it is expected that the institution will be in full running order in three or four months.

CHISHOLM JONES & Co., of the Winnipeg Barb wire works, have assigned in trust. This step is to prevent any creditor from securing any undue advantage, and it is to be hoped that the business will be again set running, as it was a valuable industry in the city.

THE receipts at the Custom House, Winnipeg, for the month of May amounted to \$141,413.42, being \$17,847.88 less than for the corresponding month last year. The value of dutiable goods was \$566,843, as compared with \$643,877 last year. The smallest amount collected during the past month was \$2,250, on the 18th; the largest, \$14,480, on the 4th. The falling off in the month of May as compared with May last year, is accounted for by the fact that the bulk of imports came in much earlier this year, as is shown by the figures for the month of April, which this year amounted to \$202,583, and last year to \$46,657.

THE all rail immigrant fare from Toronto to Winnipeg has been reduced from \$28.40 to \$23.90. It has also been decided to establish first-class round trip tickets from Toronto to St. Vincent, based on the rate of \$35.40 from Chicago to St. Vincent. Steamship companies are to be allowed a differential of \$6.40.

ALEX. BEGG, C.P.R. Land agent in Great Britain, writes that the Amsterdam Exhibition has proved a great success. Much interest is taken in the Manitoba exhibit, and it is expected much good will result therefrom. Arrangements will be made for a much larger exhibition of roots and cereals during the coming fall.

The North-western Traffic Association has issued a new all rail joint through freight tariff between Chicago and Milwaukee and all stations on the C.P.R. in Manitoba and the North west Territories. Among other important matters in the document is a notice to the effect that after June 1st the lines in the Association and Manitoba Railways will assume the charges made by United States Customs officers at Port Huron and St. Vincent; that is, they will pay the fees for bonding entry and cancellation of bonding certificates, which have heretofore been charged to the shippers, and the rates quoted are intended to cover the entire cost of transportation through to destination. The shipments will be made all rail and without breaking bulk until the delivery is made in Manitoba.

Winnipeg Grain Storage.

The question of a system of grain elevators in Winnipeg for the storage of North-western grain, which has been on several occasions during the past six months advocated by THE COMMERCIAL, seems at last to have forced its importance upon the daily press of this city. The Times of last Tuesday contains the following article on the subject: If Winnipeg is ever to be made a great city elevators must be built. At present wheat is sold here in the market or at the mill in primitive fashion. Two years hence the yield of wheat in the North-west will have reached formidable proportions. During the season of navigation it will find its way to the seaboard via Port Arthur, but for at least six months of the year there can be no outlet there. It must then be stored somewhere for shipment to Chicago, and Winnipeg is the natural point. An elevator of the capacity of a million bushels could be erected for, at the outside, \$200,000. Wheat is generally higher at Chicago during the winter than during the summer months, and in that season Winnipeg could do a good trade. If wheat were worth a dollar per bushel, the storage of a million bushels here would represent a million dollars. It is not money locked up. When a grain-buyer buys the farmer's load and puts it in the elevator, the banks are quite willing to advance him 75 per cent of its value on the warehouse receipt, and with this he is enabled to keep on purchasing. His purchases, in fact, become the security for further advances and other purchases. In this way, an enormous sum of money is kept in circulation, the good effects of which are felt in every branch of trade. When the grain-buyer sells, say, to Chicago, he draws for the full amount on the strength of the bill of lading, the draft being credited in the bank against the amount advanced him on the warehouse receipt. Then he goes to work again. Storage costs a cent per bushel per month, or including insurance a cent and an eighth. This soon pays for the elevator. No. 1 hard, the Eye wheat grown in the North-west, is worth five cents per bushel more than No. 2 Chicago.

In a few years every station along the C.P.R. will have either a warehouse or an elevator, and Winnipeg should lose no time in making itself the great reservoir of so much wealth.

The Free Press of the same date also contains a well reasoned article on the same subject, which appeals strongly to the financial and commercial classes generally. On the question of profit from such an investment the article concludes with the following paragraph: From the capitalist's standpoint the investment of money in such an enterprise as this seems to promise exceedingly well. His object is, of course, to secure a fair return for his capital invested, and no other scheme affords a better prospect now than the building of elevators. If the profits from storage are not likely to yield a handsome dividend, then there can be no money whatever in the North-west grain trade, and consequently not a good prospect for the North-west itself. The enterprise, in short, is just as sure of success as the country itself, and this cannot be said of every enterprise in which capital is embarked. Since the community had

the capitalists who build the elevators are equally sure to profit by their establishment, there should be no hesitation in at once commencing their construction.

It may be added that in Chicago, Milwaukee, St. Louis and all the other grain centres of the Western United States storage elevators have proved remunerative investments, and some railway companies who own and operate their own find them a great source of profit, while others can rent them to reliable parties to operate, and secure in rental a heavy return on the money invested.

Canadian Paper Trade.

Since the first paper mill in Canada was built at St. Andrews, P.Q., in 1804, by Mears, Wall & Jackson, an American firm, the paper making industry in the Dominion has undergone many changes. The production of the first mill was of a somewhat rude character, taking into consideration the fact that paper making in England and the States had already attained a high standard. All that this establishment aimed at was to supply coarse material for wrapping and such like. Two other mills were established some years afterwards, but they made no attempt to improve the quality of Canadian manufactures in this line. The result was that about 1828 the Government deemed it advisable to encourage improvement in the paper industry by offering a bonus of £100 for the first white paper made in the country. It does not appear, however, that any great stimulus was given to the paper trade till about 1865, when the import duty was increased by such an amount as to rouse paper-makers to activity. About the same time the civil war, which raged in the States, further extended the paper market and led to the erection of several new mills. By the end of 1873 no less than 30 paper mills of various kinds were in operation. For a few years the industry prospered, but the depression which followed in 1876 brought a number of the factories to grief. At the end of 1879 ten of the factories had failed, seven were idle and only thirteen were in operation. The following year brought a return of prosperity to the paper-maker. His production went up to fancy prices and a remunerative trade sprung up with the States. By the end of 1882 the number of mills in operation was thirty-two and at least three more were about to embark in the same line, confident that a duty ranging from 20 to 30 per cent. would enable them to defy foreign competition and realise handsome profits on their productions.

As yet the North-west can boast of only one paper factory, and its operations are in the meantime confined to coarse products. The market here is rapidly extending, and an excellent business has hitherto been done in the wholesale paper trade. Two other mills are spoken of and may be in operation this summer. In these it is expected that the finer qualities of paper will be produced. At present the importation of paper from the States on which a heavy duty has to be paid is large. There is reason to believe that the establishment of mills capable of turning out a good article will meet with liberal support.

Of the paper mills now in operation in Canada a few of the more prominent may be noticed. The Valleyfield mills in the Province of Quebec were started about 1850 and now employ about 300 hands, turning out upwards of seven tons a day. The Georgetown mills, in Western Ontario, were established about 1854 and enlarged from time to time. They now pay \$450 a week in wages and turn out about three tons a day. The Springvale paper mills, in the Province of Quebec, have increased till they are now capable of turning out from ten to twelve tons of paper of various grades every day. The Merritton mills, on the Welland Canal, embracing two factories, have capacity for making six tons of news print and two or three tons of coarse paper per day. The Toronto paper manufacturing company was organized in 1881 and are building a mill at Cornwall, where they intend to manufacture about four tons of paper per day of the superior qualities now being imported into the country. The Newburgh paper mill give employment to nearly 100 hands and turn out two-and-a-half or three tons a day. The Lachine paper mills turn out on an average two-and-a-half tons per day. These are only a few of many deserving to be mentioned.

Railway Legislation.

Under this heading the *Monetary Times* of May 25th, contains an article on the Consolidated Act, from which we take the following. The Consolidated Railway Act is being extended in such a way as to bring the local branches of great lines under the control of the federal authority. Sir Charles Tupper claims that this transfer of authority is necessary for the public good. The law which applies to a main line ought also to apply to its branches otherwise no general regulations could be put into force. But how the public good could be best served is not so easily determined. The Grangers' demand for pro rata charges has been favored by the legislatures of some of the neighboring States. The Granger's view of the public interest is as different as possible from the view of the railway companies. Granger legislation is much more likely to come from the Provinces than from the Dominion; though some of the Provinces, notably those farthest from the seaboard, are interested in having discriminating through rates. Other Provinces, which have less distances to deal with, may favor pro rata charges, as being beneficial to themselves. The power of decision being lodged at Ottawa, one Province would balance another; and when the Great West becomes great in something more than territorial extent, it may be able to control the balance of power. This change overrules the Granger of to-day in favor of a different kind of Granger in the future. That the transferred power may not and will not be used for good, we do not mean to say; reside where it may, its exercise will require to be carefully watched.

On the amendment introduced into the bill by Mr. McCarthy, the article speaks as follows. On the amendment itself, which he got inserted, there will be different opinions. It embodies the English equality clause; and the effect of its operation will be that similar goods

passing between the two given points, under like circumstances, will be entitled to go at an uniform rate; the shipper of large quantities will not get a lower rate than the shipper of small quantities. This is, no doubt, contrary to the custom of trade; but when the railway is considered as a public conveyance, it cannot be said that it is unjust. All the great forces except the money power, make for equality in common rights. One thing is certain: the amendment once made can never be repealed. It may, however, be evaded at some risk. If we had much of this kind of legislation, we should need a Railway Commission to enforce it. An individual cannot fight a rich railway corporation; he may win every case and yet be ruined. With a railway commission, acting under the constant guidance of the law, he would fare better. If Mr. McCarthy wants a railway commission, he must lay a solid foundation for it, by enactments such as this amendment contains.

Solvent or Insolvent Insurance Companies.

On this subject the *Insurance and Real Estate Society* of May 20th contains an article, from which we take the following comparison of the American and British standards of solvency in Insurance Companies: The State of New York has made the American table with 4½ per cent. interest the standard of insolvency. Many other States have followed its example. The State of Massachusetts and its imitators have the combined Table with 4 per cent. interest. Other States have a six per cent. basis. The very fact that such differences exist proves the purely artificial nature of the standard. In the case of one single company, one of the tables mentioned above requires about \$7,000,000 less reserve than another, and the third about \$20,000,000 less still. These differences are enormous. It is all very well for companies to value their liabilities by either the New York or Massachusetts standard for their own satisfaction, but it is unreasonable to say that if they have not a surplus by these valuations they are insolvent. By the one they may be solvent and by the other bankrupt. And when these fancies are put into law and made binding on the companies of a continent, it becomes a very serious matter. The effect has been to put out of existence many a company which should have been allowed to continue its operations, and the robbing of tens of thousands of policy holders of their hard earned savings. The following companies at least which have been placed in receiver's hands could have been saved; the Atlantic Mutual with its \$3,500,000 of policy holders' money; the Globe Mutual with its \$5,000,000; the Security with its \$2,500,000; the Universal with its \$2,000,000; the Knickerbocker with its \$5,000,000, and several others. But for the action of these absurd laws every one of these companies could either have worked off its contracts or have reassured in some strong company, with advantage to both the policy holders and the re-assuring company. They were never insolvent.

Some regulation of the business of Life Assurance is necessary and that of Great Britain is probably the best which could be adopted. It

sets up no artificial standard. The consequence is that companies have been allowed to continue business, and loss thus prevented to their policy holders, which would almost certainly have been declared insolvent had laws of corresponding stringency to those in America been in force: among these are—The Briton Medical, Emperor, Gresham, Positivo, Reliance, Mutual, Sovereign, Law Property, Masonic and General, Western Counties and London, and other companies who stand much higher in public opinion than these. And some of these may develop into strong companies as have others who are now undoubtedly so.

The Briton Medical, Argus, and Law Property are examples of companies which are working off their business satisfactorily without issuing new policies.

Crop Prospects in the States.

During the past few weeks the American press has been devoting itself in a praiseworthy manner to the dissemination of reports regarding the crop prospects of the present season. Of course all these calculations in regard to the future of the crops must be conditioned by the favorable or unfavorable nature of the weather during the season. If the character of the weather partook of the uniformity of a law of nature, and all other conditions of crop growing were fully taken into account, these estimates of the crops would be greatly enhanced in value. Such as they are, they afford ample scope for speculation or gambling as it may more properly be called. With regard to the general character of these reports it cannot justly be said that they are very encouraging. In the central States, where nearly the half of the wheat crop is raised, it is estimated that the yield this year will be from 20 to 25 per cent. less than the average. Corn planting is late, and besides there are grave doubts about the germinating qualities of some of the seed. The yield of oats, judging from reports, will probably be about an average. The *New York Millers' Journal* gave the following review of the situation last week: The general average condition and prospects of the winter wheat crop, in the principal States where that variety of grain is raised, are not probably as favorable as they were thirty days ago. In some of these States, the weather has been too dry and cold, in others, too wet and cold, and in all of them, more or less unfavorable to the growth of the plant which, even now, is from two to three weeks less further advanced than is usual at this period of the year. The spring-sown wheat is also very backward, sowing, in fact, having as yet been scarcely finished in the more northerly sections of Dakota, Minnesota and Wisconsin, owing to repeated interruptions by wet weather. It is said by good authorities that these delays will, with the substitution of other crops for wheat, occasion a decrease of acreage sown to spring wheat in Minnesota, Wisconsin and Iowa, from that of last year. Generally speaking, the plant, although decidedly backward, is reported healthy and making fair progress. Corn planting still drags and is greatly in arrears, Kansas alone of all the great corn States having finished. Complaints that

the seed does not sprout continue numerous. As a decidedly lower temperature with heavy snow-storms has within the past day or two been reported from the West, the general cereal crop situation at the moment may be summed up as not holding out any promise of an average production of anything but oats.

American Grain Trade.

From statements published by the Bureau of Statistics of the Treasury Department, Washington, an estimate may be formed of the magnitude of the grain export trade in the States. From the commencement of the cereal year on September 1st to April 30th, the number of bushels of wheat exported was 67,026,735. In addition to this 6,670,097 barrels of flour were exported. Reckoning a barrel of flour equal to 4½ bushels of wheat, the total exportation during the period mentioned would be 97,042,210. Of this, 45,577,676 bushels of wheat and 5,732,106 barrels of flour, equal together to 71,732,153 bushels of wheat went from Atlantic ports. From Pacific ports the exportation amounted to 21,449,099 bushels of wheat and 937,991 barrels of flour, or, estimating flour in wheat 25,670,057 bushels of wheat.

Compared with the corresponding months of 1881-82 there has been a decrease of more than a million and a half bushels in the exportation of wheat, while the exportation in flour has nearly doubled. So that the total exportation for the months named in 1882-83 exceeds that in the corresponding months of 1881-82 by upwards of 21 million bushels.

Another noticeable fact will be seen from the figures about to be given. While the trade from Atlantic ports has greatly increased, in fact nearly doubled, there has been a marked falling off in exports from Pacific ports. The figures for 1881-82, corresponding to those given for 1882-83 are as follows: exports from Atlantic ports, 27,822,035 bushels of wheat and 2,871,826 barrels of flour, equal to 41,745,302 bushels of wheat, exports from Pacific ports 30,722,067 bushels of wheat, and 813,682 barrels of flour, equal to 34,283,635. The total exportation from all ports from September 1st to April 30th, 1881-82, would thus be 68,544,152 bushels of wheat and 3,685,508 barrels of flour, equal in all to 76,028,937 bushels of wheat.

It is worthy of notice that while the exportation in flour from Pacific ports has increased by upwards of 124,000 barrels, the increase from Atlantic ports has been nearly 3,000,000 barrels.

Orders for the far North-West.

People in the east imagine that stores away in the far districts of the North-west, where railways have not reached, an huxster like concern where small stocks of the necessities of life are kept. The experience of the wholesale trade of Winnipeg during the past week does not bear this out. Representatives of two firms at Edmonton have during the week made purchases of goods to the value of over \$1,400, and it must be remembered that the purchases include no wines or spirits, as the North-west prohibitory law is rigidly enforced at Edmonton. One of the buyers remarked that he was only sorting up a little.

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RETAIL TRADE PROTECTION.

In another part of our columns will be found a letter from a retail merchant in Portage la Prairie, which makes a valuable suggestion upon the above subject. As our correspondent says, wholesale dealers usually combine interests in such a way, that by mutual supplying of information the standing of their customers can be pretty accurately known, and more or less guarantee from bad debts secured thereby: while in retail circles in this country no such system yet exists. Our correspondent must, however, understand that it is only very recently that the wholesale interests of Manitoba have got this system into working order, and as yet it is far from perfect. The insolvency records of the past six months go to show how sadly deficient its arrangements were during 1882. Some instances have come to light where liabilities of unusual extent have been built up upon a very limited capital, and many other evidences of undetected recklessness have been discovered.

Wholesale merchants are as a rule men who have received a thorough business training, and while they may blunder for a time, they will eventually get down to some mutual system by which some trade security can be obtained. With retail merchants, especially in a new country like the North-west it is very different. A large proportion are men unacquainted with business affairs, who have drifted into a trading life. To organize a mutual system of trade protection among such a class is no easy matter, for in trade as in all other affairs ignorance is a parent of jealousy, and jealousy is an effectual barrier to unity. Towns and cities as they grow older get over this difficulty to some extent, and a town like Portage la Prairie can certainly be classed as one that is over its trade protectionary days, and developed into a permanent business centre of some importance. An organization for retail trade protection should not, therefore, be a matter impossible. While some of the difficulties above named may still remain, there is this advantage in favor of such an organization, that the retail trade is purely local, and merchants need have no fear of opposition from a distance in any way marring their ar-

rangements; while wholesale men have always to contend with the difficulty of opposing houses in other provinces, who are not usually inclined to join in with any local movement. Such an organization in a town like Portage la Prairie is perfectly practicable, and should work with smoothness if properly organized. To make it a success, however, it should be thoroughly mutual, as no private concern can possibly fill the bill, and in larger and older cities where individuals or firms have started and operated private inquiry arrangements for the benefit of retailers, they have invariably developed into mere parasites on trade, and in some instances have become organizations for blackmailing. But there is no reason why such organizations should not succeed not only in Portage la Prairie but in every town or city of Manitoba, where trade has got down to the steady level that now exists in Portage. The right and necessity for their existence no sane man can question. On the old homely theory of "sauce for the goose, sauce for the gaader," there is no reason why steps should not be taken to prevent trading fraud or recklessness on the part of the consumer, as well as the trader. Every organization of that class formed is another guarantee for the solidity and safety of trade in the country: and as to the matter of right to publish facts regarding dishonest consumers, the press which derives its principal support from retail dealers will not likely prove false to its trust in such circumstances, but will with wisdom and without malice aid their best patrons in furthering any movement in the direction of trade protection.

NEGLECTING EXPORTS.

The reasons assigned for a falling off in trade in any country by the press of the same are not only varied but in some instances philosophical in the fullest sense. At present the stagnation which is beginning to make itself felt in the United States is generally attributed to a neglect of the export trade and an inclination to pander to purely home demands. A prominent trade journal in New York placed the matter in these terms: "With the first return of activity in trade in 1879, the export business of that country had been rapidly on the increase, and in the most staple lines goods of American manufacture were asserting their place in every prominent market of the world.

But with the springing up of the home trade exports were neglected, and the home market, where better prices could be had, was alone catered for. As times improved manufacturing prospects developed into a state of inflation, and now when the latter nears a collapse, it is found that a footing in foreign markets has to a great extent been lost. The bolstering system of unreasonably high tariffs contributed much no doubt towards producing these very undesirable results, but even under such a system no commercial economist can withhold censure from the folly of neglecting exports. A country to become truly prosperous must become an exporting country, either of agricultural products, raw material of some description, or manufactured goods. The eventual national isolation of countries which have adopted an exclusive system of retaining within themselves their own products finds a striking and painful example in China, and that modern commercial nations would sink to the same isolated level by a similar exclusive system is beyond doubt, unless it were possible to get along like the Hoosier farmer's family of sons, who were prevented by their father from trading outside of their own circle, and yet every one of them according to the testimony of the parent grew wealthy fast.

The same theory of prosperity in proportion to exports applies to new countries as well as to old ones, and the troubles that befall these have in most cases a similar origin. In Manitoba the whole efforts of the business community of the province have been centered upon the import affairs of trade, and like the experience of American manufacturers they find now, that where these have been pampered into a state of inflation, and a collapse has been reached, no preparation has been made to grapple with the limited share of export trade that the country will soon be in a position to engage in. This summer produce dealers find to their surprise that there is a surplus of rough grain in the North-west and the great proportion of it is in the hands of dealers who purchased with the expectation of selling upon famine-price home market. Not one ever made a calculation upon exportation, and as all the grain has been handled in the most primitive fashion, and in the most expensive way shipment to an eastern market means heavy loss to the present holders,

This is specially so with barley, thousands of bushels of which have been purchased at figures which mean heavy loss when sold in the east, and to this loss must be added extortionate storage rent and expensive handling.

It is evident that some attention must immediately be given to preparations for the export of grain in the coming fall. Half a million bushels of wheat from the crop of 1882 has had to seek a foreign market, and with the prospects of a good crop 1883 will furnish four times that quantity to feed the residents of the east or Europe. Up to the present moment there is no organization, no system of storage, and no arrangements for handling this surplus, and if any are to be ready it is high time preparations were being made. The North-west has been too long depending upon supplies imported from other countries, and it is now time that attention be turned to the sending out of something in return. The time for preparation is short, and if the opportunity is allowed to pass the whole country must suffer from the foolish policy of neglecting exports.

NORTH-WEST LANDS.

Under this heading the Montreal Gazette of May 30th contains an editorial, which after taking notice of the rapidity with which the public lands of the United States are being entered for settlement, lauds the policy of the present Dominion government in abolishing pre-emptions after January 1st, 1885. The following is the concluding portion of the article:

"The tide of immigration into the new world must perforce be turned to the Canadian North-west, and it would be an act of folly to allow every man who chose to set apart 320 acres of land for himself. Such a policy could result only in locking up nearly one-half of the North-west, and checking the inroad of population, without any advantage to those settlers who might be fortunate enough to enter the country under the existence of the pre-emption law. Experience has shown that 160 acres is quite as much land as the average immigrant can manage, and the privilege of selecting and occupying a farm of this liberal extent, free of charge, will continue to be offered to all who desire to settle in the North-west, but to permit in addition a pre-emption entry, in the face of the fact that the public domain of the United States is all but absorbed, and in the knowledge that the settlement and development of the country will thereby be retarded, would be an act of improvidence that we would speedily come to rue."

If we mistake not Dr. Franklin is responsible for the saying, "If a principle is good go through with it, and if it will not go through it is rotten." Sir John A. Macdonald's government would do

well to carry out this theory, if they are not yet too late to adopt it. As yet settlement and development of the North-west has not been retarded by actual settlers securing too much land; but the numerous colonization schemes which have secured land grants, from the very government which now seeks to limit the actual settler's privileges, have in many cases been the worst blocks to settlement which the country has had to bear with. The immense land grant to the C. P. R. is complained of by many, but this corporation has adopted so far a policy which must materially aid settlement, and it is not likely that they will swerve from such a policy, as their best interests are served by rapid actual settlement. In almost every instance however, colonization schemes have been organized by parties who are little better than parasites upon the North-west, and the ransom prices at which their lands are generally held, prove clearly, that a system of blood-sucking from the actual settler is all they are likely to accomplish outside of enriching the speculators who organize and engineer them.

If the Dominion government have decided to curtail the land privileges of actual settlers, they are in duty bound to not only stop all further colonization grants, but to demand the forfeiture of the lands of such companies or associations in every instance where the terms of the grant have not been complied with in the fullest sense. By doing so they would demonstrate that they have faith in a conservative policy in North-western land settlement, and intend to go right through with the principle they believe in.

The most ardent supporters of the present Dominion administration have more or less cause of complaint regarding the treatment on many minor points allotted to the North-west, while they have no doubt about the wisdom of the general policy. It would be wise not to tax too heavily the political leanings or prejudices of such North-westerners. Fealty to a political creed may bind them for a time to a party, even when their interests dictate otherwise; but personal interests, interests of the community among which they live, and interests of the country which they have chosen as a future home must in time not only weaken but sever party ties, and in no way can a Dominion administration make more enemies in the North-west than by following out a land

policy, which discriminates against the actual settler, and in favor of speculative corporations.

PROSPECTS OF NORTH-WESTERN TOWNS.

Under the above heading a certain class of people would expect to peruse an article full of dark forebodings, or at least redolent of mistrust of the future. In fact it has become a habit with the class referred to to look upon the steady and quiet progress of any town as only a sign of dullness, and to apply the slang epithet of "busted" to such towns as are not in a state of excitement over some laudible speculation. If reasonable people would only make a little more inquiry into the character and aims of the class who make these assertions, there would be less cause for doubt about the future of many of our North-western towns. These gloomy prophets are usually those, who are not looking for success by a career of industry, but are searching for some locality where a short and temporary residence is all that is necessary to insure wealth by a little promiscuous speculation. The gloomy cry is not heard among the plodding merchant and mechanic classes, who labor for the building up of whatever town or city they may be located in. Even in times of depression these are apt to take a more philosophical view of matters, as it is their interests to search for the hopeful spots in the cloud which depression must naturally gather.

It is just as natural for a new and valuable country to have an excited and over growth of confidence, which develops into reckless speculation, as it is for a newly broken rich soil to produce first an abundant crop of worthless weeds, many of which linger in the ground and prove pests for years afterwards. The richer the soil the ranker the weeds will grow, and the richer the country the wilder will be the wane of speculation. As in the newly broken soil the hand of industry must come to the relief to develop its real wealth, so in the newly opened country industry must undertake the same work, and it must be as unremitting in its suppression of speculative excitement, as is the labor of the agriculturist in the extermination of weeds. The weeded and withered weeds may rot into a manure that will impart further richness to the soil, but no such future return can be expected from speculation once it is dead.

If a careful inquiry is made into the real trade prospects of North-western

towns it will be found, that in many cases where the reaction after the real estate excitement of 1881 and 1882 has been seemingly most severe, the prospects of permanent improvement are brightest. While speculators were turning over imaginary thousands of dollars day after day, and a state of inflation was going on in this country, actual progress of towns was comparatively small. Manufacturing projects were neglected for more illusory investments, and of the money floating around very little was employed in the cause of real progress. Since the collapse of this real estate bubble, there has been a systematic but unsuccessful course of effort on the part of many to revive it; but a great portion of the sensible people possessed of spare funds have looked out for more productive fields for investment, and industrial projects have received more attention.

Commencing at the international boundary line we find the towns of Emerson and West Lynne, of which the speculator does not hesitate to speak as dead. Yet in these same towns fifty per cent. more mechanics are employed, and nearly double the manufactured goods are produced than during the real estate boom. Such an increase augers well for the future of these towns, although steady progress of that nature may not be to the mind of the speculator looking for a boom.

Passing the city of Winnipeg, without comment, on the way westward we come to Portage la Prairie, and in this town probably more than in any other was the collapse of the boom complete. Yet the real progress of the town did not set in until after the collapse. Since then the second largest roller mill in the North-west has been added, as has also a paper mill, a large biscuit and candy factory, and numerous other minor industries, all of which go to make an industrial centre and not a town on paper. At present over 200 mechanics, (not to mention unskilled laborers), are employed by Portage manufacturing concerns, and that is at least double the number employed during the wildest days of the boom. With the additions of machine shops of the Manitoba North-wester railway, which are now being erected there, and the several private industrial enterprises which are now under way, Portage la Prairie will within two years be a busy town, whose progress will

depend not upon crazy booms, but upon a steady and sure industrial growth.

Further westward at Brandon, the busy little city of less than two years of age, the facts are similar, although not so marked as in the Portage. Brandon is steadily adding to its industrial importance, and although lots three miles from its centre may be slower sale, than they were eighteen months ago, the town's trade prospects are brighter than ever before.

All over the North-west it will be found that the real progress and future prospects of towns are only commencing to develop, when the restless speculators concludes that their chances of success are past. That class will always have more or less of a start in the race westward, but when the worthless fruits of their non-productive speculation have died, like the weeds on the newly broken soil, the hand of industry will venture into life the fruits that will prove of lasting profit and good.

WINNIPEG FIRE INSURANCE.

It seems that Fire Insurance companies in their dealings with Winnipeg act much in the same fashion as the Irishman's pig, which on being driven in the direction of Cork invariably wheeled round and started in the direction of Kinsale, and in the same manner when persuasions for Kinsale were applied adopted the Cork route. The fire insurance question has altogether been a vexed question in this city, and to the merchant or property owner looking for indemnity for loss by fire the arrangements in connection with the same have produced the most tantalizing dissatisfaction. It may seem strange, but it is nevertheless true, that premiums are to-day higher generally than they were two years ago in Winnipeg. Two years ago the city had only a volunteer fire brigade, a good one no doubt in its way, but altogether inadequate to the demands of the city. At present the city has a well organized and thoroughly efficient paid fire department, a well arranged system of fire stations in different districts, and compared with two years ago the number of fire engines and quantity of other fire-extinguishing apparatus has been nearly trebled. To this add a system of water works, that furnish an abundant supply of water through the central portion of the city, and the additional circumstance that fire-traps are much fewer, and solid brick buildings, able to check the spread of a fire, much more numerous than the

were two years ago, and any reasonable man would expect a very marked reduction in rates. No reduction has taken place however, and in numerous instances an advance has been made. A wholesale dealer in a solid brick building on Princess street in a locality where not a single fire-trap exists informed a COMMERCIAL reporter, that his rate has been very recently raised from 1½ to 1¾ per cent., and this rise has been put in force in the beginning of summer, when all interruptions to water supply from freezing are past for a season, and the prospect of much greater fire extinguishing facilities during the coming winter is certain. This is only one of a number of instances, which go to prove, that all the expenditure of the city of Winnipeg during the past two years has accomplished nothing in the way of securing cheaper insurance for the city. These improvements have cost the rate payers a large sum of money, and numerous though the blunders of the City Council may have been during these last two years, it must be acknowledged, that in connection with the fire and water arrangements of the city some valuable work has been accomplished, and in connection with these, blundering has been reduced to a bearable minimum. It becomes a question now if it is wisdom to expend any more funds upon protection from fire, if after all that has been done no benefit has been secured. It is only natural to reason from such an experience, that the more effort is made by the city in this direction, the more of the nature of the Irishman's pig will insurance companies display.

The city of Winnipeg and its whole business structure are at present bearing a number of loads, a very large share of which have been laid on by the folly of the residents, but in the matter of fire insurance a very unjust and tantalizing burden has to be borne, for which neither the general public, the business men, nor the city authorities are to blame. The burden has been laid on by a number of insurance corporations, not one of which have a dollar's worth of interest in the city beyond what they can squeeze out of its citizens in the way of extortionate premiums; and past experience has shown, that from some of the most pretentious of these corporations the indemnity guaranteed by a policy can only be enforced by the verdict of a jury in a Manitoba law court.

WINNIPEG MONEY MARKET.

The past week has undoubtedly been one of close figuring in financial circles, and as yesterday the ominous fourth approached the pressure advanced to its highest pitch. The demand for money in commercial circles was not only active but urgent, and the pressure of yesterday caused quite a strain upon the banks. Still there were no unlooked for developments, and as the afternoon wore on results showed that the day had been tided over with very few irregularities. Banks, while they have had to stand the strain of the extra demands, were able in almost every case to attend to the full wants of regular customers, and it is questionable if in the history of Winnipeg so much commercial paper was discounted during any week as during the one now passed. Rates remained unchanged to parties with regular accounts, but we learn of some instances where very high rates were paid for money from private sources. These were few however, and with all the extra demand for money which existed, it is satisfactory to find that matters went forward so smoothly. There will doubtless be more or less of an easing up as the month advances, but with the present state of eastern money centres, there is no hope of money being really plentiful for some weeks to come, if real freedom does come before the fall of the year.

In loans on landed mortgage security the business of the week has been moderate. Companies in that business are not agreed upon rates of interest, and the range from 8 to 10 per cent. still exists. The bulk of the business however, is still done at the latter figure, and will continue to be for some time, while money is so continuously scarce as it has been for a few weeks.

WINNIPEG WHOLESALE TRADE.

The record of the wholesale trade of the city during the past week has been rather an uneventful one. Trade has not been very brisk, but there has been a slight hectic rush in a few lines, while in others a steady good trade has been done. There has been no feeling of uneasiness, and the general impression even in branches which have suffered most is that matters have reached the worst, and are on the turn for better. In looking over May the aggregate business has been considerable in excess of that of April, and the most hopeful sign is that the increase was greatest in the latter part of the month. Confidence is now general, and while wholesalers and even their purchasers are very conservative, all are more hopeful for the near future. In collections results have been much the same. Collections show an increase for May, not only in the aggregate but in proportion to the amount of paper that fell due. While, therefore, the pressure of over-stocking in many lines and other evils are still more or less felt in almost every department of trade, a work of improvement is undoubtedly going on, and is expected by all to continue. Staple lines feel this in a much more marked degree, but even in fancies it is quite perceptible.

AGRICULTURAL MACHINERY

There has been a steady volume of business

done in this line during the week, and the aggregate for May is very encouraging. Dealers are now satisfied that the goods ordered for the season will not be in excess of the demand, as was feared a few weeks ago, although they expect to be able to supply all callers, and not be so far short as they were last year. From country agents some complaints have been heard about immigrants from the east bringing all their machinery with them, much of which is not at all suitable for this country, but this seems to have had but little effect on the trade generally, and with the long term of favorable weather which the country has had, sales of machinery are not difficult to make. The consignments received from factories during the week have been very light, which is to some extent due to the fact, that the season's goods were rushed in as much as possible before the new tariff took effect on May 15th.

HOOTS AND SHOES.

The report from this line for the week is not a very bright one. Both city and country trade is remarkably quiet, and wholesalers have had a little too much leisure. A quietness is expected at present, and no surprise is expressed at the present state of affairs. Collections are reported a little slow, but not actually bad, and confidence prevails generally.

CLOTHING.

Trade has been quiet in this line during the week, although some heavy purchasers from Edmonton and other points of the far Northwest have made the aggregate of the week's sales foot up to a good total. Outside of this business sales have been principally of sorts, and were both small and varied. Quietness is expected at present by the trade, and the week has been on the whole better than was calculated upon. No great stir is expected now until the first movements of fall goods commence.

FANCY GOODS AND SMALL WARES.

Business in this line still continues good, although the past week was not quite so lively as the one previous. The two closing weeks of May bring the month up to a very respectable aggregate. Collections have been equally good, and the trade altogether has been in a very satisfactory state.

FISH AND POULTRY.

The trade in fresh fish during the week has been active, although the variety on the wholesale market has been very limited. Pickerel have advanced to 40 a pound, and white fish to 10c. Lake Superior bass have been on sale, but not in quantities for wholesale quotations. Lake trout are expected during the current week, and some other additions to the fresh varieties may be looked for. Finlon haddocks are almost out of the market, but a few are still quoted at 12½c.

FRUIT.

A few delicacies such as bananas, strawberries and cherries have been in the city during the week, but not in quantities to warrant wholesale quotations. The variety of green fruit now available is confined to apples, oranges and lemons. Apples have sold at 8¢ to 8.50, with 9¢ asked for some choice re-packed Canadian. Oranges are still quoted at 7.50 to

8¢, and are getting scarcer. Lemons have held steady at 7.50. In dried fruit quotations have been: Loose Muscatel raisins, 8¢; black crown, 8.75; triple crown, 8¢; golden dates, 11 to 12¢ in sacks, and 10¢ in boxes. Figs, 10¢ in boxes and 14¢ in boxes. The business done during the week both in green and dried has been liberal, and the trade is in a very hopeful state.

FUEL.

There is as yet no change in coal prices. Anthracite is worth \$15 delivered, and bituminous \$13.50 to \$14.50. In wood it is difficult to get at exact quotations. We know of one offer of a train load of dry tamarac at \$6.40, while car lots can be had at \$7. Poplar can be had in car lots at \$5. These figures are by no means fixed, as there is a regular glut in the wood market, and a cash purchaser of 100 cars would have no difficulty in securing a discount off these figures.

FURNITURE.

From this branch of trade the report of the week is very encouraging if not extra bright. Orders from retailers have been light, and evidently meant only to fill pressing demands, but their number makes up a good aggregate of business done. Collections are reported fair to good and are not productive of any disappointment. Altogether the trade is in a fairly satisfactory condition.

GROCERIES.

The report from this branch of trade is of a very satisfactory nature. The week has been one of general activity, although not of rush. From the west orders have been numerous and heavy, and in the city trade has been reasonably brisk, although one retail concern is to be numbered. In staple goods there has been a generally firm feeling. Sugars are still quoted at 9½c to 10½c for yellows, and 10½c to 11c for granulated. Coffees have not changed much and are quoted Rio's 15c to 18c, Javas 22c to 27c. With a tea house who make all their importations direct from China and Japan, reliable quotations can now be given: Japans range from 25c to 45c, Mojavane gunpowders, from 35c to 75c, and Hyson from 26½c to 70c. Quotations of blacks cannot be satisfactorily given at present, but within two weeks the first arrivals of the new season will have arrived, and reliable quotations can then be given.

HARDWARE AND METALS.

A rather discouraging report comes from some parties in this trade for the past week. In light hardware trade has been reasonably good, and wholesalers are comparatively hopeful, but in heavies and metals a decided quietness has existed. Orders have been few and of a trifling nature, and the week's volume of business has been very small indeed. Prices have not changed during the week. Prices are as follows: Tin plate, 14x20, \$8.00 to \$8.25; 20x28, \$15.00 to \$15.25; bar iron, \$3.75 to \$4; sheet iron, 5½ to 6c; iron piping, 25 per cent off price list; ingot tin, 32 to 35c; pig lead, 6½ to 7c; galvanized iron, No. 28, 8½ to 9c, according to quality.

LEATHER AND FINDINGS.

There has been very little improvement in

this branch of trade during the past week. City trade has been very light, and in the country the business has been also limited. Collections are reported fair to good. Prices have not changed any: Quotations are Sole leather, No. 1 Spanish, 33 to 35c; kips, slaughter, 70 to 75c, B. Z., 85 to 90c; French first choice, \$1.15 to \$1.25; French calf first choice, \$1.40 to \$1.50; wax upper, No. 1, 55c; grain, No. 1, 55c; harness leather, 34 to 36c for plump stock.

LUMBER.

There has been no material improvement in the state of this trade during the past week, and dealers are gradually settling down to the conclusion, that they have over estimated the demands of this season. Building operations are not going to be so extensive as was anticipated, and the lumber demand will be correspondingly lighter. The following is a scale of prices arranged by the trade, but which is not rigidly adhered to by all lumber dealers:

Pine lumber, 1st, common boards, dressed, \$26.70c.; 2nd, dressed, \$25.50c.; 1st do., rough, \$26.50c.; 2nd do., \$25.50c.; sheathing, rough, \$25.00; timber 16 feet and under, \$25.00; do. over 16 feet, for each additional 2 ft., \$1.00; dimension and joists, 16 ft. and under, \$25.00; do., over 16 ft. for each, \$1.00; fencing, \$30.00; 2 and 3 in. battens, \$32.00; A stock boards, all widths, \$50.00; B do., \$45.00; C do., \$40.00; D do., \$35.00; 1st clear, 1, 1½, 1, and 2 in., \$60.00; 2nd, do., \$50.00; window and door casings, \$50.00; base boards, dressed, \$50.00; 1st pine flooring, siding and ceiling, \$40.00; 2nd do., \$35.00; 3rd do., \$32.00, ¾ in. split siding, dressed, \$30.00. Spruce lumber, -timber 16 ft. and under, \$24.00; do. over 16 ft., for each additional 2 ft., \$1.00; dimensions and joists, 16 ft. and under, \$24.00; do., over 16 ft., for each additional 2 ft., \$1.00; boards, \$24.00; 1st flooring, siding and ceiling, \$32.00; XX shingles, \$5.50; Star A star shingles, \$5.50; X shingles, \$5.50; A do., \$5.00; bath, \$4.50.

STATIONERY AND PAPER.

The quiet feeling which set in in this branch two weeks ago continued during the past week. Wholesale houses have been quite quiet, and report a very small week's trade. Collections are reported fair to good, and all are reconciled to the present lull in business.

WINES AND SPIRITS.

There is still very little improvement in this line of trade, although the business done during the past week was considerably in excess of that of the one previous. There has been no changes in prices, and quotations to jobbers or heavy purchasers are: Hennessy's one star, in cases, \$14.00; in wood, \$5 per gallon, Imperial, vintage of 1878, \$5.50; Martel, in case, one star, \$14; Renault, one star, \$12; Roleyn, in wood, \$4 to \$5.50; Ronet, in cases, quarts, \$8.50; flasks, \$10, half flasks, \$11; Pinette, in wood, \$4 per Imp. gal.; Louis Freres, in cases, qts, \$10; flasks, two dozen in a case, \$11; half flasks, four dozen in a case, \$12; M. Dubois, in wood, \$3.50 per gallon; cases, quarts, \$9; flasks, \$9; half flasks, \$10 Gin, Holland, in wood, \$3 per gallon; red cases, \$11; green cases, \$6; Old Tom gin, Bernard's, in wood, \$3.25 per gallon; Booth's,

in wood, \$3.25; Booths, in cases, quarts, \$8.50; Scotch whisky, Ramsay's in wood, \$4.00; Cuol-Ia Islay, in wood, \$3.50; Stewart's, in cases, quarts, \$8.50; flasks, \$9.50. Irish whisky, John Jameson & Sons, in wood, \$4.50; Bernard's, in cases, quarts, \$8; flasks, \$9.50. Jamaica rum, \$3.50 to \$4 per gallon. Domestic whiskies, Gooderham & Wort's, in wood, \$1.65 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.

Winnipeg Manufactures.

In manufacturing circles there has been no rush during the past week, although a steady good business has been done in nearly all the staple lines. There is still no let up to the activity in the iron industry, and machinery light and heavy is in good demand. One firm in this line whose difficulties were mentioned in last issue are in a fair way to get safely out of the toils, and with new blood infused into the concern it will in all probability go on with renewed vigor. At the worst the troubles of the concern should be only temporary, and as the industry is a very promising one in the Northwest it will not be allowed to succumb.

There is no probability of the lumber mills being rushed this season as they were last summer, and the day and night run will be avoided at least for a great portion of the season. The facilities for shipping in lumber will give a good show to importers, who have already a large stock on hand, and local manufactures like other industrial interests are liable to find out that they have slightly overestimated the trade of the season.

Furniture factories are still keeping busy, but are not forced to undertake night work. Later in the season their rush will probably be much greater, as with the location of the settlers who are now rushing into the country, there must be in a few weeks a heavy demand for furniture. Manufacturers are not disappointed with present affairs, and state that the present even flow of orders is almost as profitable as the rush of last season.

The biscuit factories report a good steady demand, and everything running smoothly. There can be no doubt but this industry will receive a great impetus with the increase of settlers which is now going on.

The different carriage and wagon factories have been rather quiet during the week, and they report trade this season rather disappointing so far. The demand for carriages is very limited, and the season for farmer's work has not yet opened up.

In the different minor branches everything is moving in a steady and regular way, without any signs of extra activity.

The flouring mills are only running to fill local demands, and are consequently in no way rushed, but eastern shipments are expected to commence again in a week or two, and more activity will then be general.

THE assessed valuation of real and personal property in Detroit for 1883 is \$105,596,375, a total increase of \$11,502,960 over the assessed valuation of last year.

THE MARKETS.

WINNIPEG.

GRAIN AND PROVISIONS.

The grain market of the past week has been almost as dull and lifeless as could be expected. There has been no movement anywhere, and the only receipts were about thirty-five cars from Portage la Prairie for a mill in this city, and had been stored at former place for over two months. There is still a good stock of wheat at the mills, and as these are only running to supply the local demand the stock does not diminish rapidly. The street receipts have been limited and confined to oats, all of which have been sold directly to the consumers by the farmers. Grain dealers are rather disappointed at the limited demand, and are in no way inclined to make purchase at any reasonable price.

In provisions the demand has been quite active during the week, and shipments to western points have been quite liberal. Prices all round have been easier, which is owing to the reduced freight rates for the summer coming into effect. Meats in particular are a shade lower all round, and have lost the firm and upward tendency they had some two weeks ago. Canadian goods, owing to the opening of the Thunder Bay route, are coming more directly into competition with Chicago, St. Paul and Minneapolis, and this may account for a portion of the easier feeling in prices.

WHEAT.

There is no demand for shipping purposes, and millers hold out the nominal offer of 80c for good hard Fyfe. Lower qualities they do not want at any money, and these will have to await shipping demands. There has been no sales worthy of notice during the week.

OATS.

It would be very difficult to give quotations of oats for the past week. Dealers have quite a heavy stock still on hand, and the demand is by no means heavy. Street lots have sold to consumers as high as 50c, but that figure cannot be taken as a quotation, and it would not be safe to quote over 42c to 45c for car lots.

BARLEY.

Is not in demand at all, and dealers refuse to purchase from farmers at present. There is a probability of some shipments being made during the present week to Ontario via Thunder Bay, which would materially diminish the stock now in the city.

No other kind of grain has been on the market during the week.

FLOUR.

There has been a good active demand during the week, but no shipments have been made to eastern markets, although since the opening of the Thunder Bay route quite a trade has been built up at the towns on Lake Superior, and it is evident that Manitoba flour must soon drive the Ontario article out of that market. Prices have not changed, but remain as follows: Patents, \$3 to \$3.20; xxxx or strong baker's, \$2.50 to \$2.60; baker's \$2 to \$2.10; trader's or xx, \$1.50.

BRAN.

There has been no change in price, the steady quotation being \$10 a ton in car lots. The stock in the city is not heavy.

SHORTS.

Have not been much in demand, and quotations are nominal at \$12 a car on track.

CHOPPED FEED.

This article is almost out of the market. There is no demand for it, and mills contemplating ceasing to manufacture it. Damaged grain is too plentiful among farmers to purchase

feed at the quotations of the past week, namely \$28 a ton.

POTATOES.

Importation from Minneapolis still goes on, and local holders still keep up the prices. Some car lots were seized by the customs at Emerson during the week, and confiscated as being billed under actual weight. The mistake seems most likely to have been a railway one taking place at the transfer, but the firm purchased the goods at the sale cheap as no bidder opposed them under the circumstances. Prices are still \$1.00 a bushel in small lots, and 90c in car lots sacked.

BUTTER.

There would be a decline in price but for the fact, that the stock in the city is very light at present. The eastern markets have shown a decline, which will doubtless soon reach this city. At least two car loads of choice dairy are now on their way here, and others will be during the current week. There has been scarcely any fall in quotations, 27c being still asked for Eastern Townships, and even 28c for some few choice lots. Creamery holds at 30c. Lower grades are still plentiful, and range from 21c to 25c. These prices cannot be long maintained, and lower quotations all round may be heard of any day.

EGGS.

These are more plentiful in the city, and during the past week sold freely at 22c in cases. Some quotations of 21c in barrels were made, and purchases can now be made at that figure. The local supply is on the increase, which lessens the demand upon importers, and unless the firm feeling which pervaded eastern markets during the past two weeks continues there will doubtless be a slight drop.

HAMS.

Green hams are not to be had, and are not in demand. Smoked hams sold during the week at 16c and 16½c to 16¾c for canvassed. The feeling has been easier with a tendency to lower prices, on account of reduced freights from the east and Chicago. The demand all week has been steady and good.

BACON.

In every grade there has been a lower tendency, although no marked decline has taken place in any case. Dry salt has sold from 13¾c to 14c; long clear smoked 14½c to 15c; spiced rolls 15½c to 16c; breakfast bacon 17c. The business done during the week was liberal and the demand lively.

MESS PORK.

The weakening in Chicago has at last had its effect here, and there has been a marked decline in this article during the week. The early days opened with quotations of \$26, but later on \$25.50 was the general price, and near the close of the week offers were made at \$25. The quantity that changed hands was considerable, but not unusually heavy. Lower freights on the St. P. M. & M., had no doubt something to do with the fall in prices.

LARD.

Prices have held steady during the week, quotations being 5lb. tins, \$10; 3lbs. \$10.25; pails sold at \$5.25.

MESS BEEF.

The price of this product seems fixed, the unvarying quotation being \$18.50. The demand has been steadily falling off, and the week's sales were very light.

MINNEAPOLIS.

The market opened with a steady feeling which was maintained during the week. There was some slight fluctuation but nothing of any account. A fair amount of business was

On Tuesday there was considerable business transacted. Quotations were as follows: transacted, its volume being nearly equal to the previous week.

WHEAT, No. 1 hard, \$1.12 to \$1.14; No. 1, \$1.05 to 1.10; No. 2 hard, \$1.10 to 1.10½.

CORN, No. 2, 51 to 52c; no grade, 46 to 50c.

OATS, No. 2 white, 40 to 41c; No. 2, 39 to 40c; rejected, 37 to 39c; samples, 37c to 41c.

FLOUR, Patents, \$6.50 to \$6.90; straights, \$5.50 to \$6.00; clears, \$5.00 to \$5.50.

Wednesday being Decoration Day there was no business transacted on Change.

On Thursday the wheat market was tolerably steady, and prices were about the same as on Tuesday. Corn was firm, and oats somewhat weak. The business of the day is represented by the following quotations:

WHEAT, No. 1 hard, \$1.13½ to 1.14; No. 1, \$1.05 to \$1.10; No. 2 hard \$1.10 to \$1.10½.

CORN, No. 2, 51 to 52c; no grade, 46 to 50c.

OATS, No. 2 white, 40 to 41c; No. 2 39 to 40; rejected, 37 to 39c; samples 37 to 41c.

FLOUR, patents, \$6.50 to \$6.90; straights, \$5.50 to \$6.00; clears, \$5.00 to \$5.50.

On Friday the market opened rather weak in sympathy with reports from the British markets. During the day, however, prices hardened up; wheat closed higher than the previous day, and corn and oats were steady. Quotations for the day were:

WHEAT, No. 1 hard, \$1.14 to \$1.14½; No. 1 \$1.04 to \$1.09½; No. 2 hard, \$1.10 to \$1.11.

CORN, No. 2 51 to 52c; rejected, 46 to 50c.

OATS, No. 2 white, 40 to 41c; No. 2 39 to 40c; rejected, 37 to 39c; samples 37 to 41c.

FLOUR, patents, \$6.50 to \$6.90; straights, \$5.50 to \$6.00; clears, \$5.00 to \$5.50.

On Saturday spot wheat was quoted a shade firmer, but future deliveries remained dull and inactive. Corn and oats were firm. The business of the day is represented by the following quotations:

WHEAT, No. 1 hard, \$1.14½ to 1.15; No. 1, \$1.06 to 1.11; No. 2 hard, \$1.10 to \$1.11.

CORN, No. 2, 52c; rejected, 49c.

OATS, No. 2 white, 40 to 41c; No. 2, 39 to 40c; rejected, 37 to 39c.

FLOUR, patents, \$6.50 to \$6.90; straights, \$5.50 to \$6.00; clears, \$5.00 to \$5.50.

CHICAGO.

The market for the week has been rather unsettled and subject to fluctuations, consequent upon advices from the British markets, and various reports concerning the state of the crop in the country. The general tendency has been firmer, and the volume of trade done was well up to the average of the past few weeks.

On Tuesday trading in wheat was fairly active, but there was an unsettled feeling and closed lower than the day previous. Corn was active, but oats were very quiet. Provisions were easy and tending to quiet. Quotations towards the close were:

Wheat, June, \$1.13½ July, \$1.15½

Corn, " 55½ " 57½

Oats, " 39½ " 39½

Pork, " 19.30 " 19.47½

Lard, " 11.72½ " 11.55

Wednesday being Decoration Day no sessions of the Board of Trade and Call Board were held.

On Thursday the usual amount of business was transacted at figures not materially changed from those of Tuesday. Quotations towards the close were:

Wheat, June, \$1.13½ July, \$1.15½

Corn, " 56½ " 57½

Oats, " 39½ " 39½

Pork, " 19.20 " 19.37

Lard, " 11.63 " 11.77½

On Friday the market opened lower than the closing the day previous, but pulled up during the day. Towards the close quotations were:

Wheat, June, \$1.13½ July, \$1.16½

Corn, " 56½ " 57½

Oats, " 39½ " 39½

Pork, " 19.25 " 19.42

Lard, " 11.65 " 11.80

On Saturday a fair amount of business was transacted. Prices opened firm and developed strength in the early part of the day, but afterwards weakened and settled back in some cases less than the day previous. Corn, owing to wet weather in the producing districts, held firm. Quotations towards the close were:

Wheat, June, \$1.13 July, \$1.15½

Corn, " 57 " 58½

Oats, " 39½ " 39½

Pork, " 19.17½ " 19.32½

Lard, " 11.67½ " 11.77½

TORONTO.

STOCKS.

The drop in stocks which we mentioned last week has continued, and quotations have been in the majority of cases below what we gave then. Dominion stock has advanced, but this is an exception to the general rule. On Wednesday closing bids as compared with the week previous were as follows:

	May 23.	May 30
Montreal	197½	196½
Ontario	111½	110
Toronto	187½	186½
Merchants	121½	120½
Commerce	134½	133
Imperial	146½	146
Federal	157	156½
Dominion	194½	197
Standard	115½	116½
Hamilton	—	116
North-west Land	73½	73

GRAIN AND PRODUCE.

There has been considerable improvement in the market during the past week. Prices have recovered from the drop of the week previous, and the demand has been good. Offerings have however, been on the light side. There is still somewhat of an unsettled feeling regarding the future, and the prospects of the home crop are beginning to attract attention. The season has been very backward, and the harvest must necessarily be late.

The provision market has been steady and prices have suffered little fluctuation.

WHEAT

The demand for wheat has been good, but offerings have been light. Prices have been firmer, especially for spring wheat. Quotations are: Fall No. 1 \$1.10; No. 2 \$1.08; No. 3 \$1.05; spring No. 1 \$1.12; No. 2 \$1.09 to 1.10; No. 3 \$1.06 to 1.07.

OATS

have held steady at prices not changed as a rule from last week. Quotations are from 45 to 47c per bushel in bulk. On the street 45c was paid.

BARLEY

has been in rather better demand and somewhat firmer in price. No. 1 is worth 68 to 70c; No. 2 65 to 66c; extra No. 3 60c; No. 3 47 to 51c.

RYE

Nothing doing. Quotations nominal at 65 to 70c.

POTATOES.

The supply has improved and prices are consequently easier. Car lots have changed hands at 55c; on the street the market closed at 70 to 75c per bag.

FLOUR.

There has been considerable improvement both in demand and prices during the week, and the market closed firm. Superior extra is quoted at \$4.75 to 4.80 for present delivery, and \$5 for July delivery. Extra is worth \$4.65 to 4.70.

BUTTER.

Receipts have been free and prices have in consequence tended downward. There is nothing doing in old butter. Rolls are worth 15 to 16c, and as high as 17c for very choice; tubs and crocks 17 to 18c for choice. Pound rolls on the street bring 18 to 20c.

CHEESE

There has been an active demand at from 13 to 13½c.

PORK.

Mess pork has been in good demand and firm at \$23 to 23.50.

BACON.

Has been less active and prices unchanged. One car of long clear sold at 11½; Tons and cases have sold quietly at 11½ to 12c for long clear, and 10½ to 11c for Cumberland. Rolls are firmer at 13 to 13½c; bellies 14c.

HAMS.

The demand has been fairly good and prices are steady. Canned have sold at 14c; sweet pickled 12½c.

SUNDRIES.

Oatmeal \$5.35; cornmeal \$3.75 to 3.90; lard 13½c; hops 80c; dried apples 10½ to 10¾c.

Markets by Telegraph.

Special Despatches to the Commercial:

TORONTO, June 4.

STOCKS.

Stocks are again easier and it is thought closing with a rather better feeling. This is not expected to be sustained. Lower prices on banks are generally expected during the summer. Closing bids were: Montreal 197; sales 197½; Ontario 110½, sales 110½; Toronto 185, sales 185 and 185½; Merchants 121, sales 121; Commerce 133, sales 133½; Imperial 145, sales 145½; Federal 156; Dominion 195½, sales 196 and 196½; Standard 115½; North-west Land 74; Ontario and Qu'Appelle sold 162, offered 167—a call is expected on it. The question of dividend on North-west Land is said to be pending in London.

GRAIN AND PRODUCE.

TORONTO, June 4.

The market closed dull and weak, in sympathy with Chicago and Liverpool. Flour is quiet and easier; extra sold equal to \$4.60; superior extra not likely to bring over \$4.70; held at \$4.75. Bran is easy, sold at \$11.00. Oatmeal is scarce and firm, held \$5.35 to 5.40. Wheat is flat to-day, No. 2 fall sold on Friday at \$1.05½; the best bid to-day was \$1.07; No. 2 spring is not worth over \$1.00. Oats are rather easy;

sales of western 46c and 47c. Barley is steady; a round lot of No. 3 sold on Friday at 48½c. Peas are quiet; 80c was bid for No. 2. Potatoes have declined sales at 55c. Butter is rather shaky; tubs 16 to 18c, still scarce. Eggs still scarce and rising, closing at 15 to 16c. Meats are quiet, in consequence of previous large sales; stocks are small, held very firmly; tons and cases are unchanged at 11½ to 12c for long clear.

MINNEAPOLIS, June 4.

Market dull, but prices suffered little change. Wheat No. 1 hard \$1.14 to 1.14½; No. 2 hard, \$1.08 to 1.11. Oats, No. 2, "9c to 40c. Corn, No. 2, 52c to 52½c. Flour Patents, \$6.50 to 6.90; straights \$5.50 to 6.00; clears \$5.00 to \$5.50.

CHICAGO, June 4.

Markets all round were weaker to-day, oats being the only grain which held up to quotations of Saturday. Wheat was lower and sold at \$1.11½ for June; \$1.13½ for July. Oats steady at 39½c for June, 39½c for July. Corn fluctuating and weak at 56½c for June, 57½c for July. Pork slightly weaker at June \$19.02½, July \$19.17½. Lard active at \$11.57½ for June, \$11.65 for July.

Bradstreet's Weekly Report.

NEW YORK, June 1, 1883.

Special telegrams from the principal business centres of the United States to Bradstreet's reveal no material improvement in the general business situation since last week. The distribution movement has been retarded by wet and cold weather in the lower lake region, and in the States west and north-west the expectations of an iron mill strike also exerted an unfavorable effect on trade. The May cotton report to Bradstreet's shows that up to May 18th the weather for the season had been only fair, and the despatches to date do not show a general improvement. The acre average for 1883, as indicated by the reports, is 16,126,000 acres. The stand of cotton is reported fair to good. Wheat has been higher but has declined, and latterly has risen again. Corn has been higher, and is firmly held. Provisions have been in no special demand for legitimate uses.

Iron remains dull and flat. Prices of pig are unchanged. Bar has been held firm at unchanged prices. Petroleum certificates have been fluctuating. Anthracite coal stocks are well cleared up compared with the corresponding period of last year. Prices are fairly well maintained. Ocean freights are dull. Wool shows no improvement. There were 160 failures in the United States reported during the past week, 5 more than the preceding week, 56 more than the corresponding week of 1882, and 93 more than for the same week of 1881.

At the annual meeting of the Bank of Montreal on Monday, the President in his address said he thought the profits of the institution better now than ever, and they would have been a great deal better than they are but for losses within the past few months. The policy of the directors in the future would be the same as in the past. The reins on money would not be relaxed for some time so as to prevent any inflation.

The National Railway exposition now being held in Chicago is proving quite a success.

The Custom House at Portage la Prairie was opened on Monday, with Mr. Morton of Kingston, Ont., in charge.

The arrivals of ocean vessels this season at the Port of Montreal show an increase over last year; up to the 23rd ult., 40 steamships and 17 sailing vessels were reported; against 30 steamships and 4 sailing vessels at same date last year. The arrivals of river craft however show a considerable falling off.

The aggregate trade of the United States shows a steady increase both in exports and imports. The total value of the imports of merchandise for the twelve months ended April 30, 1883, was \$733,177,431, and for the same period 1881-82, \$708,024,427, showing an increase of \$25,153,004. The value of the exports for the year ended April 30, 1883, was \$811,641,354, and for the preceding twelve months, \$777,875,781, an increase of \$33,765,573.

The bridge of the Canada Southern Railway over the Niagara river is to be completed about December 1st, at an estimated cost of \$590,000. About 300 men are at work. Mr. Vanderbilt is understood to provide the funds, but the Canada Southern company will acquire ownership by issuing about \$1,000,000 of 5 per cent bonds. The company pays the International Bridge Company \$75,000 a year for the use of its bridge, and notice of an advance in the rental to \$150,000 a year has been given. The mortgage on the new bridge has not yet been executed.

The case of Bannatyne vs. Northwood tried yesterday, was one of no little interest, and is only a sample of the loose manner in which a great deal of real estate business in the city was transacted during the time of the "boom." On the 18th of February, 1882, it will be remembered the Knox Church property on Portage avenue was sold by auction to John and Andrew Northwood, of Chatham, for \$126,100, who paid a deposit of ten per cent., and signed a contract to complete the purchase by paying half cash down. A judge's order was taken out on the 18th of March in accordance with the Church Trustees' Act, authorising the Trustees to convey to defendants. This order was incorrectly prepared, and a second one was taken out on May 2nd. Both these orders were registered. On July 8 the trustees notified defendants to complete the sale within five days or it would be declared void. Defendants did not pay, so the trustees cancelled the sale and retained the deposit. This action was brought to have the registered Judge's order declared null and void, and removed as a cloud in the title. In their answer to the Bill defendants contended that the sale was not a legal one, and that the provisions of the Church Trustees' Act, in giving proper notice of sale, had not been adhered to. On this ground they claimed a refund of the ten per cent deposit made, to which His Lordship held they were entitled. He therefore ordered the trustees to pay back the deposit, with interest, defendants to execute to them a quit claim deed of the property on receipt of the money.

Havana Cigar Trade.

A little observation of modern habits with respect to the use of tobacco cannot fail to convince any one that trade in cigars must be very extensive. Some idea of its dimensions may be formed from figures showing what is done in one particular brand, exclusive of all others. It appears that the value of exportations from Havana to New York alone ranges from \$500,000 to \$800,000 every three months; during the year 1882 it amounted to \$2,387,649.99. To San Francisco, the same year's importations amounted to \$291,756.36. Chicago, imported from the same place, to the extent of \$174,121.48. The total importations from Havana into the United States during 1882 amounted to \$3,341,729.41. What proportion of the cigars shipped from Havana are of genuine Cuban growth is a question which it is not necessary, if it were possible, to answer, but from the figures quoted persons acquainted with the different brands and the degree of their popularity will have no difficulty in estimating the enormous extent of the cigar trade.

EARLY CLOSING.

To the Editor of the Commercial

In your valuable paper of the issue of May 15th there was a very sensible article on early closing of retail stores, and although you may think that the same article has borne no fruit, dozens of retail store clerks and not a few store-keepers have acknowledged the truth of it, and expressed their desire that a regular and reasonable hour for closing stores could be agreed upon among retail merchants. But it is just the same with early closing as it is with all other trade reform movements. A few selfish employees block the way, and prevent more reasonable and liberal men from going into the movement.

During these last six weeks dry goods clerks, the class to which I belong, have had an amount of extra work which only people connected with our trade are aware of. The cheap sale is to the purchaser only an opportunity to buy goods below their usual value, but to the clerk it means an endless amount of work in re-marking of goods and preparing for the work of selling, and this has very often to be done after regular hours. All this an industrious clerk will not object to, as he is always best pleased when business is rushing, and he knows that his employer is doing well. But when nothing but the extra work of a cheap sale is left, he cannot but feel aggrieved when the greed of a few employers in the city compels him to linger in a store, when others are enjoying the fine evenings of the spring and early summer. The grievance is aggravated in cases like mine, where my own employer would be only too glad to close up his store at an early hour, providing others in the same line would do the same.

I can see no way of accomplishing anything in the direction of early closing, unless the public, as you suggested in your article, take the question into their consideration, and patronize only the stores that close at a reasonable hour. Public opinion in a matter of this kind is a pow-

erful persuader, and let us hope that it will drift right on this question.

I am only a retail dry goods clerk, but I feel satisfied from the stand your journal takes for the correction of trade wrongs, that you will find space in it for this letter.

CLERK.

TRADE PROTECTION.

To the Editor of the Commercial.

DEAR SIR:—As your valuable journal is our only guide for commercial transactions in this Province, as an advertising medium, as giving a correct report of the markets, and, as giving us an insight of the rise and fall of those who are battling for a prize, it is well and necessary that such a journal should be patronised by every business man in Manitoba. Yet there is one thing lacking, as a protection to the retail trade. The wholesale trade know pretty accurately the position of most of their customers, and if they (the retailers) do not toe the mark, and grow lax in payments, with probable suspension or closing of business, not only their neighbors, but the Province can soon read the record for themselves. This is all very well and as it should be, as otherwise the party or parties might increase the list of his or their creditors, and yet be sinking deeper and deeper in the mire. But the retailer dare not publish the list of those who are in his book from year to year, who after running up a good bill, and being unable to pay up, and also unable to increase his account, goes on with the same performance elsewhere, and so on ad finitum. Now where is the remedy? It is said you cannot dun them by postal card, which would be least expensive, but perhaps too public to suit the party who don't pay. One plan suggested to know your customers is to have a record of those who are slow pay, poor pay, or no pay at all, said record to be kept by one appointed by a self-protection association, either one of themselves or some official who can be relied on to keep said list for the inspection of the retail merchant only. Hoping you will kindly give your opinion or suggestions in connection with the above and oblige others besides

Respectfully,

RETAIL MERCHANT.

Portage la Prairie, June 1, '83.

CRYSTAL CITY.

Messrs. Tweed & Duff have opened out a heavy stock of furniture on Ida street. They have another consignment on the road.

Mr. P. W. McDonald, formerly of the Emerson Manitobian, has purchased the Herald outfit. He issues his first number this week.

With the opening of spring building operations have become more extensive. Quite a number of residences are in course of construction.

The want of a railway is becoming something serious to the farmers and business men of this part of the country. Thousands of bushels of grain are lying in the granary or stack rotting for want of a market.

Up to about a week ago business was very quiet, no doubt owing to the fact that the far-

mers were busy with their spring work. Within the past week, however, it has revived considerably, and our merchants report larger sales than at any time this spring.

EMERSON.

R. Dick & Co., dealers in clothing, have at last closed out their stock, and have left town for good.

Trade news is rather scarce, and there are no new additions to the number of business concerns in town.

Lewin & Guthrie, general store-keepers at West Lynne, have given up business. Mr. Lewin, it is understood, will open up again at Moosomin.

Force of circumstances has compelled D. H. McLean, dealer in groceries, to assign in trust. His affairs present a record of unavoidable failure, and he has many sympathisers in his difficulties.

The unsafe business men are now pretty well weeded out in this town, but it is to be hoped that others will tide over safely, as a period of more active business is evidently setting in.

The contest preceeding the Parliamentary election is now in full swing. Mr. F. E. Bunham, barrister, is again out in the Reform interests, and Mr. C. S. Douglas, of the "International" in the Conservative.

Business here has picked up considerably during the past week, and there is now considerable life in mercantile circles. Seeding is completed, and reports from all around go to show that everything has been got through with in good order.

PORTAGE LA PRAIRIE.

No new enterprises have been started in town if we except the pioneer organ grinder and monkey.

The election passed over very quietly, and the result was no surprise in town. The excitement is now over and people are once more down to business.

Business is at last quite brisk here, and merchants are all in good spirits. The farmers have got about done with seeding operations, and are beginning to be more plentiful in town. The brilliant crop prospect makes them all feel good.

There have been no business changes in town during the week, if we except the joining of interests by W. J. Mills of the west end with Roxburgh & Jardine of the east end. The former has moved his wagon shop, and will carry it on in future in connection with the blacksmith business of the latter firm.

Track ballasting is about to commence on the Manitoba North-western from here to Gladstone. The work is much wanted, as the track furnishes the roughest ride on this continent, for which the contractors, who still hold the road, have the check to charge 10c a mile. The complaints are many from farmers who supplied grain and done work on the construction of this road, that they are unable to get payment for the same. One farmer who supplied

oats, expresses satisfaction at getting his sacks back safely. Mr. Orton, general manager of this line, has resigned his office, and has accepted a position on the New York Central. He is to be succeeded by Mr. Baker of the C. P. R., who will enter on his duties in a few days.

BRANDON.

All the stock for the Brandon Mail newspaper has not yet been taken.

There is a good demand for farm lands in this part of the country and prices have advanced slightly, although farms can be had at very reasonable figures yet.

The cattle market is still over crowded and prices are lower than they have been for a year. Stock men have been flooding the place and are now reaping their harvest.

The firm of Wilson & Co., hardware merchants, of Brandon and Odanah, is now known as Wilson, Harrison & Co. Mr. Harrison having bought an interest in the business.

Mr. Grigg, of London, is about to build a large saw mill near the Brandon flour mills, he is the owner of large timber limits in the Riding Mountains, and he intends to do a large lumber business here.

The Custom House has not yet been opened here, although everything is in readiness. If it takes the Government as long to open the office here as it has taken them to do so at Portage la Prairie some of our children may live to enjoy its advantages.

During the past week business has been somewhat unsteady, the average, however, has been fair, and the merchants are generally well satisfied. Building continues on all sides, one of the largest buildings started this week was that of Coombs & Stewart, on the corner of 9th street and Rosser avenue. The contractors expect to have it finished by the first of July.

RAT PORTAGE.

Business somewhat quiet.

Cole & Stewart are about starting a lumber yard here.

P. K. Holmes has sold his stock of lumber and business to Wm. Stubbs.

George Faulkner, late of Emerson, has located here to engage in business as a painter.

Chadwick & McLellan, hardware merchants, have put a new front in their premises on Main street.

Dr. Aylwin has leased offices over Hodder, Edwards & Co.'s store, and is practising his profession.

George Miller is erecting a two-story building, 25 x 40, on Main street, for lease for business premises.

The Queen's Hotel has put on a new omnibus to run between the house and the station. This is the first of the kind.

Walter Oliver is erecting a building opposite the Rideout House, Main street, for a dry goods store for J. McQuarrie, of Portage la Prairie.

Frank Gardner has sold his stock of general merchandise to A. Carmichael, who will continue the retail business. Mr. Gardner purposes continuing the wholesale department himself.

A case of serious inconvenience, to say the

least, has occurred to a business man here. Owing to the neglect of the agent of the American Express Company at Winnipeg, he cannot get some goods shipped to him about two months ago. Knowing by receipt of invoice that goods were lying in Winnipeg and not having received the usual notice of amount of customs duty, he sent \$10 by registered letter to the agent to cover amount of probable duty, asking goods to be forwarded. No reply, and the goods not having been received, another letter was sent. Although sufficient time has elapsed, still no word of any kind has been received.

CARBERRY.

R. S. Humphries does a first class tailoring business.

Mr. C. W. Maloan does the sole trade in stoves and tinware.

Wise & Dalton, general storekeepers, claim to have turned the first sod in the new town of Carberry.

Lyons & Co., proprietors of the Drug Emporium, do also a large business in dry goods and clothing.

A travelling correspondent of THE COMMERCIAL has sent in the following account of the progress made up to the present date at this place.

Smith & McColl do a large general store business. With their three distinct apartments they are prepared to deal with their customers in a satisfactory manner.

Carberry is not without its banking facilities, for which W. Logan & Co. deserve credit for their enterprise, which is a great accommodation to the business people.

There are three hotels, viz: The Western, with H. A. Perly proprietor; Jos. Bailey keeps a large and commodious hotel; Mr. Thompson, V. S., runs a livery stable in connection with his hotel.

Carberry promises to be a very prosperous town from the fact that many thousands of bushels of grain were shipped from here last winter. The town is situated in the centre of a first-class agricultural district, through which we find many farmers with 150 to 200 acres under crop.

Carberry has rapidly grown to be a town of about twenty business places. This as well as most western cities is well represented in the agricultural implement line. Mr. H. W. White is agent for the well-known firm of Westbrook & Fairchild, and has been their representative in this territory for the last four years. Mr. J. J. Copeland does his duty for Messrs. A. Harris, Son & Co. Mr. J. W. McCrae has a capital stock manufactured by D. Maxwell & Co. Jno. Elliot & Son are well represented by their agent Mr. W. Hillis. There are also agents for Cowan, Robins & Co., and the Watson Manufacturing Co.

During the first four months of the present year there were laid in the United States 1,430 miles of railway, at an average of \$25,000 per mile for road and equipment; an expenditure of \$36,250,000.

Wheat Estimates.

It is astonishing how varied and contradictory the reports of the probable crop of 1883 continue to be. Bulls and bears seem to fix up tables of figures just as their inclinations demand. A few weeks ago THE COMMERCIAL published several reports of a reliable character which placed the probable yield of both winter and spring wheat in this continent at from 400,000,000 to 420,000,000 bushels, but during the past ten days reports of a bullish origin have reduced these figures to about 350,000,000 bushels. Milwaukee, St. Louis and Columbus, Ohio, seem to be the principal sources of bullish estimates, while in Chicago, Cincinnati and New York there is an evident tendency in the opposite direction. The most bearish reports however, admit that the winter wheat crop will show a shortage of the average, and as yet there have been few circumstances to encourage the hope, that spring wheat will give a heavy yield. All over the Western States and Eastern Canada, with the exception of western Ontario, the spring has been cold and backward, and in no way favorable for spring wheat; Reports are now in circulation which seem very natural, to the effect, that in Illinois, Iowa, Wisconsin and Nebraska, a large proportion of the acreage intended for spring wheat will be planted in corn, as the season has been too late to give any reasonable hope of spring wheat proving a success. The high prices at which corn has held for over a year are very likely to encourage western farmers in such a course, and there is probably much truth in the statements of corn taking the place of wheat in the states named.

It is singular how rapidly the North-west is coming into prominence in wheat reports, and next to California this is now the best card of bears in their high estimates of the crop. There can be no doubt but the prospects of a wheat crop are better in northern Minnesota, northern Dakota, and the Canadian North-west, than in any other districts of this continent east of the Rocky Mountains.

Taking into consideration all the different estimates, there can be no longer a doubt, but the wheat crop of 1883 on this continent will show quite a shortage from an average crop. On the other hand the surplus to be carried over from the crop of 1882 will be unusually heavy, being variously estimated at from 50,000,000 to 80,000,000 bushels. But even the latter figure will not make up the expected deficiency in the now growing crops, although it may tend to keep prices down during the coming fall and early winter. Before the crop of 1882 came to market the stock of No. 2 wheat in Chicago, the speculative grade was reduced to about 500,000 bushels, which enabled bullish speculators to hoist markets early in the season, and to maintain somewhat of a firm tendency during all last winter. When the crop of 1883 begins to come to market, Chicago will probably be carrying from 8,000,000 to 10,000,000 bushels of the crop of 1882, and such a circumstance cannot but make markets more or less weak during the fall. The results of the year, however, must eventually be an opposite tendency, for while the crop of 1883 and surplus from 1882 will not likely aggregate an average crop,

Europe promises to have quite a deficiency in crops, and the demand from that continent may be expected to be steadily active.

Railway Rumors.

Under the heading of "Railway News" the *Montreal Gazette* has the following. The people of Fargo are endeavouring to have a railway built from some point in southern Minnesota direct to Fargo and perhaps to other points in northern Dakota. The most definite suggestion that is made is that the Chicago, Rock Island and Pacific, acting in harmony with the Grand Trunk of Canada, will push a line from some point on the Burlington, Cedar Rapids and Northern, by way of Worthington, Minn., to Fargo, and thence northward to the international boundary, thus slashing directly into the territory of the Northern Pacific, and more particularly the Manitoba system. The *Fargo Republican* of recent date says. "The *Republican* is in possession of facts which enable it to state with certainty that the building of a line of railroad connecting us with Chicago is a fixed fact. Matters are progressing in a most satisfactory manner. The road will be built from Worthington through to Pembina this season. The Chicago, Rock Island and Pacific, the Burlington, Cedar Rapids and Northern and the Grand Trunk of Canada are the lines interested in this enterprise which promises so much for Fargo and the whole Red River valley. Thus we speak upon the best authority."

Under the same heading appears the following: W. C. Van Horne, General Manager of the Canadian Pacific Railway, passed through Chicago recently on his way from Montreal to Manitoba, where he is going on a tour of inspection over his road. In conversation with a representative of the *Chicago Tribune*, Mr. Van Horne stated that it is the present intention to have the Canadian Pacific completed all the way from Montreal to the Pacific coast by the end of 1884.

Should the Canadian Pacific Railway Syndicate accomplish what is above stated, they will have achieved a work of railway construction unheard of in the history of engineering skill, and give an impetus to North-western progress, which will astonish even the most sanguine believers in the great future of this country. Let us hope that General Manager Van Horne is not counting his chickens before they are hatched.

Winnipeg Labor Market.

There has been no change of any note in the state of the labor market during the past week. There is still the same steady demand for farm hands, while the supply of men willing to go to such work is not too plentiful. The constant demand and scarcity of railway laborers which existed all last summer and fall has not been felt this year so far, and the probability is that it will not again take place. Wages now range from \$1.75 to 2.00 for such, while all last summer they were from \$2.00 to 2.50. Yet contractors find no difficulty in having their demands supplied at these reduced figures, and an order for 100 men could be filled at any of the employment bureaus in two hours. Yet there

are very few of this class loitering around the city, and the few who are are very recent arrivals.

The mechanic class are not in heavy demand, and it is likely that numbers will leave the city for points further west. The fancy wages reached last year are not likely ever again to be secured, and for the good of trade generally it is not to be wished that they should. In the different iron branches wages range from \$3 to 3.50, while in connection with building trades \$3.50 is about the highest paid, while the majority work for \$3. In other factories wages are in some instances a shade under this figure, but \$3 may be accepted as the standard wages of mechanics, and the figure is rather under than over the mark.

The only shortage in the labor supply is female domestics, and these are always in high demand at good wages. Instances of \$20 a month offered for good household servants have been frequent during the week, and for girls experienced in hotel work even higher figures have been offered. Most of the females now coming into the country are wives and daughters of agricultural settlers, who do not remain in the city, and the younger ones who locate with their parents in the city, as a rule prefer accepting much lower wages at some mechanical work with the option of living with their relations.

Even the long felt want of a sufficiency of boy labor is beginning to die out, and juveniles can now be had in almost every branch of trade or manufactures. There is, however, no overstock of boys in the city as yet, and smart active lads have no difficulty in securing remunerative employment.

Crop Prospect.

The crop prospect throughout the North-west has not suffered any during the past week, but has steadily improved. Early in the week a few cool nights gave a fine opportunity for the crops starting out and thickening, and with Sunday the warm genial weather with showers in different sections, has made growth steady and rapid. A party who has just returned from the Saskatchewan valley, says that grass there was nine inches high a week ago. So far as a spring start is concerned the North-west never had a better show for a crop than it has had this season. The same news comes from northern Minnesota and northern Dakota, and it seems that the prospect extends only as far as the northern divide, and ceases as soon as the Mississippi valley is reached. Evidently the North-west is the favored portion of this continent this year so far.

REMOVAL.

Mr. Jos. Barrowclough,

Manufacturer of every class of

MATTRESSES,

AND

Fiber and Curled Hair,

Has removed his business to Union Point, near Winnipeg, where he still conducts an extensive business in that line. Post Office address, St. Agathe, Man.

TO THE TRADE.

The undersigned are now prepared to supply the Trade with their manufactures, viz:

Biscuit and Pilot Bread. Corn Brooms.
Coffees and Spices. Self-Raising Flour.

BISCUITS are packed in barrels, boxes and cartons.
COFFEES AND SPICES in bulk, barrels and boxes.
Packages - 1 lb and 1 lb., 10 or 20 lb. boxes; tins of 5 or 10 lbs. each.

SELF RAISING FLOUR - 3 or 6 lb. packages in barrels or boxes.

Their facilities for the manufacture of goods in the above lines are equal to any firm in the North-west, and they solicit orders, confident that in quality and price goods will be found satisfactory.

WOODS, OVENS & CO.

Factory and Office Cor. Higgins and Fonseca streets; or orders may be left at office of WOODS & CO., Alexander street, 4 doors west of Main.
Telephone communication in a few days.

NOTHING LIKE LEATHER.

W. N. JOHNSTON & CO.,

Importers and Dealers in

Leather, Findings, Plasterers' Hair

HIDES AND OIL.

No. 8 Logan St., West. Winnipeg.

VIPOND, M^oBRIDE & CO.,

COMMISSION MERCHANTS

AND IMPORTERS OF

Foreign & Domestic Fruits

18 Alexander St., East, Winnipeg, &
261 & 263 Commissioner St., Montreal.

ROLLS & NEELANDS,

IMPORTERS,

Wholesale Druggists

AND

Manufacturing Chemists,

WINNIPEG.

FULL STOCK

Teas,
Sugars,
Syrups,
Molasses,
Coffees,

AND

GENERAL GROCERIES.

M. A. MACLEAN,

WHOLESALE GROCER,

OFFICE AND SAMPLE ROOM 8 and 10 James Street, West, WINNIPEG.

Manitoba Steam Coffee and Spice Mills.

G. N. SCOTT & CO.

IMPORTERS, MANUFACTURERS AND WHOLESALE DEALERS IN
Coffees, Spices
MUSTARDS AND GROCERS SPECIALTIES.
Roasting and Grinding for the Trade.

Telephone Communication. P. O. 935 Winnipeg.

JAMES ROBERTSON & CO.,

—IMPORTERS OF—

SMITHS' AND PLUMBERS' SUPPLIES

AND GENERAL

METAL MERCHANTS.11 McWILLIAM ST., EAST,
WINNIPEG.

J. A. S. THES, Manager.

WHOLESALE ONLY

R. JAMES BANNATYNE.

ANDREW STRANGER

BANNATYNE & CO.

(SUCCESSORS TO A. G. B. BANNATYNE)

WHOLESALE GROCERS

AND DEALERS IN

Provisions, Wines & Liquors.

383 MAIN STREET, WINNIPEG, MAN.

BALFOUR & FRASER

MANUFACTURERS & DEALERS IN ALL KINDS OF

**Oak, Dimension Timbers,
Sleigh Material, Bent
Stuff, etc. etc.,**

**Bridge & Ship Timber
a Specialty.**

Bridges Built on short notice. Plans
and estimates furnished on Application
P. O. BOX 32. EMERSON, MAN.

CAUTION.

We beg to call attention to the very close imitation of our bottled whiskey, which is being shipped to Manitoba and sold, we have reason to believe, for the original RED SEAL, which we have registered at Ottawa under the

TRADE MARK OF "W. F. L."

The Red Seal and Label are imitated almost exactly; but our whiskey bears our own signature on

CORKS, LABELS AND CASES,

besides Dr. Girdwood's certificate attached to every bottle, which we have placed thereon because of the imitations of the other labels.

Montreal, April, 1888.

W. F. LEWIS & CO.

**ON HAND
Pressed Hay for Sale Low.**

AGENT FOR

Emerson & Fisher's MARBLIZED MANTLES.

Parties requiring same will do well to leave their orders early.

B. V. MILLIDGE,

-824 Main St., Corner Sutherland St., Winnipeg.

STEEL CUSHIONED

BILLIARD TABLES.**SAMUEL MAY.**

MANUFACTURER,

W. O. ANDREW

Sole Agent for Manitoba and the North West Territories.

P. O. Box 1012, or Room 32 Club Chambers,
Winnipeg.

W. R. LANGRIDGE.

A. McD. WILSON.

LANGRIDGE & WILSON,**WHOLESALE
DRUGGISTS,****PRINCESS ST.**Between McDermott & Bannatyne,
WINNIPEG.

SEND FOR QUOTATIONS.

**Ontario Metallic Spinning Co.,**

WOODSTOCK, ONT.

Manufacturers of the best and cheapest four-pointed

BARBED STEEL WIRE,

made. Over FOUR THOUSAND MILES already put up on the Canadian Pacific Railway and in the North-west.

For circulars and prices apply to

R. J. SHORT, Agent,

Opp. C. P. R. Freight Sheds, Point Douglas.

P. O. Box 944.

CLOVIS LUCIER,

Manufacturer of

Saddlery, Harness, Whips, Curry Combs, Horse

Brushes, Blankets, Bells, Spurs, etc.

Collars and Fine Harness a Specialty. Special Attention

to Outfitting Emigrants.

68 Princess Street, facing Market Square, Winnipeg.

LEVETUS, WRIGHT & CO.,

IMPORTERS OF

Jewelry, Watches, Etc.,

WHOLESALE ONLY.

Agents for Montreal Optical Co.

Office and Sample Rooms, Bird Block,
433 Main Street.

WINNIPEG, - MANITOBA.

LINKLATER & DESLAURIERS.

WHOLESALE DEALERS IN

Hardware, Stoves & Tinware

MANUFACTURERS OF

GALVANIZED IRON CORNICES.

Roofing, Steam Heating, Plumbing and Gas Fitting and General Jobbing promptly attended to.

520 & 522 MAIN STREET, WINNIPEG

G. F. STEPHENS & CO.,

Importers of and Wholesale Dealers in

PLAIN, FANCY AND PLATE

WINDOW GLASSMirror Plates, Paints, Colors, White Lead, Oils
Varnishes, Brushes, &c.

93 Portage Avenue, - - WINNIPEG

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 6 p.m., and Omaha trains leave St. Paul for Sioux City, Omaha, Kansas City and San Francisco at 10 a.m. and 3.30 p.m.

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 trains 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 no St. Paul time.

Michigan Central.

EASTWARD.

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

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

WESTWARD.

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

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

Dining car on trains for Breakfast and supper.

WINNIPEG IRON WORKS CO.,

Cor. of Post Office and Victoria Sts.,

Manufacturers of

**Shafting, Hangers, Pulleys,
Brass and Iron Castings
OF EVERY DESCRIPTION.**

Iron Columns, Gratings, Forgings, Light
and Heavy, General Blacksmithing, all
kinds of Iron Work, Millwrighting, etc.

Our Shops have been fitted up with the LATEST
IMPROVED MACHINERY and satisfaction
guaranteed in all kinds of work.

Canadian Pacific R'y Co.

(WESTERN DIVISION)

TRAIN SERVICE.

CHANGE OF TIME

On and after April 1st, 1883, trains will move as follows:

Going West.		Going East	
8.15 a.m.	leave Winnipeg	arrive 6.05 p.m.	
11.10 "	Portage la Prairie	3.15 "	
2.30 p.m.	Brandon	12.01 "	
4.15 "	Oak Lake	10.20 a.m.	
11.30 "	Broadview	3.30 "	
5.55 a.m.	Regina	8.30 p.m.	
10.35 "	Moose Jaw	4.15 "	
9.00 p.m.	av Swift Current	lv 7.00 a.m.	

9.40 a.m.	leave Rat Portage	arrive 4.03 p.m.
1.40 p.m.	Whitemouth	12.20 "
3.45 "	Selkirk	9.50 a.m.
4.55 "	arrive Winnipeg	leave 8.45 "
8.25 a.m.	leave Winnipeg	arrive 4.10 p.m.]
9.45 "	arrive Stonewall	leave 2.30 "

Daily except Sundays.

Going South.	Winnipeg	Going North.
Leave	Arrive.	
17.35 a.m.	*7.35 p.m.	10.35 a.m.
	Otterburn.	17.00 p.m.
8.60 a.m.	8.60 p.m.	5.20 a.m.
	Emerson.	5.50 p.m.
10.25 a.m.	10.13 p.m.	4.05 a.m.
Arrive.	St. Vincent.	4.40 p.m.
10.40 a.m.	10.23 p.m.	3.45 a.m.
	Daily.	4.20 p.m.
	Daily except Saturdays.	
	Daily except Mondays.	

SOUTHWESTERN BRANCH.

Going South.	Winnipeg	8.50 p.m.	Going North.
Lv 7.50 a.m.	8.50 p.m.	4.30 p.m.	Av.
" 11.40 "	Morris	4.45 "	12.25 "
Ar 1.55 p.m.	Gretna	2.30 "	Lv.
" 5.00 "	Manitoba City		7.35 a.m.

Mondays and Thursdays to Gretna and return.
Tuesdays and Fridays to Manitoba City and returning from there on Wednesdays and Saturdays.

SPECIAL NOTICE.

Magnificent Palace Sleeping Cars will be run daily between Winnipeg and Regina.

Trains more on Winnipeg time.

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

BISHOP & SHELTON,
Steam Cabinet Works,
WINNIPEG.

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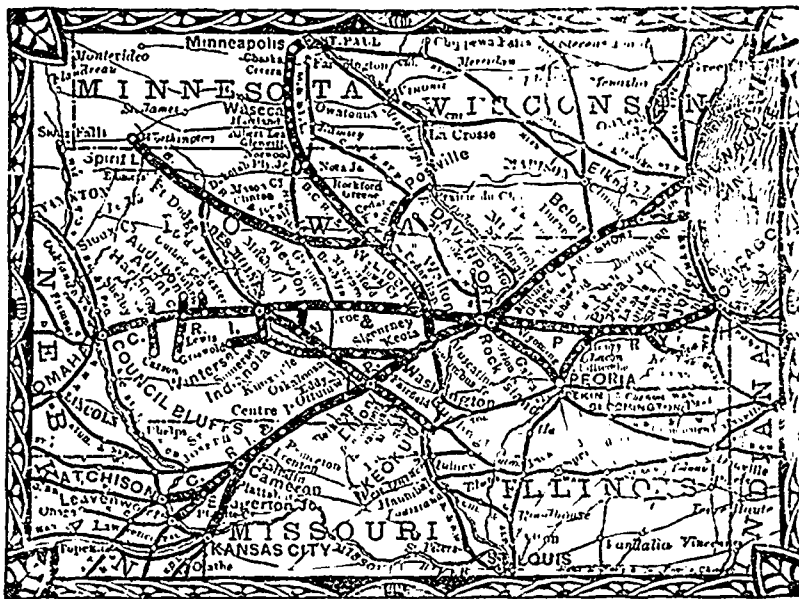


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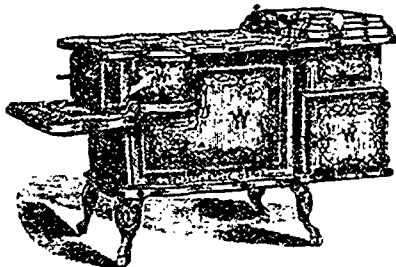
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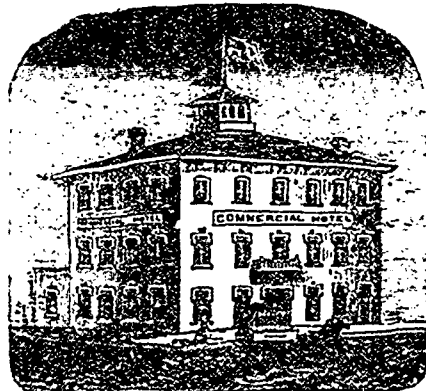
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