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

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

VOL. II.

WINNIPEG, NOVEMBER 6, 1883.

No. 6.

The Commercial

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

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WINNIPEG, NOVEMBER 6, 1883.

THE name of Manitoba City is to be changed to Manitou.

M. D. Kean, general store, Medicine Hat, has been closed up.

R. A. INGENSOLL of Morris has leased the Emerson brewery.

F. SHORE, lumber, Winnipeg, has been sold out by the sheriff.

FORDE's oatmeal mill at Stonewall is nearly ready for operation.

A WEEKLY mail is to be established between Calgary and Fort Macleod.

JOHN WOLTZ is opening up in the Hargrave block as a manufacturing jeweller.

FERRIS's blacksmithing business at Shoal Lake has been purchased by D. McDougall of Minnedosa.

THE Nickel Plate is the name of a very neatly fitted up new hotel on the corner of Main and Common streets.

WISHART, BROS., fruit merchants, Winnipeg,

have dissolved. The business is being continued by F. K. Wishart.

THE *Morris Herald* has been resuscitated by the Morris Printing Company with James Hooper as manager and editor.

THE stock belonging to the insolvent estate of T. S. Menarey, general store, Cartwright, is advertised for sale by the assignee.

THE stock of hardware, belonging to the insolvent estate of Horsman & Co., Winnipeg, is to be sold by tender on the 10th inst.

THE stock of the late firm of Robertson & Smith, Crystal City, has been sold to Rogers & Hastings, who will open a store at Tisdale.

THE coal product in the United States for the year is estimated at 21,600,000 tons as compared with 20,300,000 tons last year an increase of about two million and a half of tons.

W. O. ANDREW & Co., who recently took possession of the old Hastings House have changed the name to the Del Monte. They have made very extensive improvements in the house.

THE Hudson Bay Company shipped from their depot in Calgary a few days ago 126 cart loads of goods for Edmonton and the north country. Each cart carries 800 lbs., and the cost of carriage about \$2,880.

RECEIPTS of the Winnipeg Inland Revenue department for October amounted to \$13,953.33, divided as follows: Spirits \$9,112.62; tobacco \$4,217.34; malt \$152.87; petroleum inspection \$60.50; licenses \$20.

THERE were 209 failures in the United States for the week ending October 27th, 29 more than the preceding week, 72 more than the corresponding week of 1882, and 92 more than the same week in 1881.

MESSRS N. F. Davin, Col. W. Selby and E. Saunders are about to form a joint stock company to publish the *Regina Leader* and other works, to be called the *Prairie Printing and Publishing Company*.—*St. Johns News*.

AT the request of the Dominion Minister of Agriculture, the Department of Agriculture for Manitoba has appointed a special agent at Prince Albert, and one at Edmonton, for the purpose of gathering agricultural statistics for the department in those districts.

MR. BARRIE, of Toronto, is going extensively into the feeding of cattle and hogs at Fort Rouge. Preparations are now in progress. Five hundred hogs and five hundred cattle will be put in shortly, which will be fed from the mash from Ald. Mulvey's brewery.

BUILDING operations at Fort Macleod have been quite brisk this fall. Harry Taylor, A. H. Henry & Co., D. Horan, Jas. Carr & Co., D. Quail, I. G. Baker, Winder & Co., Lavasseur & Stedman, the *Gazette*, etc., have all made substantial improvement in their business premises.

WE have received the first issue of a new Canadian Commercial monthly publication entitled "The Dominion Dry Goods Report," as the name indicates it is devoted to the interests of the dry goods, including clothing and men's furnishings, hats and furs and the millinery and fancy good trades. It is very neatly gotten up and will doubtless secure a liberal patronage. It is published in Montreal.

THE town of Gladstone is in difficulty over the debentures issued under a by-law sometime ago. According to recent legislation reference to the county judge for a certificate of due passing is necessary. Judge Ryan refused the certificate, and the town is thus placed in an awkward position. A deputation has been in the city to consult with the Attorney-General as to how the difficulty is to be overcome.

VIRDEN had a narrow escape from destruction by fire last week. The fire originated in the store of Downs Bros., and it was only by the most vigorous exertions of the citizens that it was kept from spreading. The store as well as the stock were considerably damaged, but the loss is pretty well covered by insurance. A warehouse adjoining the store had to be pulled down to prevent the fire from spreading.

RECENT advices from Glasgow say, there is no change noticeable in either the wheat or the flour trade. A steady supply of both articles from all quarters of the globe, superadded to large stocks, precludes any possibility of an improvement in the near future. Transactions in the flour market are very limited, and there is some pressure to sell. The weather is very bad for harvest operations, and unfortunately a good deal of grain is still outstanding both in Scotland and England.

Business East.

ONTARIO.

J. R. Warner, grocer, Glencoe, is dead.
 H. Stalker, dry goods, Ottawa, has failed.
 A. Mitchell, stoves, Mitchell, has been burned out.
 Chas. F. Smith, boots and shoes, Forest, has sold out.
 Adam H. Cline, grocer, Nellis Corners, has sold out.
 W. B. French, blacksmith, Oil City, is out of business.
 C. Pabst, hotel, Hespeler, has retired from business.
 J. D. Trenaman, foundry, Creemore, has been burned out.
 J. P. Thompson, boots and shoes, London, has sold out.
 J. B. Kelly, dry goods, Chatham, has assigned in trust.
 Lemon & Heartwell, blacksmiths, Bridgen, have dissolved.
 Albert Mickers has sold his hotel in Brussels to Joseph Fletcher.
 Ernest Gartung has sold his hotel in Platts ville to J. K. Sauer.
 E. Grange, fancy goods, Brussels, is about closing out business.
 The sheriff is in possession of the tailor business of Chas. Toye, Toronto
 Soper Bros., hotel, Guelph, have dissolved. Jos. Soper continues the business.
 Moore & Vandusen, general store, Harriston, have closed out their business there.
 John W. Freen, wholesale clothiers, Toronto, has compromised at 40c on the dollar.
 W. & D. Dincen, hats, &c., Toronto, had their premises damaged by fire; fully insured.
 Anthony Odrowski, has sold out his hotel business in Pinkerton to a man named Kaake.
 Wm. Poison & Co., merchants, Toronto, have dissolved, John Robinson retiring from the firm.
 The Grip Printing and Publishing Company, Toronto, were recently burned out; loss \$10,000.
 Weidman Bros., stoves and general store, Inwood, have dissolved. The style of the firm is now P. Weidman.
 Thomas Walls & Sons, commission merchants and trade auctioneers, Toronto, have failed with liabilities of \$80,000; assets small.

QUEBEC.

Laurier & Quintal, contractors, Montreal, have dissolved.
 Olivier Lefebvre, millinery, St. Johns, has assigned in trust.
 Jas. McDougall & Son, millers, Montreal, have been burned out.
 J. A. Gagnon & Co., grocers, &c., Three Rivers, have been burned out
 Angus McKay has withdrawn from the firm of J. Erdman & Co., bakers, Montreal.
 Jodoin & Seguin, grocers, Montreal, have dissolved. The business will be continued by A. Jodoin.
 Moss & Rushton, commission, thread, etc., Montreal, have dissolved. Geo. W. Moss continues the business.

NOVA SCOTIA.

J. F. Rice, Bear River, has made an assignment.
 W. H. German, general store, Digby, is reported away.
 Kerr & McKay, tinware, &c., New Glasgow, have dissolved.
 J. S. McDonald & Co., groceries and liquors, Pictou, have assigned.
 Wm. Fitzgerald & Co., boots and shoes, Halifax, have dissolved, W. J. DuBois retiring.

NEW BRUNSWICK.

Jas. Haddock, general store, McAdam Junction, has assigned.
 O'Brien & Gilman, general store, St. George, have been burned out—insured.
 Jas. O'Neil, general store, St. George, has been burned out; no insurance.
 Recent fires in St. John destroyed M. V. Padlock's drug store, and J. R. Smith's variety.

NEWFOUNDLAND.

Wiltshire, Heath & Co., general store, have dissolved.

General Notes.

California's wine crop is estimated at \$10,000,000.
 The Valencia raisin market is reported firm, and is expected to rule from 7½c to 7¾c in Montreal.
 The total debt of the United States is \$1,365,052,995, of which \$1,317,446,050 is interest bearing.
 Last week 15,000 boxes of cheese were taken off the Montreal market for English account, at about 11½c.
 Potatoes in Chicago are worth 30c to 35c per bushel, in New York and Boston 45c to 55c; in Montreal 47c to 50c.
 Rice has advanced 5 to 10 per cent. in the New Orleans market, and the feeling is strong under brisk inquiry and limited supplies.
 The earnings of the Manitoba Railroad Company for the third week in October, 1883, were \$200,000, 1882, \$224,430—decrease \$24,430.
 The Anchor line of steamships between New York and Liverpool has been permanently suspended, owing to bad freights and competition.
 Up to the 27th ult., New York canals had carried 1,692,684 tons of freight, against 41,091,009 tons for the same period last year—a gain of 611,675 tons.
 Cable advices from England report the cattle trade worse with no prospect of improvement for some time to come. Montreal shippers have been advised to exercise great caution in their purchases.
 Paper is now made in Sweden it is said, from the bleached and blanched remains of mosses that lived centuries ago, and now found in enormous quantities. The paper is turned out in all degrees of excellence, from tissue to sheets ¾ of an inch thick.
 Oliver Daly, ymple, the bonanza farm king of Dakota, has threshed this season 150,000 bush. of wheat and 40,000 bush. of oats, getting a total of 40,000 bushels more grain at \$10,000 less expense than last year. This crop was grown on 9,500 acres of ground.
 The *Financial Chronicle*, in its issue of the 27th ult., makes a visible supply of cot-

ton 2,116,409 bales, which indicates an increase over the same date of 1382 of 277,801 bales, and an increase of 2,320 bales as compared with the corresponding date of 1881.

A total of 2,200 trains leave London railway stations every twenty four hours, whilst every hour between 10 a.m. and 11 p.m. 1,600 trains start for the metropolitan termini, this being at the rate of two per minute. Of this number, 1,750 are suburban trains, the remainder comprising the country and continental service.

There are said to be engaged in the logging and lumber industry of Canada 100,000 men who support families, and on this basis it is estimated 500,000 people are dependent on this occupation for support, or one-ninth of the Dominion's population. The total investment in industrial establishments in Canada is \$165,000,000, of which \$25,000,000 is in saw mills and \$50,000,000 is invested in lumber outfits.

Sugars are advancing at eastern points. It is reported there are only two Canadian refineries in operation, the others being practically out of the market, having either to curtail their productions to a very limited extent or close up altogether for want of raw material and other causes. Stocks in jobbers' and retailers' hands are said to be lighter now than for several years past, and in view of the increased demand that is expected to take place shortly, together with the limited output of our refiners, it is almost certain present prices will hold good for some time to come.

Quite gorgeous railroad cars are run between Paris and Bucharest. They are carpeted with Smyrna rugs two inches thick, and the sides of the compartments are covered partly with embossed Japanese leather paper and partly with Gobelin tapestry. The dining room cars, in which triumphs of French cookery are served, are supplied with handsome clocks, damask curtains, and Venetian mirrors. Breakfast consists of five courses and dinner of eight. The sleeping cars are splendidly furnished, and have hot as well as cold water. The average speed is 40 miles an hour.

A new use for the electric light has been developed by the Cumberland Valley Railroad Co. It has wired several camp meeting grounds on the line of its road, so as to have them ready for electric lighting. A baggage car containing the necessary machinery is run to a siding on the ground to be lighted. A few hour's work suffices to put the lamps on the circuit already wired, and this migrating plant is ready for use. It is also employed for lighting up wrecks on the road, or for any emergency that requires night work, and for this purpose the top of the car is provided with electric lamp fixtures.

A Paris cable states that Mr John W. Mackay, of the Postal Telegraph Company, and J. Gordon Bennett have contracted with Messrs. Siemens Brothers for two transatlantic cables now constructing at the works of the firm near London. The first cable is expected to be ready for use June 1, 1884, and the second a few weeks later. Mr. Bennett's own paper in announcing the above says: "The policy of the company to be organized will be to maintain the absolute secrecy of messages intrusted to it, to forward and deliver them with the utmost

rapidity, and to charge only a fair tariff, thus meeting the present demand for economy."

To those who reside in the larger cities where the telegraphic business transacted daily is so large, it will appear strange that the total number of messages transmitted by the Western Union Telegraph Company in the year ended June 30 last, did not equal one message each per head of population throughout the entire country. In the year noted there were 40,581,177 messages sent and delivered, against 38,842,247 in the year preceding. In Australia, Switzerland, the United Kingdom and Holland the rate is higher than in the United States. In the first named the number sent is about 1.7 messages per capita per annum, in Switzerland about 1, in the United Kingdom 9-10ths, and in Holland 0.8.

The Montreal Stock Market.

From the Montreal correspondence of the Toronto *Mail* we make the following extracts in regard to the recent demoralization of the stock market in that city. "The developments in the stock market" he says "have been a series of most intense surprises from beginning to end, which it would be difficult indeed to account for on rational principles. Whilst it may be granted that there was some reason for anxiety about the commercial situation in the early part of the week, yet nothing has really happened, or is likely to occur, to warrant the extraordinary break in prices of leading stocks that has taken place. There is no doubt from the evidence forthcoming that the intense excitement and heavy breaks have been caused by a huge conspiracy on the part of unscrupulous operators, who have lent themselves to every species of lying and slander to accomplish their selfish purposes. That a day of reckoning is coming for these pariahs, when their abominable machinations will be exposed to the scorn of an indignant public opinion, no one will dare deny, but to get their deserts they should have a trial of the tread mill as well. Of course Montreal, no more than any other monetary centre, can claim, complete exemption from periodical panics, but there is no excuse for or palliation of the infamous means adopted during the past week. For their own infamous purposes or manipulations they have been making their fiend-like onslaughts upon the credit and standing of great houses which are as sound and reliable as the Bank of Montreal. There is but one way of stamping out the monstrous evil that has just been imported into our local stock market, which is for every honorable man who has heard adverse reports respecting the credit of respectable firms giving notice at once to those concerned and handing in the names of the libellers who propagated the unfounded rumors. This is a moral duty that every business and honest man owes to his neighbor on the true principle of doing unto others as he would others should do unto him. These false reports about prominent firms being in financial trouble, are not alone injurious to the houses themselves but when flashed abroad with lightning rapidity react upon our whole city's commerce by weakening the credit of all our merchants and importers alike abroad. As all citizens have an equal interest in upholding the credit of the city and its great and im-

portant commercial interests, it should not rest upon the maligned firms to bring the slanderers to condign punishment. All should join in a raid against the vampires, whose mean attempts to injure others are for the grovelling purpose of making money for themselves; and by the united action that is absolutely necessary put an end to the odious practice that is sure to increase with time unless it is extirpated at the outset. That bear raids will cease here for some time is not to be expected in the sensitive state of the market, and by the power which the shorts wield by their huge but unscrupulous gains, they can still work their schemes to make holders sacrifice their securities from their inability to keep putting up margins. The amount lately lost by the clique here, who purchased at high prices, is enormous, and, if mentioned on reliable authority, would astound outsiders who have not considered the matter. The effect of the bear attack on all the best stocks has been witnessed the past few days in the large blocks of shares of Montreal and other banks which have been thrown on the market for whatever price was offered. If to day is taken as an example of the wrecking process that has been in progress all week, it is easy understanding the squeezing that some great operators are now subjected to. Bank of Montreal may be taken as an instance of the havoc among margins that is going on. It was stated by one who is in a position to speak authoritatively that between four and five thousand shares of the leading bank here were sacrificed by some of the stronger men on the local Wall street. The dead loss upon these shares must have been immense, as they could not have been purchased at less than 10 per cent. higher, and it is very likely they cost much more. Other bank stocks have suffered more grievously than Montreal, the shrinkage being much greater."

After saying that the net profits of all leading local and western banks will be greater than last year, which gave exceptionally good returns, he compares the present condition of things with what occurred in City Passenger and Richelieu stock some time ago. The following are the concluding sentences of the long review given. "With many more startling facts not here narrated about the profligate manipulation of the local stock market people still ask: what is the matter with stocks. To those who have to study and observe the different phases of the market, the wonder is that any sane persons ever dabble in public or any other stocks. It is a sure evidence, however, now that capitalists have got their eyes open at last and invest their money elsewhere, giving the stock exchange a wide berth. There is no doubt a new departure from the present demoralizing system will have to be introduced before *bona fide* investors return to their first love. There is no intention to cast any slur upon the respectable and responsible members of the board in these comments, for it is well known they condemn as emphatically as outside onlookers the dark and devious methods now employed in eking out an income by the jackals that prey upon the public. It is alleged that the amount lost by all classes here by the decline in stocks this week would pay Mr. Morrice's direct liabilities twice

over. The wonder is that some financial breakdowns on the street have not occurred, but this fact shows the wealth professional operators have accumulated. The money market is a little more stringent than before, the banks recognizing the absolute necessity of caution."

The Lead Pencil.

There is no lead pencil, says an exchange, and there has been none for fifty years. There was a time when a spracle of lead, cut from the bar or sheet, sufficed to make marks on white paper or some rougher abrading material. The name of lead pencil came from the old notion that the products of the Cumberland mines, England, were lead, instead of being plumbago, or graphite, a carbonate of iron, capable of leaving a lead-colored mark. With the original lead pencil or slip, and with the earlier styles of the "lead" pencil made direct from the Cumberland mine, the wetting of the pencil was a preliminary of writing. But since it has become a manufacture the lead pencil is adapted, by numbers or letters, to each particular design. There are grades of hardness, from the pencil that may be sharpened to a needle point, to one that makes a broad mark. Between the two extremes there are a number of graduations that cover all the conveniences of the lead pencil. These graduations are made by taking the original carbonate and grinding it, and mixing it with a fine quality of clay in differing proportions, regard being had to the use of the pencil. The mixture is thorough, the mass is squeezed through dies to form and size, it is dried, and incased in its wood envelop.

Expansion and Contraction of Credits.

The report of the creditors' committee on the affairs of F. Shaw & Bros., the great tanners of Boston, whose failure last summer created a commotion at the time and contributed so largely to the feeling of distrust which now prevails in the business world—shows the flagrant manner in which credit has been abused by that concern. The report states total liabilities at \$5,889,376.99, while the assets represent \$3,856,297.53, or 65 per cent. of the liabilities. While the report does not show intentional criminality, or the misapplication of funds, it plainly suggests overtrading, a reckless use of credit, excessive confidence, and a singular disregard of caution. The firm tried to do too much business, and they used their credit as though it were profit actually earned. It is said that over a hundred suits are pending against the Shaws, although a few suits have been brought by the one hundred and forty-five banks which are the chief creditors of the firm. This is probably not an exceptional case, as regards the abuse of credits during the last few years; and it is not, therefore, a matter of wonder that there should be at present so much distrust as to prevent capital from being employed to any considerable extent in new industrial enterprises, or that it should be difficult for even solvent business men to obtain the requisite accommodation from the banks and discount houses for the proper conduct of their affairs.—*Shipping List.*

The Commercial

WINNIPEG, NOVEMBER 6, 1883.

THE NEW C.P.R. GUARANTEE.

The ears of operators on the different stock markets on this continent and Europe are no doubt well pricked up at present in anticipation of startling news regarding the new bargain between the Dominion Government and the C.P.R. Company, by which a three per cent. government guarantee of the bonds of the latter is secured. If, however, the statements of the *Ottawa Citizen*, a not unfrequently inspired organ, are to be credited, the whole arrangement is a very simple one, and places the railway company much in the position of a retiring tradesman making provision for a steady income in his old age, with a fixed time for the termination of said income. The Company are to pay to the Government \$24,000,000, for which the latter bind themselves to pay on the \$100,000,000 stock of the Company three per cent. per annum in half yearly payments. This huge inverted insurance contract, by which the premium is paid in a lump, and the benefits in instalments extending over ten years, is certainly a novelty in the line of railway bond manipulation. To steady the stock of the C.P.R. and prevent it being tossed up and down by bulls and bears in the New York market is the aim of the company in making the arrangement, so the *Citizen* says, but it is very questionable if it will be very powerful in producing the desired result. The bonds of the first trans-continental railway constructed through the United States, the Union and Central Pacific were guaranteed by the United States Government, and yet their stocks were at times little better than footballs for the manipulators of Wall street. Altogether it is difficult to see what great benefits the Company will secure in the direction suggested by the *Citizen*, and few people will be satisfied that there is nothing more behind the bargain.

The effect of such a bargain in political circles will be to strengthen the opposition to the present Government on the part of those who dislike a paternal Government policy towards railways, and believe that they should be the undertakings of private corporations and private capital. But as neither of the two great po-

litical parties of the Dominion have avowed such a policy, this opposition, although strengthened will remain as disorganized as ever, and consequently harmless still to Sir John and his colleagues. Both political parties have aimed at the construction of the C.P.R., and have differed merely upon matters of detail. It is not likely that the Dominion Government will make the same mistake as the United States, when they guaranteed the Union Pacific bonds, and discovered afterwards that they had made no provision for compelling the Company to refund the money thus paid out by the Government. The fact that the payments of the Dominion Government are to be made from funds supplied by the C.P.R. Company would indicate that special precaution has been taken upon that head. So far the Government is safe in a pecuniary way by the terms of the bargain as stated by the *Citizen*.

After discarding the stock steadying argument of the *Citizen* it is necessary to look for some other motive that would prompt the C.P.R. Company to enter into such a bargain, and we believe this is not difficult to find. While the work of constructing the Company's main line could be pushed with unparalleled rapidity across the level prairie land of the North west, it was a matter of no difficulty to keep up a feeling of interest in the great undertaking sufficient to make the company's bonds buoyant in distant money markets. That period of exceptionally rapid construction is over, and the slow work of constructing through mountain passes as yet but imperfectly surveyed, and around the rock bound northern coast of Lake Superior has commenced and will drag along for a few years no doubt. It will be through this period of unexciting plodding that the support of the Dominion Government will be most needed, and the Company display commendable wisdom in securing the same, even by paying in advance for it, at this early point in the period of slow construction.

There will no doubt be many who will object to the Government entering into such a bargain; but it will be found that the objections of such will in most cases be based upon opposition to the whole railway policy of Sir John and his associates, and the new arrangement will only furnish for such objectors a new direction to kick in. Looking at it from a dollar and cent point of view the Domin-

ion Government have nothing to lose while much may be gained by it; and as the C.P.R. Company have to pay in advance for any benefits they may secure, it is only fair play to allow the privileges granted by the showman of "you pay your money and take your choice."

EXPANSION AND ABUSE OF CREDIT.

The recent bank and commercial troubles that have caused so much uneasiness throughout the Eastern Provinces has shown that there has in many cases been a reckless abuse of the credit system. Trade has expanded very rapidly during the past four years as shown by the bank statements. Nine banks in the province of Ontario have discounts amounting to \$55,034,218 against \$34,970,272 in 1879 while the deposit item has increased from \$22,790,383 to \$42,704,649, the circulation from \$5,366,799 to \$10,906,912. Meanwhile the capital increased only \$2,200,000. In the province of Quebec the discounts of fifteen banks have grown from \$60,610,026 to \$70,620,201; deposits \$42,699,627 to \$54,648,951, circulation \$9,140,127 to \$17,269,185. At the same time there has not been any increase of capital. Banks have gone on increasing their business very rapidly with out strengthening capital. Men engaged in mercantile and manufacturing industries were able to obtain accommodation from the banks without difficulty and rushed into business more extensively than ever. In many cases the capacity has been more than doubled and now there is heard on all sides the cry of overproductions with no great body of consumers on hand on whom to force the surplus.

Among those interests that have been overstimulated to the greatest degree has been the cotton manufacture; recent developments in which well nigh precipitated a crisis in Montreal. Had credit not been so easily secured men in business would not have sought so recklessly after it. They would have kept within moderate bounds and many of the embarrassments of to-day would not have occurred. The maxim in many cases seems to have been "in for a penny in for a pound," and it is useless for anyone to attempt to estimate the fault of people who obviously act upon it. It is better to fail for \$100 than for \$1,000,000. The insolvent, of course, might not be so much thought of by his neighbors, but he would feel vastly more respectable himself on

the minor limit. The lesson taught by the recent inflation cannot but result in having a salutary effect on the future of the business of the country. The rapid expansion of credit and the abuses to which it led needed a check, and it has come in good time.

PAPER MANUFACTURE.

It has on previous occasions been pointed out in the columns of THE COMMERCIAL that the field presented in the Northwest for the manufacture of the coarser qualities of paper is an excellent one. Already a large quantity of paper is used in this country for purposes of wrapping, and the demand is rapidly increasing. So far, with the exception of what is supplied by the mill at Portage la Prairie, all that is used has to be imported. There is any amount of wheat straw in the country which can be had at many points for the cost of hauling; there is also any amount of poplar wood in various sections, and these are now two of the principal articles used in the manufacture of all paper, with the exception of the very fine qualities. The use of these articles has been resorted to on account of the increasing scarcity of the various substances formerly employed in the manufacture of paper, and enormously increasing demand all over the world. Pressed and dried pulps procured from wood especially by appropriate means and appliances is now a staple article of commerce marketable in almost any country. The material on which most of the newspapers are printed is made from wood pulp, and it is also extensively used in the manufacture of wall paper. The immense quantity required for these two purposes alone suggests the almost illimitable demand for either the manufactured paper or the pulp in its merchantable condition. There need, therefore, be no fear of overstocking the market, as there could be no difficulty in disposing of the dried pulp not required to work up into paper to supply the near at home demand for the finished article. The process of pulp manufacture is simple and does not require expensive or elaborate machinery. Of course to convert it into paper involves a much heavier outlay, but still not so great as many suppose. It is proposed to establish a number of pulp manufactories in the Maritime provinces, and a movement in that direction is also on foot in British Columbia. Why should the

Northwest not have a share of the trade. We have abundance of the raw material, and all that is lacking is the necessary capital and enterprise to convert much of what now goes to waste into an article of commercial value. We summarize some figures in reference to the chemical wood pulp market, which were given by a gentleman about to embark in the enterprise in Nova Scotia, will be of interest. The manufacture of paper now ranks sixth among the great industries of the world, the annual consumption for all purposes being over a million tons a year. Newspapers and other printers alone consume full half of this. The pulp is worth \$80 per ton at European ports, and the cost of manufacturing is \$35 per ton, thus leaving a handsome margin of profit. In this country where the raw material is cheaper the cost of the manufactured article would be less.

Last season companies were organized to operate in the Northwest, but the matter seems to have been allowed to drop. We trust that what is said above will have the effect of infusing new energy and thus add very materially to the manufacturing interests of the country.

PROSPECTIVE WHEAT PRICES.

There is a great diversity of opinion at present regarding the prospective prices of wheat, and many parties, not at all posted on the subject, are furnishing gratuitous and worthless opinions to farmers and others having grain on hand.

The surest method of reaching a reliable guess (for it can only be a guess after all) upon prospective wheat prices is to view the amount in store, and probable resources of the coming winter. Reports of the quantity in store on this continent near the close of October place the figures near to 30,000,000 bushels compared with less than 15,000,000 about the same time last year. The extra quantity held this year is due to the large surplus which had to be carried over from the crop of 1882. Added to this large quantity in store must be the balance of last year's wheat still held by farmers and parties in the country districts, and this is unusually heavy owing to prices having been so much lower during the past summer than the previous winter and spring. The most moderate estimates fix the old crop carried over at over 50,000,000 bushels, while some go as high as 70,000,000. Take a medium estimate and we have to

admit that about one seventh of the whole wheat crop of 1882 had to be carried over into the season of 1883. But this takes into account only wheat in an unground condition, while the flour in store figures as heavy in proportion as the wheat. During the whole of last winter and spring a combination of bulls carried this load and held prices up in defiance of the natural law of supply and demand, but continued dullness in European markets, and glutted markets there have at last weight down markets, until lately in Chicago the lowest point since the summer of 1880 was reached. Since then a firmer feeling has set in, but the hope of any permanent firmness or great advance is very slight. The work of absorption of old stock goes on very slowly, and seems as tedious across the Atlantic as it is here. Buyer everywhere are settled in the opinion that holders are carrying a load, and act with tantalizing shyness as soon as an attempt at any material advance is made believing that leisure in such a case is profitable. In short the bears after nearly a year of a fight in which they have suffered severely, are at last on top of the heap and masters of the situation, and they may be expected to hold the same tenaciously. Bulls may publish reports of damage by frost throughout the Northwestern States, and a corn crop largely lost there, and predict a sympathetic rise in wheat, but while stocks remain as heavy as at present, and foreign demands no heavier their efforts are not likely to accomplish much.

Fortunately for grain holders in Canada the load has been light throughout the Dominion. Instead of having a heavy stock to carry over from 1882 millers and shippers were hungry for the crop of 1883, and thus the high prices paid in the markets of Eastern Canada compared with those of the United States during the past six weeks. Two weeks ago good hard wheat in Winnipeg sold a shade higher than No. 2 in Chicago, a state of affairs that the present generation may never see again. It is therefore plain that at present and for some time to come Canadian markets must hold their former tone, and by the time the home demand is supplied, and they get on a level with those of the United States it is not at all likely that prices all over the continent will have advanced sufficient to equal the advantage now held. For once a tariff has been a benefit to the farmer, and if that all important item of society acts wisely, he will sell while local markets have an advantage, and not trust too much to a general rise further on in the season.

WINNIPEG MONEY MARKET.

The Winnipeg money market for the past week has developed no new features of consequence, and things are very much in the same condition that they were at the time of our last writing. Commercial requirements are, of course, greater than they would have been were the grain in the country being more rapidly converted into cash. One or two banks have shown a disposition to curtail credits, but no inconvenience has been experienced and all reasonable demands have been supplied without difficulty. With the fair weather and better roads of the present there is sure to come a greater flow of money from the country, and this will relieve what temporary tightness there may exist at present. Rates remain the same, viz., 8 to 10 per cent. on gilt edged commercial paper, although we hear that some favored houses have received accommodation at 7 per cent. Ordinary commercial paper is still discounted at 10 to 12. The loan companies are not particularly pressed with business at present and money on good real estate mortgage security is easily obtainable at from 8 to 10 per cent. The speculative element still have to rely upon private resources for accommodation, and generally have to pay pretty well for all they get.

WINNIPEG WHOLESALE TRADE.

The wet weather and consequent bad condition of the roads had somewhat of a depressing effect upon business in wholesale circles during the early part of the past week, but the improved state of affairs latterly has had considerable of a reviving effect. Trade for the past day or two has been quite brisk. Orders are coming in freely from the country districts, merchants realizing the necessity of embracing the present opportunity to lay in good stocks of all kinds of goods before winter sets in in earnest, a time which under any circumstances cannot be very far in the future. Travellers out on the road have met with considerable difficulty in travelling where they had to leave the line of railway, on account of the roads. Nevertheless, they have succeeded up to the expectation of their employers in obtaining orders, and at the same time report an excellent trade prospect between now and the end of the year. Stocks all through the country had been run so low that a vast amount of goods must necessarily be required to fill up the shelves so as to meet the demands of trade. Money, although not so free as it was expected to be at this season of the year, at the same time shows steady and fairly satisfactory improvement; some houses reporting collections as good, while others say they are still on the slow side. But on the whole there is a decided improvement over the past few months, and it is expected that before another month or six weeks has passed the cause for complaint will be completely removed. As we have stated in previous issues the secret as to money being still somewhat close is not far to seek. The wet weather and bad roads have prevented farmers from getting to market with their grain, and we notice further by our exchanges that in some districts the ground has been so soft that it was almost impossible to move threshing machines

from one place to another. There are also many farmers who would rather postpone threshing until later on, and are utilizing the open weather as much as possible to do fall plowing. Now that the ground has frozen these hindrances to the flow of ready cash will be removed, and thereby general relief will be given. The farmer will be in a position to pay up his account to the country merchant with whom he deals, and he in turn will remit to the wholesaler, and then the wheels of commerce will move freely as ever.

AGRICULTURAL MACHINERY.

There is very little doing at the agencies at present beyond looking after the collection of accounts connected with the business done during the summer season. Money is not moving very freely as yet, but the dealers fully understanding the reason are not as yet pushing their claims with great urgency. In the course of a few weeks it is expected that the leading houses will be kept busy attending to receipts of cash. There is, however, quite a number of horse-powers, straw-cutters, grain crushers, &c., being sold to farmers in various portions of the country.

BOOTS AND SHOES.

There has been a very active demand for boots and shoes during the week, the wet weather being especially favorable for this line of business. Country trade is especially active, and city trade is also improving considerably. Collections are reported very satisfactory. A considerable per centage of goods is being sold for cash, and the leading houses are making an effort to bring business down to as near a ready money basis as possible. This course might with advantage be followed by all departments of trade.

CLOTHING.

In this line also a good average business is being done. Travellers on the road are sending in very satisfactory reports, and say that the prospect for a brisk trade in the near future is good. The dull weather has affected trade somewhat, but not to any marked degree. Collections are still somewhat slow, but better than they have been for some time past.

CROCKERY AND GLASSWARE.

This line like all others has been somewhat affected by the weather conditions, but on the whole a very fair business continues to be done, in fact better than was anticipated under the circumstances. Collections are very satisfactory.

DRUGS AND CHEMICALS.

So far as drugs and chemicals are concerned, a fair steady business has been transacted of late. This line is not so much affected by change of seasons as others, and continues steady all the year round. Collections are fairly satisfactory.

DRY GOODS.

This line of business is surely and steadily reviving from the depression which hung like a pall upon it during the summer months. Surplus stocks accumulated some time ago are pretty well reduced, and the way thus opened for a good live trade from this time out. The volume of business throughout the week has

been good in the aggregate, but, of course not so great as it would have been had the weather been more favorable. It might be difficult to say whether it has been ahead of the week previous, but it is not too much to say that considering the circumstances it has been pretty well up to expectations. A cold snap would accelerate business very much, as many dealers who do business within easy reach of Winnipeg delay sending in orders until they see their way clear for a speedy sale. The character of business 'hroug' out the country, as reported by travellers and others who have been west, is reported fairly active, and full of promise for the future. Money is easier, and the outlook on the whole is very reassuring to all concerned with the dry goods business.

FANCY GOODS AND SMALL WARES.

Although business has been hardly so brisk during the past week, for the same reason that trade in other lines has been affected, a fairly good record is shown. As the holiday season approaches business will continue to improve, and must in a week or two become quite brisk. Collections are fair.

FISH AND POULTRY.

The supply of fish is liberal, and the demand good. Lake Superior trout are quoted at 10c; white fish at 9c; pike 60c. Oysters are being received in abundance. Poultry is also becoming more plentiful, and the market is fairly well supplied. Spring chickens are worth 75c per pair; prairie chickens 75c to \$1; partridges 75c to \$1, rabbits 50c to 60c per pair.

FRUIT.

The demand for fruit is very brisk. Country trade is especially good, merchants laying in supplies before the frost sets in and makes it risky to ship any great distance. City trade is also very good. Lemons are rather scarcer than they were, but are still quoted at from \$8 to \$9, according to quality. There are no oranges in the market, but considerable consignments are on the way and are expected to arrive this week. Apples are in good supply and are quoted at \$5.50 to \$6, the latter figure being for choice fruit. A car load of California pears arrived a few days ago; these sell at \$6 per case. California grapes are quoted at \$8 per crate; malaga grapes at \$9.50 to \$10 per barrel. There are still a few plums in stock, but these will be the last of the season. Nuts remain firm at old quotations, viz: peanuts 20c per lb; almonds 20c to 22c; brazils 22c; cocoa nuts \$9.50 per hundred. Dried fruit quotations are as follows, viz: loose muscatel raisins \$2.75; black crown \$3.75 to 4.00; triple crown \$6.50; four crown \$7.00; dates 10c per lb; figs in mats 10c per lb.

FUEL.

Rates for fuel remain unchanged. There is an active demand and dealers are kept very busy attending to the wants of customers. There is a very fair supply on hand. Saskatchewan coal is worth \$9 per ton in the yard, \$9.75 delivered; Anthracite is worth \$12 to \$13 per ton. Tamarac wood is worth from \$6 to \$7 per cord; poplar \$5 to \$6; oak \$7.09 to 8.00.

FURNITURE.

There has been quite an improvement in the furniture trade during the past week or two.

Country dealers are sending in tolerably good orders in anticipation of a good business between now and Christmas. City trade is also better. Collections are not yet what might be wished for, but there are no evident signs of improvement. The factories are kept pretty busy with ordered work.

GROCERIES.

The trade of the week has been very satisfactory to the leading houses in this line. Heavy orders are being received from country points, and the city demand is also better. Staple groceries rank among the necessities of life, and on that account there is no doubt but that a good trade will continue to be done, especially towards the holiday season of festivity. Prices are firm at the following quotations, which are : Sugars—Yellow 9½ to 10c; granulated 10½ to 11c; Paris lumps 12½ to 12½c; Coffees 15 to 18c for Rios; 22 to 27c for Javas; teas—Japan 20 to 45c, Moynne gunpowders 30 to 75c; Young Hyson 25 to 70c; new season Congous 24 to 55c; last season's do 18c to 35c.

HARDWARE AND METALS.

The rush which always happens at this season of the year, to finish up buildings in course of construction before winter sets in, has caused a more active demand for all classes of light hardware of late. The heavier classes of goods and metals are also more inquired for and a good trade has been done in these lines recently. Collections are still somewhat slow, and until contractors finish up their jobs and get their money there will not likely be much improvement in that respect. Quotations remain as they were, but a rise will shortly take place, owing to the advance in freight when navigation closes. Prices at present are as follows. Tin plate 14x20, \$7.50 to 7.75; 20x28, \$14.25 to 14.75; bar iron \$3.50 to 4.00; sheet iron \$5.50 to 7.00; iron piping, 25 per cent off price list; ingot tin, 32 to 35c; piglead, 6½ to 7c; galvanized iron, No. 28, 8c to 9c according to quality.

LEATHER AND FINDINGS.

Business is reported very good and likely to continue so for some time. Shoemaker's stock is in especially good demand. There is no change in quotations, which are as follows: Spanish sole 33c to 35c; slaughter sole 35c; French calf, first choice, \$1.40 to 1.50; domestic 55c; B Z calf \$1.00 to 1.10; French kip \$1.00 to 1.25; B Z kip 55c to 90c; slaughter kip 65c to 75c; No. 1 wax upper 55c; grain upper 55c; harness leather 34c to 36c for plump stock; English oak sole 65c.

LUMBER.

There is still a fairly active demand, and will continue to be until the advent of winter puts a stop to building operations. The following are the quotations: Pine lumber, 1st, common boards, dressed \$26.50; 2nd, dressed, \$25.50; 1st do. rough, \$26.50; 2nd do. \$25.50; sheathing, rough, \$25; timber 16 feet and under, \$24; do. over 16 feet, for each additional 2 feet, \$1; dimension and joists 16 feet and under, \$24; do. over 16 feet for each, \$1; fencing, \$25; 2 and 3 inch battens, \$30; A. stock boards, all widths, \$50; B do., \$45; C do., \$40; D do., \$35; 1st clear, 1, 1½, 1½, and 2 inch, \$60; 2nd do., \$56; window and door casings, \$50; base boards, dressed, \$50; 1st pine flooring,

siding and ceiling, \$40; 2nd do. \$35; 3rd do. \$30; ½ inch split siding, dressed, \$30. Spruce lumber—timber 16 feet and under, \$22; do. over 16 feet for each additional 2 feet, \$1; dimensions and joists, 16 feet and under, \$23; do., over 16 feet, for each additional 2 feet. \$1; boards, \$22; 1st flooring, siding and ceiling, \$28; XX shingles, \$5.25; Star A shingles, \$5.25; X shingles, \$5.00; A do, \$4.50; lath, \$4.50

STATIONERY AND PAPER.

Business continues to be very satisfactory and steady. The approach of the holiday season is expected to give an impetus to trade in this line. Collections are very fair, in fact they might almost be called good.

STOVES, TINWARE, &c.

The leading houses are still very busy filling orders from both city and country. Another month will see the rush of the season's trade past. Collections are reported good.

SADDLERY AND HARNESS.

In this line business continues to be very fair and somewhat better than it has been for a week or two. There is not much room for complaint as regards collections.

WINES AND SPIRITS.

The wine and spirit business is becoming brisk, and shows signs of rapid improvement. The demand from both city and country customers is good, and collections are satisfactory. Quotations to jobbers and purchasers of quantities are: Hennessy's one star, \$13 to \$14; in wood, \$4.50 to 5.00 per gallon; Imperial, cases, vintage of 1878, \$5.50; Martel, in case, one star, \$13 to \$14; Renault, 1-star, \$12, \$16 and \$20; Boleyn, 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, \$8; flasks, \$9; half flasks, \$10. Gin, Holland, in wood, \$3 per gallon; red cases, \$10.50 to 11.50; green cases, \$6 to \$7; Old Tom gin, Bernard's, in wood, \$3.25 per gallon; Booth's, in wood, \$3.25; Ford's Acadia gin \$2.25 to 2.75; Booths, in cases, quarts, \$8.50; Scotch whisky, Ramsay's in wood, \$.00; Caol-Ila 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 \$4.00 per gallon. Champagne—Pomeroy, quarts, \$34; pints \$35 per case; Bollinger, quarts, \$33; pints \$34; Moet & Chandon, quarts, \$27; pints \$28; G. H. Mumm, quarts, \$28; pints \$30; Piper Heidsieck, quarts, \$27; pints \$29; Carte Blanche, quarts, \$20; pints \$21. Sherry from \$2.50 to 8.00 per gallon, according to quality and brand; ports \$...50 to 7.00, according to quality and brand; claret in cases \$5.00 to 7.00; Drewry's ale \$13 per brl; Bass's ale in quarts \$4 per doz; pints \$2.50; Guinness's porter in quarts \$4.00; pints \$2.50. Domestic whiskies, Gooderham & Wort's, in wood, \$1.65 to 2.25 per gallon; G5 o. p. rectified, in wood, \$3.50; W. F. L. five-year old, \$2.50 per gallon; cases, quarts, \$7.50; flasks \$8.50.

The railway track at East Selkirk is being extended to the harbor.

THE MARKETS.

WINNIPEG

GRAIN AND PROVISIONS.

Owing to the bad state of the weather and the muddy roads the movement of grain for the week has not been what it otherwise would have been. But notwithstanding there have been considerable receipts at some points in the country. In Winnipeg receipts on street have been nil. Prices are pretty well maintained, and during the next few weeks it is expected there will be a heavy movement of all kinds of cereals. Provisions are in good demand at fair prices.

WHEAT.

There have been considerable receipts by rail, fully up to what was expected considering the weather and roads. Brandon, Greta and Manitoba City so far take the lead in receipts, but other points will show up pretty well shortly. Receipts on the street have amounted to little if anything. The price remains firm at 90c to 92c in Winnipeg, the latter figure being for the very first quality of No. 1 hard.

OATS.

There has been nothing taken in from the street during the week, but quite a number of car loads have been received from western and southern points. There is an active demand for shipment to points east, for use in the lumber camps and in railway construction. The ruling figure is 30c delivered in Winnipeg.

BARLEY.

There has not been a bushel of movement during the week, and the quotation of 35c to 40c is purely nominal.

FLOUR.

The mills are actively at work, running full time and still they are not able to supply orders as they come in. The local demand is good, and there is an eager inquiry for shipment east. Prices are firm at the following quotations: Patents \$3.10 to 3.20; xxx or strong baker's \$2.70 to 2.90; baker's \$2.00 to 2.10; trader's or xx \$1.10.

BRAN

is in fair demand and the supply is liberal. It is still quoted at \$10 per ton on truck.

SHORTS

are not much inquired for, but are firm at \$12 per ton on truck.

CHOPPED FEED

remains at the old figure of \$28 per ton.

POTATOES

Receipts have been light for the week, farmers not being able to get them to market. They are worth from 36c to 40c per bushel.

CHEESE

There is a good supply in the city, and the demand is improving. Prices are firm at 14½c to 15c per pound.

BUTTER.

The market is abundantly supplied, and the demand for choice quality is good. Quotations range from 20c to 25c, according to quality, and very fine creamery would bring fully a cent over the latter figure.

HAMS

are becoming scarce. Canvassed are out of stock; plain are firm at 18c.

BACON.

There is a plentiful supply and good demand from both city and country points. Quotations are: Long clear dry salt 11c to 11½c; smoked 12c to 12½c; rolls 16c to 16½c for both canvassed and plain; breakfast, uncovered, 16c to 16½c; covered 17c.

EGGS

The supply is becoming more limited every day, and they may now be said to be scarce. They are quoted firm at 30c.

MESS PORK

is being considerably inquired for. It is held at from \$17.50 to \$18.00.

MESS BEEF

remains steady at \$18.

LARD

Twenty-lb pails are quoted at \$2.50 to \$2.75; case lard \$8 to 8.50.

DRIED APPLES

for which there is very little inquiry, are held at 12c.

CRANBERRIES

are in fair supply and good demand at \$14 per barrel.

MINNEAPOLIS.

Trading on 'change says the *Northwestern Miller* of the 2nd inst., has been quite active during the past week, and the volume of transactions has been larger than usual. An inviting array of samples has been exhibited at each session and promptly disposed of, buyers manifesting a free disposition to buy, and exhibiting an evident belief in the stability of present prices. The tone of the market has been that of steadiness, and prices close to-day at an advance of 1c over those ruling a week ago.

The coarse grain market has ruled rather quiet, and business in corn and oats has been dull. Some choice samples of corn have been shown on the board, but the demand has been light.

There has been a fair demand for mill stuffs but prices close a trifle easier to-day. Bran is 25c lower and there is a corresponding drop in the price of shorts.

The following were the highest and lowest prices by grade on 'change during the week ending Friday, together with that day's closing prices:—

	Wheat.	Highest.	Lowest.	Closing.
No. 1 hard.....	\$1.02½	..	\$1.01½	.. \$1.02½
" 2	98	..	97	.. 97
" 1 northern..	93½	..	91	.. 93½
" 2	88	..	87	.. 88

FLOUR.—The market has ruled very dull throughout the week. The export demand continues light, though some mills report rates a trifle firmer with better demand. Eastern trade is said to keep up well and the local demand is fair. Shipments have been heavy, while receipts are somewhat larger. Local quotations are: Patents, \$6.00 to 6.25; straight, \$5.25 to 5.75; first bakers' \$4.50 to 4.90; second bakers' \$3.90 to 4.30; best low grades \$2.50 to 3.00; red dog \$1.75 to 2.25.

The situation on the platform is very much the same as it was last week. The mills have a fair head of water, and are using it to the greatest advantage. Some run considerably short of power once in a while, but on the whole they all get along very well. The production remains about stationary, the output being not far from 19,500 barrels per day, the same as a week ago. The flour market rules dull, though in some respects a greater firmness is shown.

Our receipts and shipments were as follows for the week ending Oct. 27:

	Received.	Shipped.
Wheat, bush.....	567,000	58,000
Flour, brls.....	4,100	132,000

LAST WEEK.

Flour, brls.....	7,075	114,483
Wheat, bush.....	634,000	45,000

Wheat receipts continue comparatively light, barely equalling the amount used by the mills. The stock in store in the elevators (including the transfer) and mills of the city on Tuesday, was nearly the same as the previous week, being about 1,450,000 bush. At St. Paul there were 244,000 bush., against 235,000 bush. last week, and at Duluth 990,060 bush., against 1,093,700 bush. the previous week.

CHICAGO.

The market for the week has been fairly active and prices have tended to advance. Fluctuations have been frequent, but always within a narrow limit. On Tuesday wheat was active, but rather unsettled. A moderate business was done in corn, and oats were quiet. Provisions were moderately active, but prices irregular and unsettled. Towards the close quotations were:

	Oct.,	\$0.93½	Nov.,	\$0.95½
Wheat.....	"	46½	"	46½
Corn.....	"	28½	"	28½
Oats.....	"	10.30	"	10.40
Pork.....	"	7.20	"	7.22½
Lard.....				

On Wednesday only a moderate business was transacted in wheat, and the feeling developed was easy and prices lower. Corn was quiet and oats steady. Provisions were quiet and not so firm. Quotations towards the close were:

	Oct.,	\$0.92½	Nov.,	\$0.94½
Wheat.....	"	46½	"	46½
Corn.....	"	27½	"	28½
Oats.....	"	10.11½	"	10.27½
Pork.....	"	7.15	"	7.20
Lard.....				

On Thursday there was an active demand for wheat and a stronger feeling was developed, due to local influences. Corn was more active and firmer. Oats were easier. Provisions inclined to be stronger. Quotations towards the close were:

	Oct.,	\$0.93	Nov.,	\$0.95½
Wheat.....	"	47½	"	46½
Corn.....	"	28	"	28½
Oats.....	"	10.25	"	10.35
Pork.....	"	7.22½	"	7.25
Lard.....				

Friday's market exhibited but little change from the previous day. Quotations towards the close were:

	Oct.,	\$0.93½	Nov.,	\$0.95½
Wheat.....	"	47½	"	46½
Corn.....	"	28½	"	28½
Oats.....	"	10.30	"	10.40
Pork.....	"	7.25	"	7.30
Lard.....				

On Saturday wheat was active and higher, as was also corn. Oats were steady and in fair demand. Provisions were steady. Quotations towards the close were:

	Oct.,	\$0.93½	Nov.,	\$0.95½
Wheat.....	"	48½	"	47½
Corn.....	"	28½	"	28½
Oats.....	"	10.40	"	10.50
Pork.....	"	7.22½	"	7.25
Lard.....				

TORONTO.

STOCKS.

The stock market has been somewhat steadier during the past few days. Confidence is being gradually restored, and it is expected that from this time forward there will be an easier feeling in the money market. Holders of stock on margin have had a hard time of it, and the stock held by them has largely passed into the hands of investors, who embraced the opportunity to purchase cheap stock. The outlook is considered favorable, and the period of sharp contractions is supposed to be passed. On Wednesday the market was firm and higher. Brokers had orders to buy, which they found difficulty in filling, owing to the recent stringency. As compared with last week's quotations, closing bids were:

	Oct. 23.	Oct. 30.
Montreal ..	188	184
Ontario ..	102	99½
Toronto ..	163	168½
Merchants ..	115	114½
Commerce ..	124	123½
Imperial ..	136	137
Federal ..	146½	139
Dominion ..	190	187
Standard ..	113	113½
Hamilton ..	115	117
North-west Land ..	66½	70
Ontario and Qu'Appelle ..	107	102

GRAIN AND PRODUCE.

There has been very little improvement in the grain market beyond increased receipts of barley. It is beginning to be thought that the harvest will be below the estimates made earlier in the season. Fall wheat is undoubtedly turning out poorly. Farmers also do not seem to be anxious to sell at present prices. Stocks have slightly increased during the week.

WHEAT.

Business transactions during the week have been very light, and it is difficult to state the exact position of the market. Buyers for export are holding off, and holders refuse to make concessions to tempt them to operate. The principal business has been done with the mills. The following quotations may be said to be nearly nominal; Fall wheat No. 2 \$1.08 to \$1.09; No. 3, \$1.05 to 1.06; Spring No. 1 \$1.09 to 1.10½; No. 2 \$1.07 to \$1.08.

OATS.

All offered have found ready sale, but receipts are very light. Cars on track are wanted at 37c. On the street 37c to 38c is paid.

BARLEY.

There has been an active movement in barley for the past ten days. Prices are steady at the following quotations: No. 1 71c; No. 2, 66c; extra No. 3, 62c; No. 3, 53c to 54c.

RYE

is inactive at 61c to 63c.

POTATOES.

Freer offerings have caused an easier feeling in the market. They are quoted at 70c on track, or 90c to 95c per bag on the street.

FLOUR.

Prices remain about the same, but the market is very quiet. Stocks are still small, but are larger than a week ago. Superior extras quoted at \$5.15 to 5.25; extra \$5.00.

BUTTER.

There has been a better shipping demand, but owing to light receipts the movement has been limited. Prices are firmer. Round lots of selected store and dairy have sold at 15c to 15½c; choice dairy is worth 18c for selections; rolls in box lots 15c to 17c. On the street pound rolls

are worth 21c to 22c; large rolls 17c to 19c; tubs and crocks of dairy 18c to 19c.

EGGS

Prices are firm and demand good. Round lots are quoted at 22c to 22½c; lined 17c to 18c; street prices 23c to 25c for really fresh.

CHEESE

The market is quiet and firm at 11½c to 12c for fine; 9c to 9½c for skim.

PORK

is wanted at \$15, but sales are slow.

BACON.

Stocks are very low, which has firmed up prices. Long clear in car lots has sold 8c to 8½c; tons and cases 8c to 8½c; Cumberland 7½c to 8½c; rolls 12c; shoulders 11c; bellies 14c.

HAMS

There are scarcely any in the market. They are firm at 15c to 15½c for new smoked.

LARD

is quiet at 11c to 11½c for tinnets and pails.

APPLES

Are inactive because none offering. They are worth \$3 to 3.25 in car lots. Street receipts are light and sell freely at 90c to \$1 for good cooking qualities.

SUNDRIES.

Dried apples 9½c to 10c; evaporated do 15c to 16c; oatmeal per 136 lbs, \$4.30 to \$4.40; cornmeal \$3.75 to \$3.90.

Winnipeg Customs.

Below we give a statement of the value of and duty on goods entered for consumption for the month of October.

	Value.	Duty.
Ale, beer and porter	\$ 3,237	\$ 1,376 30
Cotton, manufactures of	5,451	1,330 19
Fruits, dried	2,160	492 62
Fruits, green	19,122	2,888 72
Iron and steel, manufactures of	12,673	3,215 30
Agricultural implements	384	137 47
Lard	5,106	1,298 72
Bacon, hams and pork	40,286	10,101 14
Spirits and Wine	3,706	3,013 78
Tobacco and cigars	1,047	665 30
Lumber, undressed	3,055	611 00
Lumber, dressed	18,597	4,649 25
Woollen manufacturers	13,061	3,754 52
Other articles	70,113	17,350 53
Total dutiable	\$198,028	\$50,884 82
Free goods	17,588	

Total value of goods entered for consumption, the produce of foreign countries	\$315,313	50,884 82
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EXPORTS.

Goods, the produce of Canada	\$137,813
Goods, not the export of Canada	16,288
Total	\$154,101
Furs, undressed (produce of Canada), were exported to the value of	\$136,820

BUILDING is reported brisk at Gretna. The new custom house is nearly completed. Messrs. Hoffman are putting up a large general store, and a large addition is being made to the Occidental hotel. Large quantities of grain are coming in. Wheat is selling at 77c; flaxseed at 80c per bushel.

Mica.

Among the many mineral products which have of late years attained a recognized value from the variety of uses to which they are applied in the arts mica takes a high place. The constant new uses to which this economic mineral is being put year by year, keeps it continually in demand and ensure a good price always for a good article. A "good article" in mica must possess at least two qualities, viz: clearness of color and size of crystals, characteristics not always found together. Clearness of color alone is of little importance, if the size is insufficient; and the latter by itself is nothing without the former. Mica occurs all through the stratified upper portion of the Laurentian series of rocks, but chiefly in a finely divided and disseminated form, in the gneiss and schists. In fact it is as much a component part of the rocks as is the quartz, feldspar or hornblende. The economic deposits, however, are all towards the summit of the series and in connection with the phosphate of lime rocks. These consist of great aggregations or accumulations of crystals of mica, large and small, in a matrix of crystalline limestone or granular pyroxene rock. In most instances the mica is intimately associated with the phosphate of lime, but occasionally the latter mineral is entirely absent. Hitherto, we are not aware that any search for this material has been instituted in the formations in which it is most likely to appear, but its high commercial value makes it worth seeking, as a good deposit of marketable quality would make the fortune of the lucky finder. Prospectors for gold and other minerals would find it worth while to be on the look out for indications of mica which generally occurs among the older rocks and commonly in a limestone formation. The directions given above of the class of rock in which mica is found and of the appearance of the mineral in its natural form will enable miners to recognize the likely localities and to distinguish the mica when found. Below will be found a description of the characteristics necessary to ensure commercial value and of some of the economic uses to which it is applied in the arts. As illustrative of the quality of mica required by mica men we give the following from the *Manufacturer and Builder* of a recent date:

"THE INCREASING IMPORTANCE OF MICA."

This mineral, simple in itself, is but an aggregation of infinitesimal crystals, which by some unknown natural process have united in a massive form, with a laminated structure capable of being subdivided on a plane with its axis to such an extent that one cubic inch can be subdivided by the eye into about 180 superficial inches and the same be again subdivided by the aid of the microscope until one cubic inch of mica is made to cover four or more superficial feet. This capacity of subdivision into plates or laminae is not its only peculiarity. It varies from transparency to translucency. The demand for mica, for stoves alone, is greater than the supply, thus causing an uninterrupted demand. To the uninformed it may appear strange, but mica is to-day a staple article of commerce. The fact that mica used in stoves must be replaced annually, creates a steady demand. Recently has been patented its application to shoes, whereby soles at a trifling expense

are rendered waterproof. And whenever the quantity of mica produced is sufficient to supply the demand, and the market price is reduced, then new uses and applications of it will arise.

As a lubricator it stands pre-eminent, owing to its non-fractional qualities. Several patents exist in which this mineral, in the ground state combined with oil, is used to lubricate cumbersome machinery. The market value of mica is great, and at the present time the demand is so great that it cannot be supplied. A piece of mica 4x4 inches, ¾ of an inch thick, will weigh one pound, and has a market value of \$1.60, and a like relative proportion of value exists except in the smallest pieces, say one-half by two inch., which have a value of fifty cents per pound; and all the refuse and trimmings of the mica are readily sold to parties who pulverize them for use in the manufacture of nitro glycerine and other dangerous explosives."

The Best Wheat to Grow.

The experience of twenty years in the Northwest has demonstrated beyond the shadow of doubt, that the old reliable Scotch Fife wheat is the best kind to grow and is the only variety which can be depended upon. Smutty wheat was never heard of in Minnesota until other varieties, mainly club, were introduced, and smut has not yet invaded the fields of the farmer who has stuck to Fife through thick and thin. It may perhaps be true that Fife exhausts the soil more rapidly than the soft varieties, but the farmer who expects to raise a good crop of wheat from the same field year after year is a mere agricultural machine, deserving no sympathy for his failure. Careful rotation of crops and as much manuring as possible will keep up the yield and quality of the wheat. Some of these days we may be able to raise the English average of 26 bush. per acre, instead of our present average, 14 bush; but this is hardly to be expected in the the Northwest; Fife wheat, a necessity here because of hardness, having acquired the reputation of giving a lighter yield than the softer varieties. In the minds of many well posted men this is a much mooted question however. Passing to varieties of wheat which may be profitably and permanently grown in Minnesota and Dakota, we find that Scotch Fife heads and tails the list. Among other sorts which have been tried here are the clubs, known as Rio Grande, Lost Nation, Norwegian and others, all of which, while yielding better than Fife for a year or two, not only fall off in yield but become smutty, and being soft, are soon practically worthless. The Blue Stem, which has a large kernel and a medium color, yields better than the Fife, is harder than the others, and more nearly approaches the Fife in health and other good qualities, but it has not been very thoroughly tested as yet. One thing is certain, however, and that is that if the reputation of the hard wheat section and of the northwestern flour is maintained, it can only be by the exclusive use of Fife wheat for seed. All of the softer sorts for which larger yield is claimed, must be discarded. Rotation of crops and better modes of securing the grain when ripe are necessary. The northwestern farmer must learn this lesson well, and if he would avert all danger of smut, discard soft wheat for seed and stick to Fife.—*Northwestern Miller.*

PORTAGE LA PRAIRIE.

The sheriff is in possession of the general store of H. S. Paterson.

Louis Kastner, hotelkeeper, has assigned in trust to John O'Reilly, of this town.

For the month of October the post office report shows: stamps sold \$581.40; money orders \$6,247.01.

The business of the firm lately carried on by Hossack & McKenzie will be continued under the style of Hossack, McKenzie & Co., John McLelland becoming a member of the firm.

The Manitoba and Northwestern Railway works here are rapidly approaching completion. It is expected that the depot and general offices will be ready for occupation about the middle of next month. A forty stall round house and workshops will be put up this winter.

The amount of customs collected at Portage la Prairie during the month of Oct. is \$996.50. There has been a falling off in the amount of receipts of late. The amount collected during July was \$2,160. Aug. \$1,520 and Sept. \$1,058. The consignments have been rather larger than formerly, but a greater proportion has come under the free entry list.

Wheat continues to come in freely. This season so far between 45,000 and 50,000 bushels have been marketed here. The market price is now quoted at 70c to 75c, quite a drop from what was paid earlier in the season. The decline is attributed to the near approach of the close of navigation and the consequent rise in freights. Oats are also coming in and find a ready market at 20c. Barley is bought by the brewers at 35c to 40c per bushel. Flour is firm at \$2.50 to \$3.75, according to grade. Potatoes are worth 35c. Large quantities of the grain purchased is being shipped east.

A deputation from this district visited Winnipeg last week, and had an interview with the directors of the Manitoba and Northwestern Railway relative to that company undertaking the construction of the Portage Central to extend from Selkirk to this place, and thence southwesterly to the Turtle Mountain country. The interview resulted in the directors promising to send an engineer over the route with a view to ascertain the probable cost of construction, and if practicable they would probably assume the responsibility of constructing the road. The deputation on their return express themselves as satisfied with the interview.

MINNEDOSA.

The new Council Chamber is closed in, and work is progressing rapidly on this and other buildings.

W. E. Roche has gone east to make arrangements for sale and shipment of grain from this point and will commence buying immediately upon his return.

The M. & N. W. Railway will be completed to this point in a few days. The engineers have gone to Birtle to endeavor to find a suitable crossing at that place.

Mr. Hartford, grocer, has purchased a lot near the corner of Main and Minnedosa streets, and is laying the foundation for a large store to be erected early next spring.

McGillvray & Craig's brick hotel is also ap

proaching completion. It presents a fine appearance and occupies a first-class location near the railway station, and when opened will do a good business.

BRANDON.

The city council inter alia laying 75,000 feet of new sidewalk this fall

Anderson, Cameron & Cummings is now known as Cameron & Cummings.

Business has been good this week, and a large amount of grain is coming in.

The Court of Assizes closed its first sitting this week. A fair number of cases were tried.

A. C. Perry has disposed of his stationery business in this city to Frank Patterson, of Winnipeg.

Duncan & Gibson, livery stable keepers, have dissolved partnership. J. S. Gibson will continue the business.

The firm of Fortier & Bucke has dissolved, and the business will be carried on by E. F. Bucke & Co.

Jas. A. Smart has bought Ripple & Co.'s hardware stock at 60c on the dollar cash; he will now run two stores.

The Rapid City Central Railway surveyors are hard at work, and have found an easy pass out of the valley at the west end of the city.

Already action is being taken by the candidates for municipal honors. T. M. Daly, jr., and J. A. Smart will be in the field to contest who shall occupy the chair at the head of the civic board.

J. A. HEALY & CO., BROKERS

—AND—

Commission Merchants.

Agents St. Lawrence Sugar Refining Company, Montreal.

Office: McArthur Block, Winnipeg.

Coffee, Spice & Vinegar Works

Special Attention given to

ROASTING AND GRINDING COFFEES.

C. H. GIRDLESTONE, Proprietor,
30 Owen St., WINNIPEG.

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.

Dissolution of Partnership.

The firm hitherto known as Steen & Boyce and carrying on business in this city as Publishers, Printers and Binders, is this day dissolved by mutual consent. All debts owing to the firm are payable to James E. Steen who continues the business and will settle all firm debts.

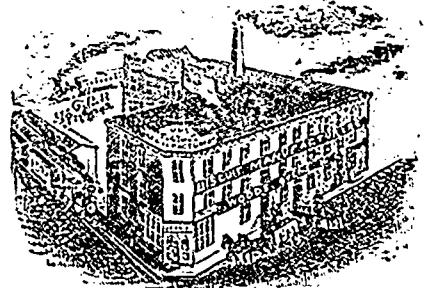
Signed, JAMES E. STEEN.
W. D. BOYCE.

In accordance with the above notice, I beg to state that in continuing the business of the late firm, no effort shall be wanting on my part to merit a continuation of the liberal patronage that has in the past been bestowed. With thanks for past favors, I am

Respectfully,

JAMES E. STEEN.

Winnipeg, Oct. 25th, 1883.



Manufacturers of
**BISCUIT—every variety. Brooms.
Coffee & Spices. Self-Raising Flour.**

The Trade only supplied, and on best terms. Send for Price List.

WOODS, OVENS & CO.,
Factory and Office—Corner Higgins, Fonseca and Argyle
Streets, Winnipeg.

R. BROWNE & CO., NORTH-WEST TENT FACTORY
35 Bannatyne Street West, Winnipeg, manufacturers of
Tents, Awnings, Tarpsaulins and Shades of all kinds, on
hand or made to order. Blinds and Rollers of all sizes
for Stores and Dwellings—Plain, Figured and Dado.

TAXES! TAXES!



PUBLIC NOTICE.

Is hereby given that the Collector's Rolls for Wards Nos. 1, 2, 3, 4, 5, and 6, City Winnipeg, for the year A. D. 1883, are now completed, and are deposited in the office of the undersigned in the Roberts Block. All persons whose names appear therein as liable for the payment of any assessment rate, tax or duty, are hereby required to pay the amount within 20 days from this date without further notice.

GEO. H. HADSKIS,
Collector.

Collector's Office,
No. 6 Roberts Block,
Cor. King and McWilliam Sts.
Winnipeg, Sept. 10th, 1883.

P.S.—As an inducement for prompt payment a rebate of 5 per cent. will be made for all sums due of taxes (1883) paid on or before the 15th day of October, and a reduction of 2 1/2 per cent. on all sums paid from Oct. 15th to Nov. 15th, 1883. No rebate on overdue taxes.

G.H.H.

Manitoba Mortgage & Investment Co

(LIMITED.)
CAPITAL \$2,500,000

LOCAL ADVISORY BOARD.
Hon. C. P. Brown, M. P., Minister of Public Works.
C. Sweeney, Esq., Manager, Bank of Montreal, Winnipeg.
A. F. Eden, Esq., of Messrs. Stobart, Eden & Co.
A. W. Ross, Esq., M. P.
R. H. Hunter, Esq., Winnipeg.
W. Hespeler, Esq., German Consul, Winnipeg.
This Company has been formed expressly for the purpose of lending money on the security of Real Estate in Manitoba. Advances made on the security of farm and city property at lowest current rates.

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Receive prompt attention.

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Store every description of goods Free or in Bond.
Special attention paid to Emigrants effects, trunks, furniture, agricultural implements, &c.

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All goods shipped to the company or when in car lots will be delivered at Warehouses (which have a switch of C. P. R. running directly to them) free of charge.

We make a specialty of receiving car lots from the Eastern Provinces consigned to different parties throughout the North-West Territories, passing Custom entry and distributing them to their several destinations.

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INSURANCE & GENERAL AGENT.

Royal of England, capital and assets, \$34,000,000
City of London, England, 10,200,000
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Fire, Life, Marine and Accident Insurance.

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FULL DEPOSIT MADE WITH GOVERNMENT.

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Pyramid of Assets.

1877	-	\$152,464	96	-	1877
1878	-	177,649	57	-	1878
1879	-	183,383	11	-	1879
1880	-	238,277	67	-	1880
1881	-	249,638	22	-	1881
1882	-	381,335	11	-	1882

THE ONLY NON-TARIFF COMPANY IN MANITOBA AND NORTH-WEST TERRITORY.

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Wheat buyers at all Shipping C.P.R. Stations.

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The Purest and Best Flour

That Modern Inventions can produce to be had in large and small quantities at said roller mills. Three grades. Also large quantities of SEED WHEAT, BARLEY, and OATS. Chop, bran and shorts constantly on hand.

Capacity Elevator.....115,000 Bushels
Capacity Mills.....200 Barrels daily

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METAL MERCHANTS,

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WHOLESALE ONLY.

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A saving of fully 75% of oil which will more than cover its cost in a few months. We guarantee perfect satisfaction as they never fail. Send for prices and particulars.

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ANTHONY FORCE
70 ST. PETER ST., MONTREAL,

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The River Don Works, SHEFFIELD.
Manufacturers of Crucible Cast Steel Tyres, Cast, Shear and German Steel, Tool Steel, Crossings, Horn-blocks, Axle Boxes, Axles, Piston and Connecting Rods, Slide Bars, Marine Shaft and Cranks, Bells, etc.
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Engineers and Machine Makers, Manufacturers of Railway and other Bridges, Iron Girders, Iron Roofs, Railway Plant and Furnishings of every description.
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Manufacturers of
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For Packing and Cleaning purposes.
RAILWAY BRASSES & BEARINGS.
THE BEAVER METAL A SPECIALTY.
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All Orders promptly attended to.

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MANUFACTURERS & PRINTERS,
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CUSTOM BROKER,
Agent Dominion Line Steamers, Liverpool, The J. H. Stone Manufacturing Company; L. Black & Co., Detroit.
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Blank Book Manufacturer,
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POTATOES, CHOP FEED, BRAN,
Shorts, Oats, Wheat, Flax Seed.
Second-hand Mower & Rake
AT PRICE \$75.00
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OPPOSITE NEW C. P. R. STATION,
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FRANK BOISSEAU, Proprietor.
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Strictly first-class in every respect. Commercial Sample Rooms Attached.

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The Largest and Most Popular House of the North-west. Complete in all its appointments. Graduated prices.

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The Palace Hotel of the Northwest.
WINNIPEG.
O'CONNOR & BROWN, Proprietors.

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GREAT NORTH-WEST
Trades Protection, Gen'l Enquiry,
—AND—
DETECTIVE AGENCY,
Audit of Accounts,
Collection of Debts, Rents, Etc.
OFFICE OVER MONTREAL BANK,
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N B—In addition to the above, being acquainted with the leading citizens of this town, we afford assistance to intending settlers, giving such information as the necessities of their business may require.

The Manitoba Soap Works!
ST. BONIFACE, MANITOBA.
Wall, Bessette, Lecomte & Co., Proprietors.

The "Royal" Soap is strongly recommended for family use, being the best Soap sold in Manitoba.
TRY IT! TRY IT!-TRY IT!

Canadian Pacific R'y Co.
(WESTERN DIVISION)

TRAIN SERVICE.

CHANGE OF TIME

On and after June 17th, 1893, Trains will move as follows:—

Going west.	Going East.
7:30 a.m. leave Winnipeg	arrive 6:30 p.m.
10:00 " Portage la Prairie	4:05 " "
1:35 p.m. Brandon	1:00 " "
3:00 " Broadview	5:00 a.m. ¶
4:22 a.m. Regina	11:05 p.m.
5:00 " Moose Jaw	3:30 " "
2:00 p.m. av Swift Current	lv 12:30 p.m.
9:15 p.m. Maple Creek	5:25 a.m.
1:55 a.m. av. Medicine Hat	lv. *12:30. am.

Going East	leave Winnipeg	arrive	Going West	leave Winnipeg	arrive
7:00 a.m.	10:10 p.m.	4:05 a.m.	8:00 p.m. ¶	1:25 p.m.	1:55 p.m.
1:25 p.m.	St. Vincent.	8:15 a.m.	1:55 p.m.	7:25 p.m.	8:15 a.m.
1:25 p.m.	Barclay	8:15 a.m.	1:55 p.m.	17:30 a.m.	7:25 p.m.
17:30 a.m.	arrive Pt. Arthur	leave	7:25 p.m.		

Going South.	Winnipeg	Going North.
Leave	10:35 p.m. Emerson.	Arrive.
17:55 a.m.	*7:35 p.m.	10:35 a.m.
		17:00 p.m.
	10:35 a.m.	10:10 p.m.
	10:10 p.m.	4:05 a.m.
		4:40 p.m.
		St. Vincent.
		Leave.
		10:50 a.m.
		10:30 p.m.
		3:45 a.m.
		4:20 p.m.

SOUTHWESTERN BRANCH.

Going South.	Winnipeg	Going North
7:15 a.m.	10:35 p.m.	4:10 p.m. ¶
11:5 a.m.	Morris	7:10 p.m.
1:30 p.m.	Greta	4:00 p.m.
4:30 p.m.	arrive Manitoba City	leave 3:30 a.m.

7:35 a.m.	leave Winnipeg	arrive 4:10 p.m. ¶
9:35 a.m.	Stony Mountain	3:10 p.m.
10:00 "	arrive Stonewall	leave 2:30 "

‡ Daily.
* Daily except Saturdays.
† Daily except Mondays.
‡ Daily except Sundays.

SPECIAL NOTICE.
Magnificent Palace Sleeping Cars will be run on all through passenger trains between Winnipeg and Moose Jaw and Winnipeg and Port Arthur.
Trains move on Winnipeg time.
JOHN M. EGAN, Gen. Superintendent. **W. C. VAN HORNE,** Gen. Manager.
WM. HARDER, Ass't Traffic Manager.

Chicago and Grand Trunk Railway.

GOING EAST.
Leave Chicago 9.10 a.m., 3.30 p.m., 8.30 p.m.; arrive at Port Huron 10.30 p.m., 5.30 a.m., 10.35 a.m., 10.10 a.m., 5.15 p.m.
Leave Port Huron 6.10 a.m., 7.55 p.m., 8.00 p.m., 4.15 p.m., 11.00 a.m.; arrive at Chicago 6.50 p.m., 7.45 p.m., 3.00 a.m., 6.40 a.m., 9.00 a.m.
Pullman palace sleeping coaches are run through with out change, between Chicago, and Bay City, Detroit, Toronto, Montreal, Boston, Niagara Falls, Buffalo, and New York via Port Huron, as follows:
GOING WEST.
Trains leaving New York 6.45 p.m., Buffalo 12.10 p.m., Suspension Bridge 1.00 p.m., and Port Huron 8.00 p.m., has through Pullman palace sleeping coach from New York, Buffalo, Suspension Bridge and Bay City to Chicago.
Train leaving Boston 7.00 p.m., Montreal 9.30 a.m., Toronto 11.45 p.m., and Port Huron 7.45 a.m., has through Pullman palace sleeping coach from Boston to Chicago.
Train leaving Montreal 10.00 p.m., Toronto 12.15 p.m., Port Huron 8.00 p.m., has through Pullman palace sleeping coach from Montreal to Chicago.
GOING EAST.
Train No. 3 leaving Chicago 3.30 p.m., has through Pullman palace sleeping coaches from Chicago to Niagara Falls, Buffalo, New York, and to Boston via Montreal.
Train No. 5 leaving Chicago 8.30 p.m., has through Pullman palace sleeping coach from Chicago to Montreal and Parlor car to Boston.
Train No. 1 leaving Chicago 9.10 a.m., has through Pullman palace coach from Port Huron to Toronto and Montreal.

The Royal Route. — Chicago, St. Paul, Minneapolis and Omaha, and Chicago and Northwestern Railways.
Passengers over the Royal Route have all the luxuries of Modern Railway travel, Palace Dining Cars, Luxurious Smoking Room Sleepers and Elegant Day and Night Coaches for Passengers who do not ride in Sleeping Cars, with no change of cars for any class of passengers between Minneapolis, St. Paul and Chicago; also No Change of Cars between St. Paul and Council Bluffs, with Through Sleepers to Kansas City. If you wish the best traveling accommodation always buy Tickets over the Royal Route.
J. H. Hillard, T. W. Teasdale,
Gen. Traff. Man., St. Paul. Gen. Pass. Agt., St. Paul.
F. W. Cusack, Gen. Agt., 517 Main St., Winnipeg.

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

SASH, DOORS, BLINDS,
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Made to Order.

The Wholesale Trade supplied on the Best
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LUMBER, LATH AND SHINGLES,
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READY-MADE HOUSES.

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LATH,
SHINGLES, Etc.

Planing Mill and Factory,

Garland St., Portage La Prairie.
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Taylor & Watson,

CONTRACTORS & BUILDERS

Manufacturers and Dealers in all kinds of

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Importers of and Wholesale Dealers in

PLAIN, FANCY AND PLATE

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Mirror Plates, Paints, Colors, White Lead, Oil,
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Manufacturers of White Dress Shirts, Colored Shirts,
Overalls and Woolen Shirts and Drawers.

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Etc. **WHOLESALE ONLY.**
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PLASTER PARIS.

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and Grey Land Plaster, Salt, &c.,
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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 Sun-
day) 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 run-
ning the Pullman Smoking Room Sleepers, and Palace
dining cars.

GOING SOUTHWEST.

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

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 8.09 a.m.,
arriving at St. Vincent at 4.20 p.m. and 3.45 a.m. the day
following, making close connections with the Canadian
Pacific.

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

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

Albert Lea Route.

The favorite route from the North to Chicago and the
East. Chicago "Cannon Ball" express leaves Minnea-
polis at 7.00 p.m. daily, arriving at Chicago 3 p.m. next
day. This is a solid train, consisting of comfortable day
coaches, Pullman sleeping cars, and our justly famous
palace dining cars, running through without change.

Train leaving Minneapolis 7.40 a.m. has comfortable
coaches, Pullman sleeping cars, and Horton reclining
chair cars.

J. F. McFARLANE, Gen. Northwestern Agent, Winnipeg,
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The Chicago, Milwaukee & St. Paul Railway

Is the short line from St. Paul and Minneapolis, via
La Crosse and Milwaukee, to Chicago, and all points in
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It is the only line under one management between St.
Paul and Chicago, and is the finest equipped Railway in
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It is the only line running Pullman Sleeping Cars,
Palace Smoking Cars, Palace Dining Cars, via the fam-
ous "River Bank Route," along the shores of Lake Pe-
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Chicago. Its trains connect with those of the Northern
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No Change of Cars of any class between St. Paul and
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For through Tickets, Time Tables, and full information
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Contracts made at SPECIAL RATES, for supplying large City, Mill, Elevator and Warehouse Scales. Correspondence solicited and satisfaction guaranteed.

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Ale and Porter in Wood
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Cigars imported from Hamburg, Germany.

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PROVISION MERCHANTS,

MESS PORK, HAMS, BACON,Butter, Lard, Cheese, Stilton Cheese, Canned and Preserved Meats
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