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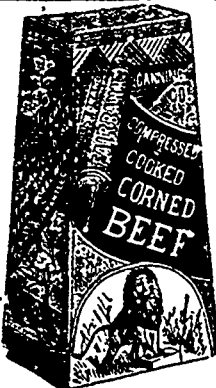
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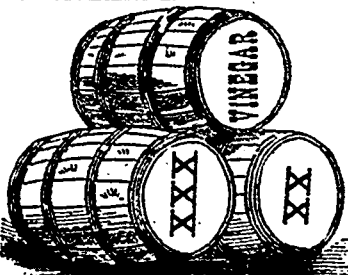
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Our Terms are Cash, or all Bills payable on
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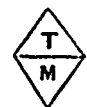
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PRICES LOW TO CASH AND
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Herrings in brls and 1/2 brls.
Figs in boxes, 1/2 boxes and mats:
Boneless fish 40 lb. boxes.
Boneless fish 5 lb. boxes.

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Evaporated Apples in 50lb. Boxes in
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The Commercial

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

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

VOL. 1.

WINNIPEG, MAY 8, 1883.

NO. 32.

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.

ISSUED EVERY TUESDAY

THE COMMERCIAL will be mailed to any address in Canada, United States or Great Britain at \$2.00 a year in advance.

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WINNIPEG, MAY 8, 1883.

THE hardware stock of G. Longpre, St. Boniface, has been sold to A. Turner.

Messrs. Adamson & Rankin, bankers, have opened their banking hours.

A new addition is being built to the Lake View House for a billiard hall.

Navigation on the Lake of the Woods is expected to be open in about a week.

CHAS. E. ARNOLD & Co., bankers, Minnedosa, are giving up business in that town.

WM. STEPHENSON, hardware merchant, Winnipeg, is about to retire from business.

E. WHYMAN of the Royal Exchange Hotel, Winnipeg, now offers his business for sale.

D. E. BROWNE commenced his labors last week as freight agent of the C. P. R.

GEO. WRIGHT & SON, butchers, Winnipeg, have sold out their business to D. D. Boyle & Co.

JEFFES & SHURMAN, general storekeepers of Nelson, have sold out their business to a Mr. Healy.

THE effects of R. J. Barber, contractor, Winnipeg, are advertised for sale by the bailiff in charge.

SCOTT & PAISLEY formerly of Brandon have opened up their new dry goods store at Regina.

KNIFE & KNIFE, real estate and insurance agents, Minnedosa, are closing out their business in that town.

HARRIS & CHAPMAN, customs brokers, Emerson, have been appointed agents there for the Alsop line of steamers.

D. McAULEY, grocer, Winnipeg, has taken in one Bowery as partner, and the new firm name will be McAuley & Bowery.

J. J. RADFORD, jewelry, Winnipeg, has effected a compromise with his creditors at 30 cents on the dollar, secured.

WM. NAV, grocer and liquor dealer, Winnipeg, has effected a compromise with his creditors at 65 cents on the dollar.

No word yet of the opening of the C. P. P. to Thunder Bay, although lake navigation commences this week on Lake Superior.

THIS week a regular stage line is to be commenced between Regina and Long Lake by Mr. Kean, liveryman at the former place.

HIGGINS & ROWAT, general storekeepers, Meadow Lea, have dissolved partnership, Arthur McLean continuing the business.

STEAD & STEPHENSON, dry goods merchants, Winnipeg, have some intention of closing out their stock and retiring from business.

A TRAIN of sixteen cars of immigrants arrived in the city on Saturday morning, the greater portion of whom were from Ontario.

LOOBY & DAVISON, harness makers, Main street, Winnipeg, secured the contract for harnessing eighteen horses to be used for city scavenging.

RIVER navigation is open all over the North-west, and it is thought that in two weeks at the furthest the southern portion of Lake Winnipeg will also be open.

THE Nelson district school debentures have found subscribers in Winnipeg during the past week. The amount was five thousand and was taken at 8 per cent.

GREENFELT is the name of a new addition to

the number of post offices in the North-west Territory on the line of the C. P. R. It was established on May 1st.

SEEDING has progressed rapidly during the past week, and by the close of the present will be nearly finished. Already it is about over in several of the older settled localities.

WALSH & SIMPSON, printers, Winnipeg, have dissolved partnership. Simpson continues, taking in McDowell as partner. The new firm name will be Simpson & McDowell.

AN accident occurred on the C. P. R. at St. Boniface on Saturday. A freight ran into a mixed train at the water tank, smashing two cars and damaging an engine, but injuring no person.

THE Waterous Engine Works Company will only be able to execute half of their orders for engines, etc., for the North-west. The company have added a moulding shop, which will be in operation this week.

R. I. BARBER, intends making 2,000,000 of bricks on the east side of the River Seine at St. Boniface this summer. In addition to making the ordinary article he will make a plinth brick, also some with returns.

THE writs for the Portage la Prairie election have been issued, the nomination being fixed for the 19th inst. and the election on the 26th. Mr. W. R. Black and Mr. Joseph Martin, the former contestants, are in the field.

THE Selkirk Herald says the contractors are at work on the Selkirk and Winnipeg branch of the C. P. R., and will in a few days put on some sixty teams, with the intention of having the line ready for track laying by June 1.

AN inspection of the Thunder Bay branch of the C. P. R. has been made during the past few days by Chief Supt. Egau, Traffic Manager Harder and Supt. Linskey. It is to be hoped that this is preparatory to taking it over from the contractors.

ACCORDING to the Regina Leader the total number of cars of freight received at Regina during the month of April was 249 divided as follows: General merchandise 115, emigrants moveables 71, lumber 49, stock 23, hay 14, implements and vehicles 8, potatoes 5, flour 4 and oats 3.

The Miller, Past and Present.

There is perhaps no individual in industrial circles who has undergone such a metamorphosis during the past century as the miller, which is not to be wondered at when we take into consideration the wonderful revolutions which have attended the history of his trade during that period. The peasant who a hundred years ago looked up to the miller as a man of local importance, could he but wake from his now forgotten grave, and view the individual of the same calling in the present day, would be as much astonished at his once respectful bearing to the man of dust, as was Titania when she awoke from the influence of Pucks amor-producing drop, at her hideous fascination for Bottom with the ass's head.

To reach the miller of the past it is necessary to go back to the slaves of the ancients who performed the duty in the most primitive manner, to the state selected individuals who superintended the slightly more advanced methods on the banks of the Tiber two thousand years ago, or even to such persons as the jolly miller by the River Dee, who retained his cynical independence to bluff king Hal. The matter of a hundred years is sufficient for a backward step to find the miller a not very advanced personage, and his mill quite a primitive institution. The older portion of the present generation can remember the days of high box wheels, and open races, and the miller of their childhood may not yet be forgotten. On this continent, where natural water powers were plentiful and easily obtained the miller was not such a person of note as in Britain, where so many existing rights had to be recognised in the utilizing of these gifts of nature. There the miller was frequently into a lawsuit about his water power, and he was sometimes a person of sufficient importance to risk a suit with the landlord, and not unfrequently came off victorious in such a contest. He was not supposed to be over scrupulous as to honesty in his business transactions, but there was a certain amount of jolly good nature attributed to him, which made up for any little peculations he indulged in when handling the farmer's grain. Indeed his respectability was such that in England he was frequently a church warden, and in Scotland a member of parish, and in some instances county boards. In the latter country he was often the distributor of relief to outside paupers; and in proportion to the goodness of the miller's heart would be the measure of meal dealt out periodically to the poor of the parish. His social qualities were also famed, and Burns refers to them in his Tam O'Shanter, who

"At lika melder wi the miller
Thou eat as long as thou had siller."

Altogether the miller of the past was a good type of the man of his day, guilty no doubt of many faults, and troubled with many failings. His position in business made him as a rule beyond the struggles of the ordinary trader, and the routine of the same was so confined, as to allow of little knowledge of the outside affairs of the world, and savored much of monotony in its sameness.

Compared with the unsophisticated individual above described the miller of the present

day furnishes a striking contrast, and equally so does the huge roller mill of to-day compared to his unpretentious institution. Turbines have superseded box wheels, and subterranean water leads, open races; and the steam engine has been called in in many instances for the milling interest. The miller's popularity or notoriety, as the case may be, is no longer confined to the limits of the society of a village. Instead of meeting his customers at fairs and markets there to indulge in sundry bumpers, he meets them on change, and in a few minutes sells his hundreds of barrels of flour or secures his thousands of bushels of wheat. Instead of depending on the reports of pedlars and tramps for news regarding the trade of neighboring village mills, the telegraph flashes him reports of markets from distant continents. Socially the outside world knows nor cares nothing about him, and if he should enter the political field his aims are as a rule to benefit the industry with which he is connected. His neighbors around him may scarcely know by test the quality of the goods he manufactures, while he is calculating upon the probable demand to feed the millions of a distant continent. He no longer depends upon the toll taken from the farmer's grist for his merchantable supply, but is frequently a member of a powerful and unsailable combination that in a great measure dictates the price of grain for the agriculturists of 50,000 square miles of country. Altogether the miller has made amazing progress in the field of trade importance; but with all the power held by his class in the present day, it is questionable if he is after all so happy as his representative in the past; whose tolls were as liberal as his potatoes, and who had in his power more chances for doing little acts of charity, than any other man in the ordinary walks of life.

Wheat Crop Estimates.

Under this heading the *Millers Journal* of New York has some caustic criticisms upon the estimate of the United States wheat crop by some of the leading daily newspapers of the country. We give the greater portion of the article:

"Concerning crop prospects in Dakota, the *Tribune's* conclusions from statements compiled from 'exhaustive reports sent in by careful writers scattered throughout the territory,' are that 25 per cent. is none too high for the increase of area, and that 'nearly one-half of the entire wheat area has been seeded; but' (telegram from St. Paul, April 21) 'since April 16 rains have somewhat delayed seeding, and in the Red River valley farmers have been overflowed by a gradual rise in the river, which still continues.' From this, to the ordinary mind, rather unfavorable weather conditions for seeding and increase of 25 per cent., the *Tribune*, in its editorial summary, arrives at the highly logical conclusion that 'Dakota will almost double its acreage and possibly double its yield.' Finally, the *Tribune* sums up thus: 'From Minnesota, Nebraska, Indiana, Illinois, Kansas, Michigan, Missouri, Iowa and Dakota, the great wheat-growing sections, the reports are all favorably for a fair average crop, and in

some cases for an increase over that of last year.' All of this is alleged in the face of the fact that not one half of the seed for the spring-wheat crop has been placed in the ground, and the further fact that the April report of the National Bureau of Agriculture stated the condition of the winter wheat at only 80 per cent., as against 104 last April, from which 503,000,000 bushels were gathered, and 85 per cent. in 1881, the crop of the latter year turning out only 380,000,000 bushels. The area under winter wheat, as returned by the same authority, is this year 27,734,000 acres, and was last year 27,482,000 acres.

But what do the best commercial authorities say of the crop prospect—firms whose sources of information are and have been for years eminently trustworthy, as results have time and again proven. Last Saturday, McCormick, Adams & Co., Chicago, wrote: "Wheat continues to rule very strong. Advancing foreign markets, light receipts and decreasing stocks, and the outlook for a very serious shortage in the crop this year, are encouraging an enormous speculative demand which, before it has run its course, will doubtless give us much higher prices. Under the same date, Wm. P. McLaren & Co., Milwaukee, say: 'In some localities the further development of the season shows a little improvement in the appearance of the plant, and a better stand than had been expected earlier, but this improvement is not so general as to be really important, and the prospect still is that the winter wheat crop will be decidedly below that of last year.' It is to be noted that winter wheat comprises nearly three-fourths of the total crop of the United States.

Printing on Earthenware.

The first manufacturer who decorated earthenware in the Staffordshire potteries was Josiah Wedgwood, of Etruria, and the designs first used in his embellishments were imitations of figures and objects, such as are now sometimes to be met with on the old blue china porcelain since its first introduction, embellishing on earthenware has made great progress, and articles of domestic use, with printed landscapes, figures and floral decorations, exhibiting considerable taste, are now so cheap that they to be found in every workingman's house.

Some of the earthenware is decorated with colored prints, which are transferred to the ware while it is in the biscuit state, this is called "under glaze." Some of the earthenware is "dipped" or "glazed" before printing, this is called "on the glaze," or "overglaze."

This printing on earthenware forms an important branch of industry in the decorative pottery trade, and it finds constant employment for numbers of men, women and children, all of whom work together in the same workshop.

The men engaged at the press are known in the trade as "printers," the women who work with the printers, as "transferers," and the little girls who assist the transferers, as "cutters."

The apprentice printer is generally taken at adult age to the press, growing lads not being strong enough for the labor.

He usually serves but a short apprenticeship.

and generally allows so much in the shilling out of his earnings to his employer, while acquiring the necessary skill to follow his business.

A freman, skilled in printing and competent in color-mixing, is placed in each workshop to overlook the workers, and take entire charge of this branch of decorating.

The potter's printing press, in present use, is a lever cylinder, covered with thick flannel, with a movable table underneath. It is very much in the same form as the old lever type press.

Landscapes, figures, floral designs, and other patterns for embellishing, are engraved upon copper-plates by competent engravers.

The implements and other necessaries, requisite for practical printing are—one hog-hair brush, one large palette knife, one large iron palette, one large wooden "dabber," one "boss" or "bat," made of corduroy, engraved copper-plates, a large, square, flat-topped stove, a printer's press, a quantity of printer's tissue-paper to take the prints or transfers on, an jar of size.

The printer, when at work, stands facing the front of his press, with his right hand to his stove and his left hand to his table, or "bench." He commences work by damping with a brush, dipped in size, the top sheet of a pile of tissue paper placed upon the bench. The size is composed of soft soap and common soda, and it is used to prevent the color adhering too closely to the paper, allowing the print to leave the paper more readily when applied to the article that is to be embellished, and at the same time it prevents the paper sticking too firmly to the ware when in the "biscuit."

The printer next lays the copper-plate that he is about to take an impression from upon the top of the stove to get warm; this is done for the purpose of increasing the fluidity of the boiled linseed oil with which the color is mixed, and so enable the color to enter into the fine lines on the copper-plate more freely. After warming the copper-plate, the printer places some of the color upon it, carefully spreading the color over the slate with the wooden "dabber," then with the large palette knife he dextrously scrapes away all superfluous color. He next "bosses" or "bats" the plate clean with the "boss" or "bat," made of corduroy. This done, he takes a sheet of the sized tissue paper, and laying it evenly over the surface of the copper-plates, passes the plate, thus prepared, under the press. To remove the paper impression from the copper-plate, he first breathes upon the paper, and then gently loosening the corners, lifts it from the plate. The print is now ready for the "cutter."

After using, the copper-plates are thoroughly cleaned with spirits of tar and placed into a box containing sawdust, and there left until required again.

The old French method of printing was to cast a sheet of glue, a quarter of an inch thick, diluted, while warm, to such a consistence that, when cool, it was perfectly flexible, and pliable as leather. The impression was first taken from the copper plate upon this sheet of glue, and then transferred to the article requiring decorating. The glue could be applied two or three times before taking a fresh impression

from the plate. This printing was all done by hand.

Black printing, in the Potteries, was, at one time, done by a similar process, the gelatine bats being cast upon dish-bottoms, and then cut to the size required for the patterns. But this printing from bats has now fallen into disuse. Printing in gold has engaged the attention of manufacturers for some time past, and some of them have been so far successful, that they have considered it necessary to take out patents to protect their process.

The gold is used in the form of a powder in one of the processes, the pattern being first printed on the ware in a kind of preparation, and then, while the preparation is moist, the gold is dusted over it. The application of the photographic art to the embellishment of china and earthenware is fairly successful, but, as yet wants perfecting.—*Potter's Gazette.*

Coal in the Far North-west.

There are coal beds in various points in the North-west of the United States, and also in the British possessions, which are believed sufficient to supply the millions soon to be found there, for centuries. One portion of the territory partially examined forms the south-western angle of the North-west territory, and is drained chiefly by the Bow and Belly rivers and their tributaries, though a portion of it lies in the Missouri Basin, and is drained by the Milk River. It embraces about 20,000 square miles, and extends from the 111th meridian westward to the Rocky Mountains, being bounded on the south by the international boundary line, and on the north by the 51st parallel of north latitude.

The different kinds of coal vary from lignites "to materials containing a very small per cent. of water, forming a very strong coke on heating, yielding abundance of highly luminous hydrocarbons, and precisely resembling the ordinary bituminous coals, though of cretaceous or laramie age." They are slightly superior to those of the Souris region. Many of the seams are thin, and successive layers are divided by shales and other materials. Four or five layers so inter-stratified are not infrequent. Several of the seams are less than a foot in thickness; two are four feet eight inches thick, at the mouth of the St. Mary River there is one having a thickness of three and a half feet. Seams of about eighteen inches thickness are frequent, others are of various lower sizes, intermediate between those mentioned. The total varies from 9,000,000 of tons to 4,900,000 the square mile.

How far the coal deposits will be found to extend it is to soon yet to estimate, but from east to west they are found in places 500 miles apart, and from north to south they are never over 250 miles apart.

Grain Handling at Montreal and New York.

The *Millers Journal* of New York publishes an article on the comparative charges for handling grain at these two ports, from which we take the following:

"Chicago and Montreal, we notice, are watching with keen interest the action of our

State Legislature upon the pending bill to reduce the cost of grain elevating at this port. The latter, naturally, is in favor of the charges remaining at the present high-water mark, as the effect must be to divert trade to that port; while the former, with an intelligent sense of self-interest, it is certain, stands ready to patronize the port which promises to do the work for the least money. The *Chicago Tribune* is warning New York not to be so unwise as to play into the hands of the Canadians, and supplements the warning with a recapitulation of the comparative cost of doing business at New York and Montreal that tells anything but to our advantage. Thus, the charges for handling and transferring 1,000 bushels at present rate as follows: In Buffalo, \$15.25 for trimming, elevating and cleaning, and in New York \$19.50 for the same work. Add to these charges \$2 for the scalper's fee in Buffalo, and the total expense of handling the grain in the two cities is \$36.75. It is alleged that the actual cost of doing the work in the two cities is less than \$10, which gives the elevators and their associates in the business a profit of about \$26 on every 1,000 bushels handled. On the other hand, the total charges on grain shipped to Europe via the Welland Canal, requiring only one transfer at Montreal, are stated to be \$9 per 1,000 bushels, which includes trimming in, trimming out, and elevating. This makes a difference of \$27.85 in favor of the Montreal route, or 27 cents per bushel less by the Canadian canal than by the way of the Erie Canal to New York. The rates under the bill pending in Albany will be as follows per 1,000 bushels: For transferring at Buffalo, \$10.25; for elevating, weighing, cleaning, and delivering at New York, \$14.40; total, \$24.75, which is still \$15.75 more than the same charges by the Canadian route.

An exchange, in discussing English and American railways, finds that the percentage of earnings to capital in the United Kingdom and the United States has a different meaning, for the reason that railroads in Great Britain "are not mortgaged so heavily" as those in this country. The average net earnings of the English roads in 1880 were 4.72 per cent. on the total capital, while in that year in the United States the average was 4.19 per cent., and the dividends on the former were 4.72 per cent., against an average of 4.50 per cent. for the roads of this country. That is to say, the railroad capital of the United States is nearly equally divided between mortgages, bond, and share capital, "the former paying an average of about 6 per cent, and the latter about 3 per cent." The English roads report an average cost of about \$196,500 per mile, and roads here a capital average about \$60,500 per mile. The average working expenses of the English roads are less than the American, the proportion of expenses to receipts being, British, 51.6 per cent., and American, 60 per cent. The average gross income per mile in 1880 was about \$7,000 on the British lines, and on the American lines about \$5,500.

The first vessel leaves Combingwood for Duluth this week, and thus opens navigation on Lake Superior.

The Commercial

WINNIPEG, MAY 8, 1883

A WINNIPEG GRAIN EXCHANGE.

Two weeks ago a correspondent called attention to the necessity for a grain exchange in Winnipeg, and in this issue will be found another letter upon the same subject.

It does seem strange that while grain production is what the progress of Manitoba and the North-west must be founded upon, the business of marketing and handling of grain in this city should be in a more chaotic state, than almost any other branch of trade. To day there is but one elevator of a capacity of some 30,000 bushels in the city, and that is as yet in an incomplete condition. Dealers in grain are at present compelled to secure storage in vacant buildings in different parts of the city, the cartage to and from which must be a heavy item of expense of handling grain. The storage to which has to be paid for this very inefficient storage is at least double what is charged in any city where a public elevator system exists, and it is necessarily a very heavy burden upon parties connected with the trade. To get over these difficulties a very necessary initiatory step is the organizing of the grain interests of the city and surroundings, so that intelligent action may be taken. It is clear from the apathy which has been displayed upon this question by all outside of the grain trade that no outside assistance can be expected, at least until the grain interests are combined, and can make their wants in the matter definitely known. As yet these interests are not very powerful in the city, but their organization into a grain exchange will concentrate their power, and give it more chance of making itself felt. Assistance is always most easily obtained by those who show a disposition to assist themselves, and a move towards union of the grain men of Winnipeg will at least prove that they are in earnest about their interests, and earnestness alone is something of a guarantee to those from whom aid is asked.

But outside of the pressing demands of the grain trade, there are other reasons for the organization of a grain exchange, and one very potent one is the prevention of the grain trade of the city becoming merely a basis of wild speculation. Some of the leading grain centres of this conti-

nent are feeling the effects of this speculative class gaining a footing in their markets, and to such an extent has this been carried in Chicago, that at least seventy-five per cent. of the transactions in futures upon the Board of Trade there are purely speculative, where actual delivery was never calculated upon. It is the power of this element in Chicago which has caused so many produce transactions to seek a settlement in the courts of different States and even of the nation. A grain exchange now organized before speculation has found a footing in the grain trade of the North-west and composed of men interested in the progress of the legitimate grain trade, would be to Winnipeg a guarantee that speculation would be well held in check in connection with this branch of business in the city.

An inquiry among the grain men of the city reveals the fact that there is a general desire for some sort of organization, and only some leading spirit is wanted to take the initiatory step. It remains to be seen if any person or persons will make the move, and set the work of organization in motion.

THE HUDSON'S BAY ROUTE.

There are usually an unlimited number of objections raised against any great scheme, even when the same is intended to be a benefit to a large proportion of mankind, and to such an extent is this the case, that not a few great minds have agreed, that a scheme which finds no opposition is invariably valueless, and that one which has powerful opposition is very likely to be not only valuable but practicable. This theory is true so far, that almost without exception great undertakings have had bitter opposition, and the most noticeable thing about the opposition in some cases has been, that it was strongest with shrewd far-seeing men, who might get credit for better judgement. Thus the idea of laying of a transatlantic cable was scouted by many who were credited with sound judgement and good practical knowledge, and the cutting of the Suez canal was considered by such a shrewd statesman as Lord Palmerston as a wild fancy of Ferdinand de Lesseps.

It cannot be expected that such an undertaking as the opening of a route from Winnipeg to Europe, by rail to the shore of the Hudson's Bay and thence by steam ship, would escape the adverse criticisms

of many who can with a show or reason lay claim to practical knowledge upon the subject. The whole scheme will find many who will characterize it as a crazy dream of North-western enthusiasts. Such is the style of opposition that the project will meet with at present, and in an undertaking where the favorable consideration of the capitalist is an absolute necessity this kind of opposition has frequently a killing effect. The first formidable opposition therefore has to be overcome, before the funds to commence the undertaking can be secured. But when these objections are overcome, the real and interested opposition to the Hudson's Bay route will then commence. Few people have taken into consideration how far the opening of this route would come into conflict with the pet idea of leading Canadian statesmen namely of retaining Canadian traffic in Canadian channels. The opening of this route would certainly not direct traffic out of Canada, if Canada includes the whole Dominion. But unfortunately the idea above stated means in the minds of a large majority of eastern Canadians the forcing of the marketable products of the North-west to the Atlantic seaboard through eastern provinces, and the exporting of these by Hudson's Bay would find as bitter and determined opposition as their going through the United States.

It must be borne in mind that a very great number of people in the eastern provinces look upon the North-west as a country which they are patronizing, and have made great pecuniary sacrifices to develop. The whole Dominion outlay in connection with the construction of the C. P. R. are debited to this country while the value of North-western lands, the proceeds of which go into the Dominion treasury, are not considered any return. Nor does the quarter of a million duties collected at the ports of Winnipeg and Emerson during the past month amount to anything in the judgement of these self-important individuals. These resources and revenues must be taken from the North-west, as a pocketful of money would be taken from a juvenile, to be dealt back periodically in pennies as the custodian deemed wise and expedient. It is in such a spirit that North-western progress is too often viewed in the east, and experience has shown that all progress here must be subservient to the interests of the east. Such will in all

probability be the spirit of the opposition to the Hudson's Bay route, once the projectors of the same have the funds to prosecute the scheme at their disposal.

But there is another element of opposition which the great scheme will meet with, and that will come from the combined influence of the railroads of the United States. The opening of the Hudson's Bay route would naturally direct a large share of the grain of the North-western States from its former channel of travel to the Atlantic. Northern Minnesota and Northern Dakota would find in this route a cheap means of transportation to Europe, and would naturally avail themselves of the same. It would then be seen how quickly the railway interests of the United States and Eastern Canada (now in opposition) would unite to oppose the great northern route, and their combined power would be something enormous to contemplate.

Taking a calm view ahead it is not difficult to see that the opening of a route from Manitoba to Europe by the Hudson's Bay must meet with almost unprecedented opposition from powerful influences. But there is scarcely a doubt but the route will be opened, although the opposition may delay it, and should the navigation of the Northern Bay and the straits leading out of it to the Atlantic be found navigable for only three months of the year, then there are people in this North-west, who will live to see Fort Nelson as busy a point with emigrants as Castle Gardens, New York.

The safety and practicability of navigating the Hudson's Bay and Straits it is not our intention now to discuss. Opinion upon this point can be produced pro and con just as the interests of the giver lean. It must be kept in mind however, that all navigation of the same has heretofore been accomplished with sailing ships, many of which were not of the most approved build for the undertaking. If for a hundred years the voyage from Europe and back could be made in the same season by such craft, it remains to be seen what could be accomplished by first class steamships constructed specially for the traffic. The engineering skill of the North-west has already discovered, that the difficulties in the way of constructing the proposed railway from Manitoba to the Hudson's Bay shore are by no means of an insurmountable character, but will be comparatively easy to overcome. The

procuring of funds will as stated be about the greatest difficulty. With these engineering difficulties overcome it is not at all likely that Britain, the greatest maritime nation of the world will fail to overcome the difficulties and drawbacks of the voyage to and from the shores of the Bay. A proper trial of the undertaking would we believe divest that northern outlet of many of the terrors it has presented to mariners for the past hundred years.

MORE SLAUGHTER SALES.

In our last issue we drew attention to the great amount of injury that was being done to the trade of the city by the numerous slaughter sales of goods that were going on in retail houses, and especially in retail dry goods houses. Our remarks were well received by the great body of the merchants of the city, while the few whose course we complained of have naturally disliked them. That we were as near as possible to the truth has been shown by the developments of the past week. As predicted in the article in question, several houses who were in a perfectly fit state to weather through and carry their stocks under ordinary circumstances, have been compelled to commence the cheap sale course also, and at the present moment nearly half a million dollars worth of dry goods are now seeking a forced sale in Winnipeg, or nearly twenty dollars for each man, woman and child in the city. Under such a state of affairs it is scarcely necessary to state that the dry goods trade of Winnipeg is hopelessly demoralized for the present season, and it will require at least one year from the present date to enable it to recover to a state even of moderate steadiness. Houses who have during the past week embarked in the slaughter sale line, have done so as stated, against their will, and only as a matter of self-protection, not from injury, for that they must suffer, but from aggravated injury, for which they are not themselves responsible.

An inquiry into the origin of the present slaughter sales reveals a course of the most culpable recklessness on the part of houses who were the first to embark in it. We learn of one firm for instance, who last season made purchases of from \$50,000 to \$60,000, when under any reasonable system of buying \$15,000 would have been the necessary supply. This quantity too was purchased on top of a stock of

nearly \$100,000, and rumor has it also, that the capital of the firm consisted almost wholly of money borrowed from friends. To secure credit for such an amount was no difficult matter six months or a year ago. The North-west had up to that time paid for its importations with a promptitude which gave eastern men unlimited confidence in its merchants, and few of them thought when filling liberal orders, how much that confidence was being abused. The reputation of Winnipeg in the markets of the east is quite different now. During the past week quite a large number of dry goods travelling men have left the North-west for their homes, feeling that under present circumstances it is not safe to sell goods to almost any retail house in their line. Reactions always run to extremes, and from over confidence it is only natural for these eastern travellers to run to the opposite extreme of commercial timidity. But their timidity is well founded, and while it lasts will cause incalculable injury to the credit of Winnipeg and the North-west generally. Unthinking people do not calculate what injury has been done to the trade of the city during the past two weeks. Of the great quantity of goods now offered at cheap sale, not more than one third, or perhaps less than one fourth will be sold during the present season; and the bulk of the purchases will be selected from the most staple lines, the precarious parts of the stock being nearly all left behind. In case any of the struggling houses come to insolvency, and that is not at all impossible, the remains of their goods will furnish unlimited stock for the cheap sale trickster or snide auctioneer, to mix with a few staples from time to time, and thus continue the bankrupt stock sale indefinitely. It is questionable in fact, if the parties who have commenced this trouble have yet the slightest idea of the prolonged injury they will inflict upon the trade of the city.

The more hopeful portion of this community may think that this picture of Winnipeg trade affairs is unnecessarily gloomy. But its statements regarding present affairs are undeniably facts; and no one will be more thankful than ourselves, should the developments of the coming year prove brighter than we have foreshadowed. It is best however to look at difficulties squarely in the face, and prepare to meet them in their worst form. By such a course an over estimate is productive of an agreeable surprise.

CANCELLING INSURANCE POLICIES.

The right of insurance companies to cancel fire policies without a moment's notice is now being discussed by some leading newspapers of the United States, and the criticisms in many instances are not of the most flattering nature towards insurance companies. There can be no doubt but that there seems to be a genuine harshness in compelling an insurance company to maintain a risk after the same is attended with circumstances which were unforeseen and not calculated upon when it was assumed. But the same may be said of contracts entered into in every branch of business. A manufacturer when he enters into a contract to supply a certain amount of goods by a certain date cannot shelter himself under a plea of unforeseen circumstances, and refuse to complete the contract, after a part of his work has been done. In the same manner the merchant is bound by an agreement, no matter what circumstances may attend the fulfillment of the same. Why an insurance company should be allowed the right of repudiating its contracts when other parties are so bound is hard to explain, unless it be upon the ground that the principal commodities dealt in by such companies are promises, many of which are of the most vague description, and made in very ambiguous language.

But it is worthy of notice the manner in which insurance companies reserve the right of cancelling policies. All companies have their long and short rates of premium, the latter being usually much heavier, and are charged upon risks carried for less time than one year. An examination into some policies reveals the fact, that when some companies assume a risk upon the long rate of premium, their right of cancellation in the same policy distinctly states, that when such a course is pursued, they have the power to charge the short rate premium for the time they carried the risk; as they are the man in possession in all such instances, having the insurer's paid up premium in their possession, they have a decided start of their man in case any litigation over the matter should be instituted by him. In fact if a careful examination of a policy is made by the insurer he will find that in every point where a dispute may arise he stands at a disadvantage. Like the young sport in the hands of the professional gambler he

is badly handicapped at every point. Insurance managers are necessarily experts in their business, and in the study thereof their own gain and not the interests of the insured receives the weight of their consideration. Philanthropy and business seldom go hand in hand, and they are less so in the management of large corporations than anywhere else. To such an extent is this principle carried out by insurance corporations, that a majority of the policies issued, in the west at least, are valueless so far as guarantee to the insured is concerned, and a large proportion of the claims paid by insurance companies, are paid more as a matter of business policy, than because the law would compel payment; while the fact that western jurors are not over-scrupulous, about technicalities in a suit against an insurance company, and return verdicts more in keeping with the spirit of justice than with the maze of quibbles fixed up to mystify insurers, has a powerful influence in preventing many claims from being contested in law-courts.

Now that this question of cancellation of risks has been taken up by newspapers able to carry influence among the business public, it turns out that journals devoted to the insurance interests take a bold stand in favor of the insurance companies, and with a coolness that looks like dishonest impudence, completely ignore the interests of the general public.

Insurance has come to be weighed down with a load of conditions that are not only cumbrous but unjust in almost every respect towards insurers, and any movement that will tend to wipe out any of these loop holes for repudiation should meet with the hearty co-operation of the business public generally.

TREASURY FLUCTUATIONS.

A little over a month ago, when money rates made a sudden advance in the United States, there was a loud cry from a certain class, that the Government treasury department was responsible for the tightening process. There always will be those who blame a government for every misfortune that befalls trade matters, and there is no reason why these should be wanting in the United States.

It is astonishing how quickly chronic kickers do change their cry, when it becomes necessary to do so to secure grumbling capital. The same parties in many instances, and as a rule the same class who complained so loudly about a glutted

treasury are now equally emphatic in their cry about its present slim condition. A falling off in customs receipts and in land revenue, with the demands for pensions and back pay have done their work well. The month of April showed a falling off of United States customs duties of \$4,750,000, of Internal Revenue receipts of over \$2,000,000, and in other sources of national financial supply of over \$1,000,000, making in all a falling off of over \$7,750,000, compared with the month of April 1882. Even the usually well stocked treasury of the United States must feel such a shortage, and the reasons

why it should exist are both many and varied if we are to take the interpretations of different American newspapers. The ultra protectionist sheets naturally attribute the whole affair to the late tariff bill, forgetting that a large proportion of the falling off is in quarters unaffected by tariff changes, although the deficiency in Customs collections may be attributed to exporters holding off, until the new tariff take effect on July 1st. But the increase after that date will make up quite a share of this deficiency in all probability. The press of the country dislike very much to face the facts in the case honestly, which are that a general contraction of expenditure and consequently of revenue-paying is now in process among the people of the United States, which has its origin in threatened stagnation in trade. Like other portions of this continent, the United States are feeling the reaction from over confidence, and the national treasury only reflects the state of the country, which should be the only influence that would rule its fluctuations. It is not wisdom for a government to take hasty steps in a movement of contraction, but it should be ready to shape its financial policy to suit the trade wants of the country. In this the United States Government are perhaps a little slow, but its course under such circumstances should be to adopt every practical move that will tend to relieve any pressure upon the commerce of the country. The warning cry has been sent forth from the iron trade, and the lumber industry will soon join in the same. Many minor industries are suffering, and the trade reports from the most reliable sources indicate a necessity for business retrenchment, as a course of further inflation may end in disastrous collapse. Panics are said to be rather regular in their visitations about once every ten years, but it is to be hoped that 1883 will not produce such a collapse as took place in 1873. Governments even when they have no claims to being paternal can do much to avert such calamities.

WINNIPEG MONEY MARKET.

The past week has been one of caution as well as stringency in monetary circles in Winnipeg. The approach of the fourth was awaited with some anxiety, and in some cases preparations beyond the usual were ready for any emergency that might turn up. That day, however, passed over with an ease which was an agreeable disappointment to many, and the proportion of paper met was much greater than might have been expected. The demand for money at the banks has been quite active during the entire week, and for commercial purposes it has been rather heavy. Still there has not been the close compressed feeling which characterized some weeks earlier in the year. Banks have been more careful in the selection of paper, but in few instances have they failed to meet the full demands of commercial customers. The falling off in deposits showed that every effort was being put forth without calling upon the banks, and these were compelled to act with a cautious hand. In the east the stringency has not increased during the week, and that has kept extra outside pressure from being felt here. Rates have remained unchanged. Gilt edge commercial paper is still good at from 9 to 10 per cent and ordinary at 11 to 12.

In mortgage loans on landed property the transactions of the week have not been numerous, and none have been heard of below 10 per cent. Money for such loans is not so scarce in the city as might be expected.

WINNIPEG WHOLESALE TRADE.

The past week has been one of considerable nervousness in commercial circles in this city, and not a little uneasiness was felt by many wholesale men as the dreaded fourth of May approached. It had become a settled fact in the minds of all that a great load was being carried by most mercantile men, and it only required a little more pressure in some instances to produce very unwished for results. The demoralization which has pervaded the wholesale dry goods business for two weeks has had more or less of a sympathetic action upon other branches of business and produced an uncertain feeling upon trade generally. This, added to the fact that every energy was being strained by retail merchants to meet the demands of the fourth, caused quite a lull in many lines of business which was quite unexpected after the improvement which took place in trade generally during the latter part of April. The report of the week is rather a mixed one, and is no brighter than that of the previous one, but rather the opposite. In some staple lines a good volume of business has been done while in the majority there has been more or less complaining. In collections there was a lull previous to Friday, resources being held for that day, the results of which, so far as can be learned, has been rather an agreeable surprise to most wholesale men, so limited was the demand for renewals. There has evidently been a burden lifted off the mercantile community, and a few weeks of easier money and freer trade may now be expected.

AGRICULTURAL MACHINERY.

In this line there has been considerable activity, although some complaints have been heard that as yet the volume of trade had not reached the expectations of the complainers. The general report is that up to date the business done is much in excess of what it was at this date last year. The season has no doubt been much earlier, but once seeding is over it is expected that the demand for harvesting machines will greatly increase, and in such a case the trade of this season will be much greater than that of 1882. During the past week about 14 cars of goods have been shipped to points in the country, and goods are still arriving from the south and east in heavy consignments. There have been but few delays in freight, and the track of the importers of machinery has so far been a clear one.

BOOTS AND SHOES.

In this branch of trade there has been a steady business during the week, but wholesalers have not been rushed. The volume has been slightly less than that of the previous week, but has not been a disappointment to the trade. Country demands are not heavy, while the city trade has held reasonably good. Collections are reported close, although the paper of the fourth was well attended to.

CLOTHING.

There has been a slight stir in this line during the week, although the volume of trade done has not been heavy. Orders have been for sorts, and were in most cases light. Travelers who are out with samples of winter goods find sales very slow and retailers very unwilling to invest. The sorts trade has therefore composed nearly all the business of the week. In collections a few part renewals are reported, all of which are at very short dates.

CROCKERY AND GLASSWARE.

A temporary lull in business is reported from this branch for the week. There has been no dullness, but a falling off from the activity of the previous week took place. The trade, however, is in a very satisfactory state, and confidence in a speedy revival is general. Collections are reported fair to good, only a small proportion of renewals being asked for.

DRUGS AND CHEMICALS.

From this branch of business comes rather a cheering report for the week. Houses here have been busy, and in one instance considerably rushed, and numerous orders are still on hand to be filled. There has been no special demand to cause the activity, but a general reviving in both country and city trade. There is no doubt but the wholesale drug interest of the city is making about as rapid progress as any branch of business, and the area of operations is rapidly widening. The trade is now in a solid and safe condition.

DRY GOODS.

From this staple line of business the report of the week is of a very discouraging nature. The city trade is practically dead, no demand for goods coming from there. The country demands are also light, and with the caution which wholesalers are exercising added, the

volume of business for the week has been rather limited. The whole trade is carrying a load, and the rash action of some leading retail houses in the city in deluging the market with goods at cut prices is daily adding to the weight of the same. The fact is gradually forcing itself upon both wholesale and retail men that the business of this season is already destroyed, and a struggle for safety must take place before the coming fall. The report of collections is not much brighter than that of sales, and does not afford much reason for hope in the future. The trade is in short demoralized, and will take months to recover and reach a satisfactory state.

FANCY GOODS AND SMALL WARES.

In these lines a fair average trade has been done during the past week, which would no doubt have been heavier but for the sympathetic feeling with dry goods. One or two houses report a very satisfactory state of affairs, both in sales and collections, while others find reasons for complaining. The continued fine weather has given quite an impetus to the fancy trade, and this will in a great measure account for the hopeful reports.

FISH AND POULTRY.

In fresh fish the variety on the market has not changed since our last report, and is still confined to pike, pickerel and white fish. There have been no changes in quotations, pike and pickerel being still at 3c and white fish at 5c. Findon haddocks are still quoted at 12½c, although one cleaning out lot was sold during the week at 10c. There were no novelties on the market. Oysters are still to be had at 60c for selects and 50c for standards. The supply of poultry was confined to a few chickens, not enough being offered to admit of wholesale quotations being given.

FUEL.

There has been no change as yet in the price of coal, and none will take place until the new freight rates on the C. P. R. are in force. Anthracite is worth \$15 delivered, and bituminous \$13.50 to \$14.50. The demand during the week has not been a heavy one. Wood still holds at \$6 for dry poplar and \$7 to \$8 for tamarac, although navigation is now open. The demand has fallen off very much during the week, owing to the continued mild weather.

FURNITURE.

From this business comes the most flattering report of trade for the week. There has been numerous heavy shipments to western points during the week, and life and activity has been general. At present orders are on hand which cannot be completed until further receipts from the east are available, and the factories of the city have all on hand that they can attend to for some weeks to come. The report of collections is equally encouraging, and the whole trade is in a very prosperous and satisfactory condition.

FRUIT.

There has been quite a steady feeling in this trade during the week, and wholesale men express satisfaction with both sales and collections. There has been an easier feeling in the prices of some goods, and in some instances a

decline. Apples still hold firm at \$7.50 to \$8, according to quality. Oranges are easier, although the New York and other eastern markets show a firmness. Boxes are worth from \$7 to \$8. Lemons are also easier, and are quoted at \$7.50 to \$8. Some bananas and pine-apples have made their appearance, but not in quantities sufficient to admit of quotations. A few barrels of Almeria grapes are still to be had at \$8. This makes up the variety of green fruit. Cocoanuts are quoted at \$1.50 a dozen. Golden dates have made their appearance and are quoted at 11 to 12c in sacks and 15c in boxes. Figs still hold at 10c in mats and 14c in boxes. Loose Muscatel raisins have dropped to \$3 and black crown and tripple crown have also declined similarly, the quotations being \$4.75 and \$5. Dried apples are now a little too plentiful in the city, and are offered at \$12c

GROCERIES.

From this staple line we have a very encouraging report for the week. Sales have been heavy and have been well distributed over the country. The effects of the immigration is now beginning to be felt, and a number of weeks of really brisk trade is expected. Collections have improved also, and the trade altogether is in a very satisfactory state. There has been no change in the price of any staple article. Sugars are quoted at 9½ to 10½c for yellows, 11 to 11½c for granulated, and 12½c for Paris lumps. Coffees have ranged, Rios 15 to 18c, Javas, 22 to 28c.

HARDWARE AND METALS.

In this business there has been quite a lull during the week, especially in metals. It is now certain that the great calculations upon the building operations of the coming summer were a little too sanguine and the number of contracts that will be carried out will be much less than was expected some weeks ago. Hardware and metals for building purposes are consequently less in demand, and hence the quiet feeling of the past week. April was a very promising month, but May has opened with anything but a bright prospect, which, however, will no doubt clear somewhat as the month advances. There are no change in prices. Quotations are as follows: Tin plate, 14x20, \$8.00 to \$8.85; 20x28, \$15.00 to \$15.25; bar iron, \$3.75 to \$4; sheet iron, ½ to 6c; iron piping, 25 per cent off price list; ingot tin, 32 to 35c; pig lead, 6½ to 7c; galvanized iron, No. 28, 8½ to 9c, according to quality.

LEATHER AND FINDINGS.

The report from this trade for the past week is not so good as the last, a quiet feeling being experienced. There have been no change in quotations, which are as follows: Sole leather, No. 1 Spanish, 33 to 35c; kips, slaughter, 70 to 75c; B. Z., 85 to 90c; French first choice, \$1.15 to \$1.25; French calf first choice, \$1.40 to \$1.50; wax upper, No. 1, 55c; grain, No. 1, 55c; harness leather, 34 to 36c for

LUMBER.

The trade in this branch has not been so brisk during the past week as might have been expected. There still remains an unsettled idea in the minds of contractors and a belief that lower prices will be secured ere long. On

the other hand the dealers have a heavy stock on hand, and some are feeling the pressure of the same. The same unsatisfactory state of affairs noted in our last report exists regarding prices. There is yet no regular scale, and quotations of a reliable nature cannot be given. Prices are fixed according to the anxiety of the dealer to sell, and the purchasers have to search for who will sell at the lowest figures. The opening of the C. P. R. to Thunder Bay will no doubt do away with a great share of this cutting and bring matters to a regular system of reliable quotations.

STATIONERY AND PAPER.

The same satisfactory report comes from this branch of trade. Business is steadily good, if not rushed, and the area of the trade's operations is rapidly extending. Both city and country orders have come in freely during the week, and collections are also reported in a very encouraging state. Altogether the complaints from this source are very few.

WINES AND SPIRITS.

In this trade there is the same quiet feeling noted in our last report. The business of the past week has not been a heavy one, but it has, like that of former ones, been safe, as collections are reported all that could be desired. There have been no changes in prices of staple goods, and quotations for duty paid staple goods are as follows: Hennessy's one star, in cases, \$14; V. O., in cases, \$18; Jules Robin, cases, \$10.50; in wood, \$4 per gallon, Imperial measure; Pinette, in wood, \$4 per Imperial gallon; Louis Freres, in cases, quarts, \$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, \$11; green cases, \$6; Old Tom gin, Bernard's, in wood, \$3.25 per gallon; Booth's, in wood, \$3.25; Booth's, in cases, quarts, \$8.50; Scotch whisky, Ramsay's in wood, \$4; Stewart's, in cases, quarts, \$8.50; flasks, \$9.50. Irish whisky, John Jameson & Sons, in wood, \$4.50; Bernard's, in cases, quarts, \$8; flasks, \$9.50. Jamaica rum, \$3.50 to \$4 per gallon. Domestic whiskies, Gooderham & Worr's, in wood, \$1.65 per gallon; 65 o. p. rectified, in wood, \$3.50; W. F. L. five year old, \$2.50 per gallon, cases, quarts, \$7.50, flasks, \$8.50.

THE MARKETS.

WINE, ALE &

GRAIN AND PROVISIONS.

There is very little improvement to report in the grain market of the past week, and, like report of the week previous, it is altogether a dull one. There has been scarcely any movement in any class of grain, and dealers are not at all anxious to purchase at any figures. No wheat has reached the city by rail, with the exception of a few ears from different points in the country, where it had been stored for some time past. These ears make up the cleanings out of country warehouses, and unless what is now held by millers there is no stock of wheat on sight, and very little in the country outside of the farmers' hands. About half a dozen cars have been shipped east via Duluth, which is probably the last that will seek an eastern market, until the route via Thunder Bay is

open for freight. It is totally different with rough grain. Not that the receipts are liberal in this respect, but the stock held in the city is heavy, and holders are beginning to complain of the expensive storage which they have to pay.

In provisions the trade has been generally good, and a feeling of satisfaction, if not of high hope is general, while prices in several staple articles have advanced. There is no reason for complaint in this branch, but in grain the week while not being quite so monotonously dull as the previous one has not developed any activity, and indeed none is expected until lake navigation is thoroughly opened.

WHEAT

The standing offer of millers is 80c for good Red Fife, and good dry lots for milling purposes would bring a cent or two more. Mills are running only a portion of their time to keep pace with the home demand, and are consequently not reducing their stock very fast. Still the amount on sight is so limited, that with the opening of lake navigation and the Thunder Bay route an advance in price is not at all unlikely, especially if eastern markets maintain the firm feeling which has characterized them for several weeks. There is still considerable wheat in the hands of the farmers, and the portion of it which is dry and in good condition to keep over warm weather, may bring a much higher price than it will at present.

OATS.

Only an odd car or two from country warehouses have been received in the city during the past week, and no more is wanted, as every available place for storage is now brought into requisition. Dealers express disappointment that the demand is so light at present, and are in anything but a hopeful mood over the prospect. The nominal quotation is 40c for good oats, but the price is held up to that on account of the heavy stocks in the city, which compel dealers to make an effort to hold up prices. None of them however are anxious to buy at the above figure. Altogether the oats trade is in a very unsatisfactory state at present.

BARLEY.

There is no barley coming to market, and none is wanted. Dealers have large stocks which they have held for weeks, and there is no demand at present. Prices are nominal at 40 to 42c.

No other grain to be had at present.

FLOUR.

The trade done at the mills during the past week has not been heavy, although there has been a good home demand both for the city and country points. With mills only partially running the stock is not increasing, and prices have held steady. There have been no shipments to the east, and none are likely to be made until freight can be forwarded by the C. P. R. to Prince Arthur's Landing. Prices have not changed, quotations being: Patents, \$3 to \$3.20; xxx or strong baker's, \$2.50 to \$2.60; baker's, \$2 to \$2.10; trader's or xx, \$1.50.

BRAN.

The stock of bran is rather low at present owing to mills having shortened production. The demand however has not been heavy during the week, and prices remain at \$10 a ton in car lots.

SHORTS

Are equally low in stock and slow in demand. The price has held at \$12 a ton in car lots during the week.

CHOPPED FEED.

The demand for this product which had been active during several weeks, has fallen off, owing to so much damp wheat being used for feed. There has been no change in price, \$28 a ton being the quotation.

POTATOES.

There is still rather a scarcity of these in the

city, although there have been considerable receipts during the week. Some dealers still hold to \$1 a bushel, but 90c was quoted in some instances. With the continued good weather and roads receipts will doubtless soon increase and prices soon decline.

BUTTER.

There has been almost no change in the butter market of the city during the past week, except that creamery has been a shade easier in price, 30c being the highest quotation heard. Choice dairy still sells at 26 to 27c, with 28c for gilt edged. Lower grades range from 21 to 25c. The stock of really good butter in the city is still small, and receipts promise to be light for weeks to come. Poor qualities are still plentiful, although little in demand and hard to sell. None of the new season's butter has yet been received from Ontario, but some consignments are expected during the current week.

EGGS.

There has been quite an effort to hold up the price of eggs during the week, and the slight stiffening in Ontario and United States during the early days enabled dealers to do so to some extent. Still a drop has taken place to 22 and 23c, and a still further decline is expected soon. One dealer reports quite a liberal supply from local sources, and hints that during the coming summer the city will be very little dependent upon imported lots. The stock in the city is growing and will be liberal from this date forward.

CHEESE.

There has been no change in this commodity, and the price of prime goods during the week remained steady at 16c. New Ontario goods may soon be expected here, and a decline in them not unlikely.

HAMS.

There has been a stiff feeling in hams during the week, caused by the advances at curing centers and an active local demand. Prime smoked sold up to 16½c and ordinary at 16c. There is at present a good supply of prime Canadian goods, which hold their own in price with the finest American.

BACON.

As in hams, the feeling has been firm during the week, and prices if they have not advanced have been more easily obtained by dealers than during the previous week. Dry salt has been in good demand at from 14 to 14½c; long clear smoked has sold at 15c, and spiced roll at 16 to 16½c. Breakfast bacon was quoted at 16½c.

MESS PORK.

With the advance in prices at Chicago and other packing centers there has been a corresponding firmness in this city. Early in the week the quotation of our last report, \$25.50, was adhered to, but near the close an advance to \$26 was made, and the current week opened with some quotations of \$25.50. It seems evident from the packing figures of the present year, compared with last, that pork must hold firm for some time to come, and it is not improbable that a further advance will take place in this market before the close of May.

MESS BEEF.

There has been very little demand for this product during the past week, and although quotations have held at \$19, they are to some extent nominal, and it is probable that a heavy purchase could be made at \$18.50. The stock in the city is still quite liberal.

MINNEAPOLIS.

The grain markets of the past week have again been buoyant, and a steady advance has been maintained. The week opened with a steady feeling, and until Thursday no marked rise was made, although an upward tendency was evident. From that day the advance was

rapid. Corn made a slight advance on Wednesday, but did not retain it on Thursday. Oats have shown some firmness but have not been active during the week. Flour has shown a log-like steadiness, scarcely a fluctuation occurring during the week.

On Tuesday the market opened with a steady feeling all round which was varied very little during the day. Quotations were as follows.

WHEAT, No. 1 hard, \$1.12 to \$1.12½; No. 1, \$1.07 to \$1.08; No. 2 hard, \$1.07 to \$1.08.

CORN, No. 2, 50 to 50½c; rejected, 45 to 48c.

OATS, No. 2 white, 41 to 42c; No. 2, 40½ to 41c; rejected, 37 to 40c.

FLOUR, patents, \$6.50 to \$6.90; straights, \$5.50 to \$6.25; clears, \$5.25 to \$5.40.

On Wednesday there was a slight upward tendency in wheat, but no actual advance, while No. 2 corn advanced about ¼c. Flour was unchanged. Quotations for the day were:

WHEAT, No. 1 hard, \$1.12 to \$1.12½; No. 1, \$1.08 to \$1.010; No. 2 hard, \$1.08 to \$1.10.

CORN, No. 2 50½c to 51c; rejected, 45 to 48c.

OATS, No. 2 white, 41 to 42c; No. 2 40½ to 41c; rejected, 37 to 40c.

FLOUR, patents, \$6.50 to \$6.90; straights, \$5.50 to \$6.25; clears, \$5.25 to \$5.40.

On Thursday wheat made a decided advance, No. 1 hard rising about 1c. Corn eased off a little, while oats were unchanged. Flour did not make any change. Quotations of the day were:

WHEAT, No. 1 hard, \$1.13 to \$1.13½; No. 1, \$1.08 to \$1.10; No. 2 hard, \$1.10 to \$1.11.

CORN, No. 2, 49¾ to 50c; rejected, 45 to 48c.

OATS, No. 2 white, 41 to 42c; No. 2, 40½ to 41c; rejected, 37 to 40c.

FLOUR, Patents, \$6.50 to \$6.90, straights, \$5.50 to \$6.25; clears, \$5.00 to \$5.40.

On Friday receipts of wheat were liberal, amounting to 55,000 bushels. The demand was good and sales were free, quotations changing very little from those of Thursday. The following are those of the day's business:

WHEAT, No. 1 hard, \$1.13; No. 1, \$1.09 to \$1.10; No. 2 hard, \$1.10 to \$1.11.

CORN, No. 2, 49¾ to 50c; rejected, 45 to 48c.

OATS, No. 2 white, 42 to 42½c; No. 2, 40½ to 41½c; rejected, 37 to 40c.

FLOUR, patents, \$6.50 to \$7.00; straights, \$5.50 to \$6.25; clears, \$5.25 to \$5.50.

On Saturday wheat receipts were again liberal, but prices held firm, while flour maintained the slight advance it had gained on Friday. Quotations for the day were:

WHEAT, No. 1 hard, \$1.13; No. 1, \$1.09 to \$1.10; No. 2 hard, \$1.10 to \$1.11.

CORN, No. 2, 49¾ to 50c; rejected, 45 to 48c.

OATS, No. 2 white, 41 to 42½c; No. 2, 40½ to 41c; rejected, 37 to 40c.

FLOUR, patents, \$6.50 to \$7.00; straights, \$5.50 to \$6.25; clears, \$5.25 to \$5.50.

CHICAGO.

The past week's markets have developed a very firm feeling in all kinds of grain, and, contrary to the expectation of many, a general advance in prices took place. Wheat held steady during the first two days, but started upward on Thursday. Corn did not make any very marked advances but kept steadily on the upward tendency, while oats followed a similar course. Pork has not made a great advance

during the week, but no symptoms of any decline are apparent.

Tuesday was rather a weak day in wheat, while corn held firm and steady, as did oats and pork. Closing quotations were:

Wheat,	May,	\$1.12	June	\$1.14½
Corn,	"	55½	"	57½
Oats,	"	41½	"	42¾
Pork,	"	\$19.47½	"	\$18.60
Lard,	"	\$11.65	"	11.80

On Wednesday wheat opened lower, but advanced near the close. Corn was a shade lower and oats firmer. Pork and lard both closed easier. Closing quotations were:

Wheat,	May,	\$1.12½	June,	\$1.14½
Corn,	"	55¾	"	57¾
Oats,	"	42¼	"	43
Lard,	"	11.65	"	11.77½

On Thursday there was a complete recovery in wheat, while corn and oats both advanced slightly. Pork and lard shared in the general advance. Closing quotations were:

Wheat,	May,	\$1.13	June,	\$1.15½
Corn,	"	55½	"	57½
Oats,	"	41¾	"	43
Pork,	"	19.62½	"	19.75
Lard,	"	11.75	"	11.90

On Friday wheat again opened weak, but strengthened near the close. Corn held steady and firm, while oats eased off a little. Both pork and lard were firm and higher. Closing quotations were:

Wheat,	May,	\$1.13	June,	\$1.15¾
Corn,	"	55½	"	56¾
Oats,	"	41¾	"	43
Pork,	"	19.62½	"	19.75
Lard,	"	11.75	"	11.70

Saturday developed no new features. Wheat fluctuated some and closed a shade lower than on Friday. Corn was steady and oats very little changed. Pork and lard were steady. Closing quotations were:

Wheat,	May,	\$1.12½	June,	\$1.14½
Corn,	"	55½	"	56¾
Oats,	"	41¾	"	43¾
Pork,	"	19.92½	"	19.95
Lard,	"	11.67½	"	11.80

TORONTO.

STOCKS.

In contrast with the fluctuating state of New York, the stock market of Toronto has remained reasonably steady during the past week, and rather a firm feeling has prevailed. The bonus declared by the Toronto Bank has been followed by high expectations regarding other banks, and it is already known that several will make a very favorable showing for the past half year. The advance in Canadian Pacific shares in the New York stock market was also a help in increasing faith in Canadian investments generally, and was taken by most brokers as a very very favorable indication. Some have become a little jubilant over the present state of matters, are beginning to predict an easy money market at an early date. These hopes are no doubt a little premature, but they serve to keep stocks a little buoyant, and have contributed towards the firmness of the past week. On Wednesday there was a slight advance in Montreal, Toronto, Merchants and Federal, while Imperial was slightly easier. Closing bids on that afternoon were: Montreal, 200, Ontario, 115, Toronto, 195, Merchants, 125, Commerce, 130, Imperial, 145, Federal, 150, Dominion, 198, Standard, 115, Hamilton offered at 116, North-west Land Co., 78, with 79½ asked.

GRAIN AND PRODUCE.

The grain market of the past week has been

in marked contrast to those of the previous one. Instead of the increasing and eager demand, a dullness set in and much of the advance secured on wheat has been lost, while rough grain has participated in the general weakness. Oats have not declined much, but have not been in active demand, while barley has been almost unsalable. Flour has lost a portion of the advance secured during the previous week, and has none of its buoyancy left.

In provisions matters have been different. There has been a general firmness during the week, and although there have been no marked advances in prices, offerings have found ready sale. This has been especially so in meats and was marked in pork products. Altogether the provision markets of the week were encouraging, and promise to remain in a steady active state for some time yet.

WHEAT.

The movement has been light during the week, while there has been a marked decline in all grades. The week opened with No 1 fall sales at \$1.06, but by Tuesday \$1.05 was reached and later \$1.04 was the highest bid. No 2 fall was held latterly at \$1.03 with \$1.02 bid. No 3 was worth \$1.00. No 2 spring sold on Tuesday at \$1.07, and later in the week at \$1.06. No 1 spring was not offered. Goose was offered at 98c. Receipts have been small but enough for the demand.

OATS.

The receipts have not been heavy during the week, and a ready market has been found for all but not at the advanced prices of the previous week. Western in sacks sold at 47c, and later at 46c. Eastern were offered at 44½ with 44c bid.

BARLEY.

Has been very dull during the week, and it was difficult to discover any transactions. Those carried out were very light, and none for immediate delivery. Prices were nominal. No 1 72c, No 2 68c, Extra No 3 59c, and No 3 48 to 50c.

RYE.

Has been dull but steady in price quotations varying from 66 to 67c.

PEAS.

Have been quiet but firm in price. Sales were reported at 80c, while \$1 was asked for some lots.

POTATOES.

Have been rather slow in sale. Early in the week some car lots sold at 70c, but later on 65c was asked.

FLOUR.

The demand has been very light, and a steady but slow decline has been going on. With the opening of the week Superior Extra sold at \$4.70, but on Tuesday dropped and remained during the week inactive at \$4.65, with \$4.60 bid. Extra also declined and sold for \$4.55, with \$4.50 bid later on.

BUTTER.

Has undergone little change during the week. The receipts have been principally of rolls, and these have sold freely at 17 to 18c with 19c for choice lots. Tubs of dairy have sold at 20c for choice and as low as 16c for medium.

CHEESE.

New cheese was sold in small lots at 14c, and firm at that. Old is very scarce and was wanted during the week at 15 to 15½c.

EGGS.

Have been in good demand for the North-west market, and although the supply was liberal, lots found easy sale at 13 to 13½c. The demand still keeps active.

PORK.

Has changed but little during the week, although a slightly easier feeling prevailed, and

\$21.50 was the general quotation, with \$22 for small lots.

BACON.

Has been steady and quite active during the whole week, with a slight tendency to advance. Long clear sold at 11c for country cured, with 11½c for city cured. Cumberland sold at 10c, short rolls at 12½c and long at 13c.

HAMS.

Have also been active and slightly higher in price. Car-lots of smoked have sold at 13½c to 13¾, with 13½c for canvassed. Pickled sold at 12½c.

SUNDRIES.

Oatmeal has been scarce and firm at \$5.25, with \$5.50 asked. Bran easier, car-lots at \$14. Apples, \$3 to \$3.50 for fine quality cooking. Dried apples ranged 9½ to 9¾c. Poultry scarce, turkeys selling 15 to 16c a pound.

Markets by Telegraph.

Special Despatches to the Commercial:

STOCKS.

TORONTO, May 7.

Stocks have been firmer and active all week, closing steady. Closing bids this afternoon were: Montreal, 198 asked, sales at 198½ and 198¾; Ontario, 15; Toronto 195½; Merchants, 125½; Commerce, 135½; Imperial, 146; Federal, 160, sales 159½ to 160½; Dominion, 197¾; Stand. and 115¾, sales 116; Hamilton, offered at 116½; North-west Land Co. 78½, sales at 78½ to 79; Ontario and Q'Appelle 90, Manitoba Loan, offered at 123.

GRAIN AND PROVISIONS.

TORONTO, May 7.

After a very unsettled week produce closed firmer. Flour was offered to-day, superior extra at \$4.70 and \$4.75; \$4.60 was offered for extra, with bidders asking \$4.65. Oatmeal held firm, selling at \$5.25, with more wanted at that, and holders asking \$5.50. Wheat to-day was firmer. No. 2 fall sold at \$1.07, No. 2 spring was held at \$1.10 with \$1.09 bid. Oats were very scarce. Western sold freely at 47c, and eastern at 44c. Barley was dull and neglected. Quotations were nominal, but sample lots of extra No. 3 sold at 59c. Peas were steady and firm at 80c. Rye was quiet and quoted at 65 to 66c. Butter was quiet. Rolls were abundant and easy at 17 to 18c; choice tubs sold from 20 to 21c. Meats are firm and higher. Round lots of long clear sold at 11½c and Cumberland at 10½c. Hams were scarce and held, smoked at 13½c. Eggs were less plentiful, and held much firmer, 14c being asked.

CHICAGO, May 7.

Grain market to-day active and firm. Wheat steady and firm. May, \$1.12½, June \$1.14½. Corn, May, 55½, June, 57½. Oats, slightly lower and easy. May, 40½, June, 41½. Pork, still rising in price. May, \$20.12½, June, \$20.22½. Lard, in sympathy with pork. May, \$12.07½, June, \$12.17½. Some excitement in pork and lard near closing.

MINNEAPOLIS, May 7.

Closing of markets: Wheat, No. 1 hard, \$1.12½, No. 2, \$1.09 to \$1.10. Oats, No. 2 white, 42½c, No. 2 mixed, 41½c; rejected, 37 to 40c. Flour, patents, \$6.50 to \$7.00; straights, \$5.50 to \$6.25; clears, \$5.25 to \$5.50.

NEW YORK, May 4.

Telegraphic despatches to Bradstreet from leading trade centres throughout the country disclose a fairly satisfactory condition of general trade, with a tendency towards improvement. There were 132 failures in the United States reported to Bradstreet during the week, 54 less than last week, 36 more than in the like week of 1882, and 25 more than in 1881. Canada had 25, a decrease of 14 compared with last week.

Mining Affairs.

News from the different mining camps on the Lake of the Woods has been very limited during the past week, owing to the unsafe state of the ice on the lake. As our Rat Portage correspondent informs us navigation there will in all probability be open within two weeks, and new life will be given to mining matters. There have been no more gold bricks received from any of the mines, although the Argyle and Winnipeg Consolidated are both known to be busy at the work of production.

In the city mining stocks have not sold very freely during the week, which was doubtless owing to the scarcity of money, and the general scramble for the settlement of bills about the opening of the month. May is expected to stir matters up, and once lake navigation is open and operations can be easily attended to, several new shafts will be commenced.

D. K. Brown, of the George Heenan Mine, is in the city at present, and reports operations hindered some there with surface water, which will compel them to abandon for a time their first shaft.

Mining circles received quite a shock on Saturday afternoon when the news of the sudden death became known of Mr. Stephen Knight, the Secretary-Treasurer of the Argyle Gold Mining Company. That Company has by his death lost a valuable officer.

General T. L. Rosser has been elected President of the Canada Gold Mining Company, and it is expected several American capitalists friends of his will connect themselves with that Company. The General has one of those active minds, which infuse life into any undertaking which they take hold of, and his connection with the Canada Company will no doubt be for its benefit.

Butter and Cheese.

Regarding the butter markets of Montreal and Liverpool, the Montreal Gazette of the 3d has the following:

Although the receipts of new butter continue light for this season of the year, there is enough for local requirements, and prices remain unchanged at 25c to 26c for the general run of stock, strictly choice packages doing a little better. Messrs. W. Heapy & Sons, writing from Liverpool on April 19th, say: "The low prices that have been taken for creamery lots have had a demoralizing influence on continental descriptions, which are offered at irregular prices. There continues a good enquiry for lots from 65s to 75s; choicest creameries, 95s to 100s; perfect lots realize a shade more." The cheese market was quiet, with the views of buyers lower on the new make. At Little Falls, New York, market yesterday 2,500 boxes factory cheese were sold at 10½ to 10¾, showing a decline of ¼c to ¾c compared with prices of the week previous. The Liverpool public cable was quoted at 68s 6d.

Mr. G. C. Atchison, of the American Manufacturer, Pittsburg, Pa., is at present in Winnipeg looking up the manufacturing interests of this North-western country.

STONEWALL.

The rails on the line west of the town are shortly to be taken up.

Several new buildings commenced last fall are now being completed, and others have recently been started.

Stone and concrete are fast taking the place of lumber in the erection of dwelling houses and other structures.

George Watts, furniture dealer, is giving up business, and intends settling for good on his quarter section near town.

The stone for the Winnipeg residence of Hon. A. G. B. Bannatyne is being got out and worked at Stony Mountain.

The limestone quarries are in full blast with plenty of orders ahead. A vast quantity of rock is going west for the C. P. R.

T. H. Clark, proprietor of the temperance hotel, Victoria Hall, intends putting in a large addition in the front early this summer.

Brick making has not yet commenced in this locality. The quantity made this summer is not expected to reach that of last season's make.

A. J. Nord is erecting a model planing mill. The structure will be two stories in height and built of limestone. Latest improved machinery will be introduced.

Christian Behl, blacksmith, succeeded John Montgomery. The latter has accepted the agricultural agency of Westbrook & Fairchild for the Rockwood district.

Carman & Brof., general storekeepers are about to increase the size of their store so as to carry a larger stock of goods caused by an increase of trade last fall.

Lyman Underwood, butcher, has given up business for the present, but intends resuming when money gets more plentiful. He complains of not being able to collect his butcher's bills.

S. J. Jackson is about to open a private bank in this town for the convenience of Stonewall tradesmen. This will save their having to go to Winnipeg. The bank will be in operation shortly.

EMERSON.

E. Blaiklock, dealer in flour and feed, is about to admit his brother into partnership.

The hardware stock of D. N. Germain sold at 47 cents on the dollar for the benefit of creditors.

The duties collected at the port of Emerson during the month of April amounted to \$14,604.71.

John Woodley, from Winnipeg, is about to assume the management of the West Lynne Brewery.

The river which continued to rise until last Tuesday, is now on the downward move, and all fears of a dangerous flood are past.

Two new hotel proprietors have opened up at West Lynne, Morgan & Smith at the Riverside House, and O'Connor Bros. at the Four Corners Hotel.

There have been few business changes in

this town during the week, and no addition to the business houses except the pioneer tent hotel of the season, which has been opened by Jas. Reid.

The Sheriff has not been troubling people much, and has had little to do, except seize the effects of the now defunct Emerson and North-western Railway Company at the instance of McDougall & Boughton, who were engineers of the road.

Business has been quiet during the past week, which does not astonish merchants, as farmers are all too busy seeding to come to town. The weather has been beautiful during the week, and old settlers say they scarcely remember such a favorable seeding time. The acreage in crops around here will be greatly in excess of last year.

MAPLE CREEK.

This spot, one of the prettiest on the line of the road, now enjoys the comfort, benefits and accommodation of advanced civilization, and will soon develop into an important center.

Exceptionally warm weather has characterized the last few days, and such a climate can hardly be excelled for advancing rapid growth of vegetation or giving comfort to existence.

The lay of the land stretching north from the Cypress Hills is of very favorable shape, and the quality of the soil excellent, and there is not a better or more pleasing region on the line.

In the hills, fifteen to twenty miles south of the railroad, is abundant timber for building purposes and fuel, and from the low lands, adapted to grain growing, many a snug, grassy gulch, well fitted to pasture and shelter cattle and sheep, leads up to the barren summits of the ridges.

At the eighth siding, seventy-five miles west of Swift Current, about half a ton of Saskatchewan River coal was lying, which, tested in a small coal stove, gave very satisfactory results, and without doubt, though not first class, will supply this prairie country with fuel of good service and cheap in price, the latter more than making up for the deficiency of the quality.

A few log houses and several tents surround the sidings, and a hotel is going to be started early. Stores will soon begin to spring up, and most certainly not before they are wanted, as the country around is fairly alive with settlers, some of whom located last fall, and many patches of broken soil testify to the active commencement of agriculture. Several small herds of cattle may be seen in the far and near distance, and along the creek many a cosy shanty rears its lowly roof to the seldom clouded sky.

PORTAGE LA PRAIRIE.

McIntire & Davidson, jewellers of this town, are about to open a branch store at Moose Jaw.

John Bonetbee, barrister, has taken into partnership V. A. Robertson, of Hamilton, Ont.

There have been a few business changes during the week, but not so many as in last report.

S. McIlvanio has sold out his lumber busi-

ness to Burley & McLellan, and will in future confine his business efforts to his paper mills.

Track laying on the Portage Westbourne and North-western railway is being pushed rapidly, and will be about ten miles beyond Gladstone this week.

Lipsett, of the firm of Dewar & Lipsett, has sold out his interest in the Woodbine Hotel to N. Wellington, and the new proprietors will be Dewar & Wellington.

There has been a quiet feeling in business circles during this week, and merchants have not been doing a rushing trade. Seeding is in full run all around town, and people in the country are too busy to come to the town to trade.

Agricultural Essays.

To the Editor of the Commercial

SIR:—Allow me to state that the Board of Agriculture of Manitoba offers prizes of \$50 and \$25 respectfully, or medals of equal value, at the option of the successful competitors, for the best and second best essays on the most judicious method of farming in Manitoba, either by rotation of crops, or otherwise, so as to produce the largest yield of crops annually from the soil.

The greatest possible conciseness compatible with explicitness is expected. Essays must be written on paper of the size of foolscap and on one side of the paper only. Each essay must be marked in the left hand upper corner of the first page with a distinctive motto. The same motto, together with the writer's name, must be enclosed in a sealed envelope and forwarded with the essay. This envelope will not be opened till after the award of prizes. Essays will be received by the undersigned until 6 p. m. on Saturday, September 29th, 1883.

ACTON BURNOWS,

Secretary-Treasurer Board of Agriculture.

Winnipeg Imports.

Statement showing value and duty of leading articles and manufactures imported during April, 1883:

Articles.	Value.	Duty.
Animals, living.	\$54,473	\$10,894.60
Meatstuffs and Provisions.	50,746	8,145.16
Silk Goods,	20,980	6,278.15
Spirits and Wine,	4,068	3,785.67
Tobacco,	1,338	1,247.30
Wood and Manufact'ers of,	75,724	17,601.10
Wool,	57,455	19,388.74
Cottons,	61,913	15,283.28
Iron and Steel,	276,898	68,766.72
Leather,	6,304	1,373.75
All other goods.	185,993	49,621.50
Total,	\$803,855	\$202,557.05
Free goods,	65,330	

Grand Total, \$871,185 \$202,557.05

The Agricultural Implements are included under the head of Iron and Steel.

F. J. ALLAN,
Chief Stat'l Clerk.

We are accustomed to hear of the insignificance of Manitoba as a portion of the Dominion, but the above figures show that in the matter of revenue its capital cuts no mean figure, and contributes at least its full quota.

BRANDON.

Messrs. McLean Bros., hardware merchants, have dissolved partnership.

Messrs. Ransberry & Co.'s machine shop is about completed, and work will be begun next week.

It is rumored that a leading Souris City business firm are getting into financial difficulties on account of overstocking.

Messrs. Cameron & Larkin, lumbermen, are endeavoring to procure a bonus from the city for the purpose of erecting a paper mill which will employ about 30 hands.

Business is still improving. One of the leading houses in town report that their cash sales have been double this week to what they were last. Everything points to improvement in business.

There has been quite a boom in real estate circles. Mr. J. W. Horne has sold seven business sites on Rosser avenue, between Sixth and Tenth streets, during the past week, on building conditions. Other property is also selling more freely.

The first meeting to organize a Board of Trade was held last week, which was largely attended by our leading merchants. The necessary papers were made out and forwarded to Ottawa. The Board will get to work as soon as incorporated.

RAT PORTAGE.

Linton Bros. have opened out a book, news and stationery stock in the new bank building.

The St. Charles is the name of a new hotel being erected on Main street by Peter Rivers.

A building is being erected on Main street for a drug store for Wm. Brydon, formerly of Totonto, Ont.

Hodder, Edwards & Co. have pitched a large tent in rear of their grocery store, and are fitting it up for a music hall.

George Myers is putting a new front on his premises on the east side of Main street and adding an addition for a fruit and confectionery store.

The goods and chattels of Oscar Burhack, a contractor who is on a visit to Uncle Sam, were sold on Wednesday last to pay some of his debts.

A stock of furniture has been opened out in a tent on Second street by Wm. Gardner. Lots getting too high priced Mr. Gardner squatted on the street.

Even in Rat Portage, a lumber manufacturing town, canvas is made to do duty as an enclosure for doing business, though usually of a temporary character.

Winnipeg Labor Demand.

Winnipeg like all other cities of this continent which are points of entry for emigrants to a new section of country will have more or less of an unsettled class of laboring population; although as yet the class known as loafers have not shown themselves in any noticeable number, still there is at present more or less of a surplus of labor in the market, and not a few new

arrivals have found it impossible to find anything like steady employment. This is not the case with mechanics, as that class are as yet not more numerous than, if indeed equal to the demand. There are however many who have no trade or regular business, who find a difficulty at least in securing employment. It is always the aim of a very large proportion of these to settle down in a city or large town, and as great industrial centres have not yet been reached in Manitoba, such labor has much difficulty in finding a market in just such cities and towns. Hundreds of farmers over the North-west want hired hands for agricultural work, and offers of thirty a month and found are to be heard in the streets of this city every day. There has been too much of a flood into Winnipeg of promiscuous labor that is of great value if employed in the agricultural development of the country, but which around a city fails to find a proper field. This refers altogether to male labor, as the demand for female labor is in excess of the supply. For domestics there is a constant and increasing demand, while in manufactures female labor is beginning to make itself felt. The different employment agencies find it difficult to procure all the labor required, while they have no difficulty in finding all the men laborers they want, unless to go to distant parts of the country, to which many seeking employment object.

United States Industrial Independence.

A writer in the Princeton Review named David A. Wells, has undertaken to convince the iron interests of the United States that the total abolition of tariffs upon that metal would be a great industrial boon to that country, and would eventually give that nation the control of the iron trade of the world. After stating the iron product of Great Britain as \$,377,000 tons in 1881, and that of the United States as 4,641,090 tons the same year, Mr. Wells endeavors to show that the immediate effect of the abolition of the iron tariffs would be a demand upon British resources, which would be beyond the productive power of that country, and would create such a rise in prices in the remuneration of iron workers there, that a competition would not be beyond the reach of the American manufacturers. The increased remuneration to British workmen would, he says, create an extra demand for the products of the American prairies, upon which that class now depend more than the agricultural products of their own country. In this manner American export trade would be greatly increased, and the balance be in favor of that country. Instead of an artificial protection Mr. Wells asserts that American workmen would then have a natural one, caused by the increased savings of their fellow men abroad, without decreasing their own. Furthermore he adds, with the increased price of iron in Britain manufacturers of machinery, steamships, etc., would no longer possess the advantages of cheap raw material which they hitherto have. Then would follow the transfer of the iron markets of the world from Britain to the United States.

Altogether the letter of Mr. Wells is a novel argument in favor of free trade, and as a theo-

ry, possesses many points well worthy of the study of commercial economists. It is not at all practical, however, in so far as the changes spoken of are by far too radical. That the ultra protective legislation in the United States during the past twenty years has caused over production and consequent demoralization in the iron trade of that country, there can be little doubt, but such a sweeping step as the total abolition of the iron tariffs would be productive of an endless amount of industrial stagnation and even panic. While the industrial system of the United States is of an elastic nature, that of Great Britain is equally so, and Mr. Wells would find many hitches in his programme of American industrial progress. It does seem that the States are now at a point in their industrial career, when a policy tending towards free trade would be wise and profitable, but that policy must be a gradual one, as radical changes, especially in trade affairs, are sure to bring their reaction.

Grain Exchange.

To the editor of the Commercial.

SIR:—In your issue of the 24th ult. your correspondent "Broker," after reviewing formally the question of elevators goes on to point out the necessity for establishing a grain exchange in the city. In this idea I quite concur especially as the Winnipeg Board of Trade has up to the present given most of its time to questions bearing principally on the import trade of the city, and the executive committee have evidently been chosen without reference to export business. While they may to some degree realize the importance of the grain question, they cannot be expected to have either the interest in the work or the knowledge necessary to carry out the details requisite to put this department on a satisfactory footing. They can however go hand in hand with us and have already shown their desire to help in the matter of grain inspection, and we have to thank the President of the Board through whose instrumentality a bill has been passed at Ottawa extending the law relative to this subject to Winnipeg and making special provisions for the grading of our hard wheat.

I presume the so called Exchange which now exists is worked principally for dealing in Chicago margins and if this is the case such an organization is of no use in the present juncture. If the few firms directly interested in handling the grain in the country would now combine an association of permanent benefit would result. There are enough here interested in grain and milling to make a start on a small scale. When business extends we can extend with it. But meantime let us begin, and if we want to save the expense of rooms at the outset, no doubt one of our firms will gladly give their rooms for one hour a day until the association finds itself in shape to have a meeting-place of its own.

There are many matters requiring discussion which grain men will find it necessary to get into shape against the coming harvest, and there can be no doubt that combined action will accomplish what individual effort is powerless to effect.

The question has been ventilated long

enough. If business is seriously contemplated let a meeting be called on an early day of all directly interested, and have the Winnipeg Grain Exchange started forthwith.

A GRAIN MERCHANT.

E. J. WELLS, formerly of the Rapid City Standard, has taken into partnership J. L. Powell, hitherto foreman of THE COMMERCIAL office. These two have purchased the plant of the late Winnipeg Herald, now at Moose Jaw, and will issue the first newspaper in that town towards the close of the present week. The new firm have ability enough to insure success.

TO THE TRADE.

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

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

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

SELF-RAISING FLOUR—3 or 5 lb. packages in barrels or boxes.

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

WOODS, OVENS & CO.

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

James Bissett & Son, TEA IMPORTERS,

—AND—

General Commission Merchants.

All Supplies Brought Direct From

China and Japan.

Gerrie Block, Princess St., Winnipeg.

MAIL CONTRACT.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon, on 18th May, 1883, for the conveyance of Her Majesty's Mails on a proposed contract for four years, once per week each way, between Birtle and Rossburn, via Toddburn, from the 1st July next.

The conveyance to be made in a suitable vehicle. The Mails to leave Birtle every Wednesday at 30 a. m.; arrive at Rossburn at 12.30 p. m. Leave Rossburn same day at 2.30 p. m.; arrive at Birtle at 8.30 p. m. If more suitable to the parties tendering, the arrival and departure may be as follows: Leave Rossburn every Wednesday at 6.30 a. m.; arrive at Birtle at 12.30 p. m. Leave Birtle same day at 1.30 p. m.; and arrive at Rossburn at 7.30 p. m.

Printed notices containing further information as to conditions of proposed contract may be seen, and blank forms of Tender may be obtained at the Post Offices of Birtle, Toddburn and Rossburn, or at the office of the subscriber.

W. W. McLEOD,
P. O. Inspector.

Post Office Inspector's Office,
Winnipeg, 29th March, 1883.

THE FINEST ROUTE

TO THE NORTH-WEST.

Palace

Dining

Cars.



Magnificent
Sleeping
Cars.

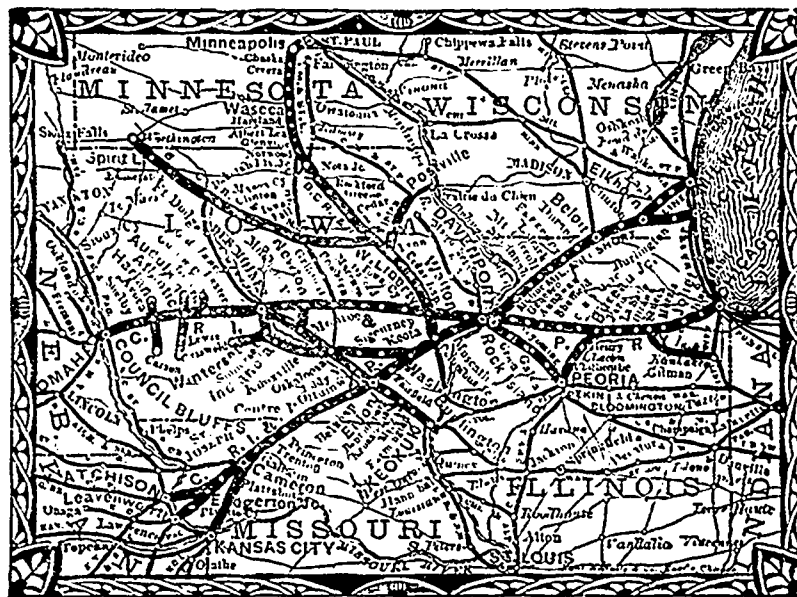
FOR PARTICULARS APPLY TO

T. W. TEASDALE, General Passenger Agent,

ST. P. M. & O. R. R., ST. PAUL, MINN., OR

F. W. Cuisack, North-western Agent,

517 MAIN ST., WINNIPEG.



ALBERT LEA ROUTE.

The favorite route from the North to Chicago and the East. Chicago fast express leaves Minneapolis at 6.30 P. M. daily, arriving at Chicago 3 P. M. next day. This is a solid train, consisting of Pullman Cars, Coaches and Baggage Cars, running through without change. Trains leaving Minneapolis at 3.30 P. M. and 7.55 A. M., connect through to Chicago via the C., R. I. & P. Ry.

J. F. McFARLANE, Gen. Northwestern Agent, WINNIPEG, MAN.

Manitoba Steam Coffee and Spice Mills.

G. N. SCOTT & CO.

IMPORTERS, MANUFACTURERS AND WHOLESALE DEALERS IN

Coffees, Spices

MUSTARDS AND GROCERS SPECIALTIES.

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

JAS. THES, Manager. WHOLESALE ONLY.

R. JAMES BANNATYNE. ANDREW STRANGERS

BANNATYNE & CO.

(SUCCESSORS TO A. G. B. BANNATYNE)

WHOLESALE GROCERS

AND DEALERS IN

Provisions, Wines & Liquors.

383 MAIN STREET, WINNIPEG, MAN.

BALFOUR & FRASER

MANUFACTURERS & DEALERS IN ALL KINDS OF

Oak, Dimension Timbers,
Sleigh Material, Bent
Stuff, etc. etc.,**Bridge & Ship Timber
a Specialty.**Bridges Built on short notice. Plans
and estimates furnished on Application
P. O. BOX 32. EMERSON, MAN.**CAUTION.**We beg to call attention to the very close imitation of
our bottled whiskey, which is being shipped to Manitoba
and sold, we have reason to believe, for the original RED
SEAL, which we have registered at Ottawa under the

TRADE MARK OF "V. F. L"

The Red Seal and Label are imitated almost exactly; but
our whiskey bears our own signature on**CORKS, LABELS AND CASES,**besides Dr. Girlwood's certificate attached to every bot-
tle, which we have placed thereon because of the imita-
tions of the other labels.

Montreal, April, 1883.

W. F. LEWIS & CO.

**ON HAND
White Lime, Barley & Potatoes.
FOR SALE LOW.
B. V. MILLIDGE,
824 Main St., Corner Sutherland St., Winnipeg.****STEEL CUSHIONED
BILLIARD TABLES.
SAMUEL MAY.**

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W. O. ANDREWSole Agent for Manitoba and the North West
Territories.P. O. Box 1012, or Room 32 Club Chambers,
Winnipeg.

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LANGRIDGE & WILSON,**WHOLESALE****DRUGGISTS,****PRINCESS ST.**

Between McDermott & Bannatyne,

WINNIPEG.

SEND FOR QUOTATIONS.

**Ontario Metallic Spinning Co.,**

WOODSTOCK, ONT.

Manufacturers of the best and cheapest four-pointed

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

For circulars and prices apply to

R. J. SHORT, Agent,

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

P. O. Box 914.

CLOVIS LUCIER,

Manufacturer of

Saddlery, Harness, Whips, Curry Combs, Horse
Brushes, Blankets, Bells, Spurs, etc.Collars and Fine Harness a Specialty. Special Attention
to Outfitting Emigrants.

63 Princess Street, Facing Market Square, Winnipeg.

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IMPORTERS OF

Jewelry, Watches, Etc.,

WHOLESALE ONLY.

Agents for Montreal Optical Co.

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

WINNIPEG, - MANITOBA.

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

GOING EAST.

Express trains leave Minneapolis at 1.00 p.m. and 3.00
p.m.; and St. Paul, 1.45 p.m. and 3.45 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
1.10 a.m. and 3.30 p.m.**St. Paul, Minneapolis & Manitoba.**

SOUTHEASTWARD.

Express leaves St. Vincent at 11.15 p.m. and 11.30 a.m.
arriving at St. Paul at 6.20 p.m. and 8.10 a.m.
the day following, making close connections with trains
running in all directions.

NORTHEASTWARD.

Express leaves St. Paul at 7.00 p.m. and 8.00 a.m.,
arriving at St. Vincent at 4.20 p.m. and 3.45 a.m. the day
following, making close connections with the Canadian
Pacific.Trains run between St. Paul and Minneapolis almost
every hour.Sleeping cars on all night trains.
Trains run no St. Paul time.**Michigan Central.**

EASTWARD.

Express trains leave Chicago at 6.45 a.m., 9.00 a.m.,
3.30 p.m., 6.15 p.m. and 9.10 p.m.; arriving at Detroit at
6.15 p.m., 8.30 p.m., 11.40 p.m., 4.35 a.m. and 8.00 a.m.All trains make close connection at Detroit with the
Great Western and Canada Southern for points east,
through sleepers being attached.

WESTWARD.

Express Trains leave Detroit at 7.00 a.m., 9.30 a.m.,
3.00 p.m. and 9.50 p.m.; arriving in Chicago at 6.50 p.m.,
7.40 p.m., 7.30 a.m. and 8.00 a.m.These trains take the through sleepers from Great
Western, and Canada Southern, and make close connec-
tion at Chicago with the trains of other roads.

Dining car on trains for breakfast and supper.

ON THE RAIL

—TO—

CANADAThrough Elroy and Madison,
Wisconsin.Passengers have all the luxuries of modern railway
travel; Pullman and Sleeping Cars provided with lux-
uries; Smoking Rooms. No change of cars for any class
of passengers; quick time and sure connections at St.
Paul and Chicago; and starting from Winnipeg, on these
trains you will take your meals between St. Paul and
Chicago in the**FINEST OF DINING CARS.**No hurry, no getting left, as your Dining Hall goes with
the train. Remember these comforts and conveniences
andAsk for Passenger Tickets through Elroy and
Madison.For Map of this route call on any Railroad Agent, or
address T. W. TEASDALE, General Passenger Agent, St.
Paul, Minnesota, who will also send free of charge a copy
of the Picturesque North-west.

T. W. TEASDALE,

G. T. and P. Agt.
C. St. P. M. & O. Pt.**WINNIPEG IRON WORKS CO.,**

Cor. of Post Office and Victoria Sts.

Manufacturers of
**Shafting, Hangers, Pulleys,
Brass and Iron Castings**
OF EVERY DESCRIPTION.Iron Columns, Gratings, Forgings, Light
and Heavy, General Blacksmithing, all
kinds of Iron Work, Millwrighting, etc.
Our Shops have been fitted up with the LATEST
IMPROVED MACHINERY and satisfaction
guaranteed in all kinds of work.

Canadian Pacific R'y Co.

(WESTERN DIVISION)

TRAIN SERVICE.

CHANGE OF TIME

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

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

9.40 a.m.	leave Rat Portage	arrive	4.03 p.m.
1.40 p.m.	Whitemouth		12.20 "
3.45 "	Selkirk		9.50 a.m.
4.55 "	arrive Winnipeg	leave	8.45 "

8.25 a.m. leave Winnipeg arrive 4.10 p.m.
9.45 " arrive Stonewall leave 2.30 "

Daily except Sundays

Going South.		Going North.	
Leave	Winnipeg	Arrive	
7.35 a.m.	*7.35 p.m.	10.35 a.m.	7.50 p.m.
	Otterburn.		
8.50 a.m.	8.50 p.m.	5.20 a.m.	5.50 p.m.
	Emerson.		
10.25 a.m.	10.13 p.m.	4.05 a.m.	4.40 p.m.
Arrive.	St. Vincent.	Leave.	
10.40 a.m.	10.28 p.m.	3.45 a.m.	4.20 p.m.

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

SOUTHWESTERN BRANCH.

Going South.		Going North.	
Lv. 7.0 a.m.	Winnipeg	8.50 p.m.	1.30 p.m. Av.
" 11.40 "	Morris	4.45 "	12.25 "
Ar 1.5 p.m.	Gretna	2.30 "	Lv.
" 5.00 "	Manitoba City	7.35 a.m.	"

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

SPECIAL NOTICE.

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

Trains move on Winnipeg time.

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

BISHOP & SHELTON,
Steam Cabinet Works,
WINNIPEG.

We are now prepared to fill all orders entrusted to us with dispatch.

MANUFACTURING A SPECIALTY.

298 MAIN STREET.

A. B. ELFORD. W. C. MANNING.

Elford, Manning & Co.,

Manufacturers Agents and

Commission Merchants.

OFFICE AND WAREHOUSE,

No. 43 King St., Winnipeg Man.

Money Advanced on Consignments.

REPRESENTING

UPPER CANADA FURNITURE CO.

Bowmanville, Ont.

DOMINION ORGAN AND PIANO CO.,

Bowmanville, Ont.

COBOURG MATTING CO., Cobourg, Ont.

H. G. PEDLAR'S LINENWARE, Oshawa, Ont.

THE WINNIPEG WAREHOUSING COMPANY.

(LIMITED)

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

Insurances effected at lowest rates.

Warehouse receipts issued negotiable at all Banking Offices.

All goods shipped to the company or to R. W. FRANCIS & Co., 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 to their several destinations.

R. W. FRANCIS, Manager.

STOVES!
WHOLESALE.

E. & C. GURNEY & CO.,

RUPERT ST., WEST, WINNIPEG

The Manitoba Soap Works!

ST. BONIFACE, MANITOBA.

Wall, Bessette, Lecomte & Co., Proprietors.

The Champion Soap is strongly recommended for family use, being the best Soap sold in Manitoba.

TRY IT! TRY IT! TRY IT!

CHAS. E. GATE.

JOHN F. THOMPSON.

GATE AND THOMPSON,

—PRACTICAL—

PLUMBERS, GAS AND STEAM FITTERS,

No. 9 Arthur St., Winnipeg.

Public Buildings and Dwellings Perfectly Ventilated.
All Work done on the most Improved Scientific Principles by thorough experienced workmen.

HOTEL RANGES

—AND—

CARVING TABLES TO ORDER.

P. O. Box 1054.

Manitoba Pioneer

PAPER MILLS!

S. McILVANIE, Proprietor.

MANUFACTURER OF

Building, Tar and Wrapping Papers.

Portage la Prairie, Man.

Planing Mill and Lumber Yard in Connection.

H. R. BANKS & CO.

Manufacturers and Dealers in

Lumber,

Lath,

Shingles, Etc.

Planing Mill and Factory,

Garland St., Portage La Prairie.

Branch Yard, Moose Jaw.

City Planing Mill and Factory,

Dufferin St., Portage La Prairie.

Taylor & Watson,

CONTRACTORS & BUILDERS

Manufacturers and Dealers in all kinds of

BUILDING MATERIAL.

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MACHINES.

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PATENT.

E. & C. GURNEY & CO.

Winnipeg.

W. J. GAGE & CO.,

WHOLESALE

Booksellers & Stationers,

Notre Dame St. East, Winnipeg.

W. P. GUNDY Manager.

EDDY & PALMER,

GREAT NORTH-WEST

Trades Protection, Gen'l Enquiry,

AND-

Detective Agency.

Audit of Accounts,

Collection of Debts, Rents, Etc.

OFFICE OVER MONTREAL BANK,

346 MAIN STREET, WINNIPEG.

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

'63-33

ASSINIBOINE MILLS AND**ELEVATOR "A."**

PORTAGE LA PRAIRIE.

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.

TRAILL, MAULSON & CLARK,

Agents at Winnipeg.

Correspondence Solicited.

GOLDIE & CO.

BREWERS AND MALTSTERS.

Portage Brewery,

PORTAGE LA PRAIRIE.

Ale and Porter in Wood and Bottles.

Orders by Mail and Wire Promptly Attended to.

VIPOND, M^oBRIDE & CO.,**COMMISSION MERCHANTS**

AND IMPORTERS OF

Foreign & Domestic Fruits

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

GRAND VIEW HOTEL,
OPPOSITE NEW C. P. R. STATION,
BRANDON MANITOBA.

FRANK BOISSEAU, Proprietor.

LATE OF THE EVERETT, HOUSE, OTTAWA.

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

MANITOBA MORTGAGE INVESTMENT CO.,

(LIMITED.)

CAPITAL \$2,500,000.

LOCAL ADVISORY BOARD.

Hon. C. P. Brown, M. P. 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. P.
R. H. Hunter, Esq., Manager, Imperial Bank of Canada, 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.

OFFICES: 11 Notre Dame Street, East, Upstairs.

H. R. MORTON
Manager.ROSS, KILLAM & HAGGART,
Solicitors.**WESTERN CANADA LOAN AND SAVINGS CO.**

CAPITAL.....\$2,000,000

ASSETS.....4,000,000

Head Office—Toronto. WALTER S. LEE, Manager.

This Company being an old established one, and having a command of large funds, are prepared at all times to advance money on security of Farm or City improved property. No delays. No commissions. Lowest rates.

WINNIPEG OFFICES, 373 MAIN ST.

F. B. ROSS, Manager.

ROLLS & NEELANDS,

IMPORTERS,

Wholesale Druggists

AND

Manufacturing Chemists,

WINNIPEG.

ROBERT MUIR,**MACHINERY BROKER,**

And Manufacturers' Agent.

P. O. Box 584. 544 Main St.

FULL STOCK

Teas,
Sugars,
Syrups,
Molasses,
Coffees,

AND

GENERAL GROCERIES.**M. A. MACLEAN,**

WHOLESALE GROCER,

OFFICE AND SAMPLE ROOM 8 and 10 James

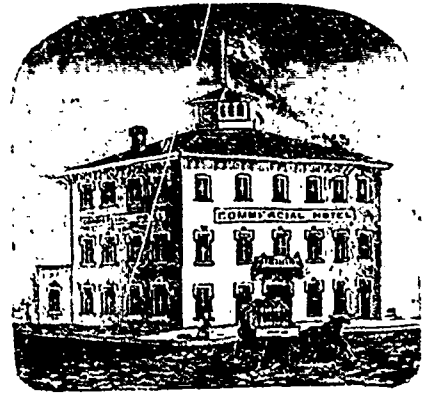
Street, West,

WINNIPEG.

COMMERCIAL HOTEL,

MORRIS, MAN.

BETWEEN WINNIPEG AND EMERSON, ON THE RED RIVER



GOOD ACCOMMODATION FOR COMMERCIAL TRAVELERS. SPLENDID SAMPLE ROOMS

JOHN W. KASTNER, Proprietor

NOTHING LIKE LEATHER.

W. N. JOHNSTON & Co.,

Importers and Dealers in

Leather, Findings, Plasterers' Hair

HIDES AND OIL.

No. 8 Logan St., West, Winnipeg.

**MAIL CONTRACT.**

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon, on 15th May, 1883, for the conveyance of Her Majesty's Mails, on a proposed contract for four years, once per week each way, between La Broquerie and Winnipeg, from the 1st July next.

The conveyance to be made in a suitable vehicle via Clearsprings, St. Anns, Loretta and Prairie Grove.

The Mails to leave Winnipeg every Friday at 8:30 a. m., and arrive at La Broquerie at 7:30 p. m. Leave La Broquerie every Saturday at 6:00 a. m., and arrive at Winnipeg at 5:00 p. m. Or, if more suitable to parties tendering, the arrival and departure may be as follows: Leave La Broquerie every Friday at 6 a. m., and arrive at Winnipeg at 5 p. m. Leave Winnipeg every Saturday at 8:30 a. m., and arrive at La Broquerie at 7:30 p. m.

Printed notices containing further information as to conditions of proposed contract may be seen, and blank forms of Tender may be obtained at the Post Offices of La Broquerie, Clearsprings, St. Anns and Winnipeg.

W. W. McLEOD,
P. O. Inspector.Post Office Inspector's Office, 1
Winnipeg, 29th March, 1883.**MAIL CONTRACT.**

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon, on 15th May, 1883, for the conveyance of Her Majesty's Mails, on a proposed contract for four years, six times per week each way between St. Boniface and Winnipeg, from the 1st July next.

The conveyance to be made in a suitable vehicle.

The Mails to leave Winnipeg daily, Sunday excepted, at 7 a. m., and arrive at St. Boniface at 7:20 a. m. Leave St. Boniface same days at 6 p. m., and arrive at Winnipeg at 6:20 p. m.

Printed notices containing further information as to conditions of proposed contract may be seen, and blank forms of Tender may be obtained at the Post Offices of St. Boniface and Winnipeg, or at the office of the underscriber.

W. W. McLEOD,
P. O. Inspector.Post Office Inspector's Office, 1
Winnipeg, 29th March, 1883.

E. McCOSKRIE & COMPANY,
ARCHITECTS
Civil Engineers, Building Surveyors
ETC., ETC.

Molesworth's Block, Rosser Avenue,
BRANDON, MAN.
AND EIGHTH ST., REGINA, N. W. T.
SPECIAL ATTENTION TO

Churches, Schools, Public Buildings, Railway,
Hydraulic, Gas and Sanitary Works Generally.

E. McCOSKRIE & Co.
When parties communicate with us please give the following particulars.

- A.—Nature of ground and size of lot. Best to make a rough draught of lot, with points of compass and direction in which building is to face and where it is to be placed.
 - B.—Materials to be used in construction—wood, brick, veneer, or stone.
 - C.—Whether you wish to supply any materials, and if so what quantities and kinds.
 - D.—Size, height, arrangements, lumbers and uses of rooms and floors.
 - E.—Style and amount of outside finish—porches, verandas, balconies, bay windows, tower, etc.
 - F.—Outbuilding and offices, and distance of same from main building, also fences.
 - G.—What improvements are wished—rain water system, drainage, heating, ventilation, baths, W.C's, etc.
 - H.—Prices of labor and material in your locality.
- 23 Give full name and address with nearest Post Office.

J. S. COOLICAN,

"THE EXCHANGE"

Corner Main St. and Portage Ave.
Winnipeg, Man.

REAL ESTATE AND TRADE AUCTIONER
LAND VALUATOR & FINANCIAL AGENT.

Advances Made on Goods in Warehouse or
in Bond.

SALES PERSONALLY CONDUCTED & RETURNS
PROMPTLY RENDERED.

ROB'T ADAMSON & CO.,
BANKERS.

C. P. R. Bonds for Sale.

Purchasers of C. P. R. Land will save 10 per cent. by paying for land with these bonds where the amount is over \$500. For all sums less than \$500 they will save 8 per cent.

Money to Loan on Mortgage.

Drafts Sold on Principal Cities in Canada and United States.

OFFICES:

Stobart Eden Block, Main St., Winnipeg.
Branch—Main St., Portage La Prairie.

JOHN CASSIDY & CO.,
MONTREAL.

IMPORTERS OF

China, Glass and Earthenware,
A. C. BEACH, Agent,
14 McDermott Street Winnipeg.

CAMPBELL, SPERA & CO.,

WHOLESALE IMPORTERS OF

GENTS' FURNISHINGS, FANCY DRY GOODS,

SMALLWARES, ETC.

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

Corner of William and Princess Streets, Winnipeg, Manitoba.

MANITOBA AND NORTH-WEST.

Liquid Fire and Water-Proof Paint Company.

T. PERKINS & CO.,

The only Wholesale Manufacturers of Brown and Black Fire and Water-Proof Paint, put up in Barrels of Forty-two Imperial Gallons, ready for use. A call solicited and satisfaction guaranteed.

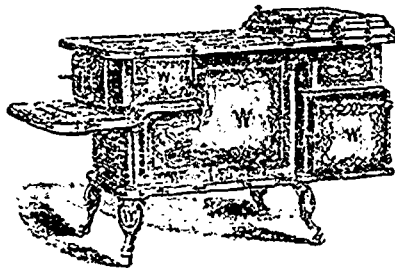
T. Perkins, J. C. Young, W. Cameron,
Office No. 562 Main Street Rooms 14 15 and 1
P. O. Box 1182.

ROY & CO., Proprietors.

THE WINNIPEG

Brewing & Malting Co.

ALES, PORTER AND LAGER



MERRICK, ANDERSON & CO.

OFFICE, 243 MAIN STREET WINNIPEG

Wholesale Agents for MOORE, ROBINSON & CO.,
Hamilton, Ont., (late D Moore & Co.) manufacturers of

STOVES AND TINWARE

We carry in stock a complete line of Cook, Box and Parlor Stoves, Base Burners, Ranges, for Coal or wood; Stamped and Pieced Tinware.

We also represent the following leading manufacturers.
Montreal Rolling Mills Co.—Nails, Shot, &c., &c.

F. F. Dalley & Co., Hamilton—Patent Medicines and Extracts.

Smart & Shepherd, Brockville, Hardware,
Hamilton Industrial Works, Winerys and Washers
J. W. Paterson & Co., Montreal—Rolling Mills, &c.

Melville B. Wood,

Successor to

ANDREW COLQUHOUN,

WHOLESALE

WINE MERCHANT

SOLE AGENT FOR

DAWES' Celebrated Ale & Porter
And VAL BLATZ MILWAUKEE LAGER,

11 Queen Street, East,
WINNIPEG.

C. H. FIELD & CO.

WHOLESALE DEALERS IN

Saddlery and Carriage Hardware,

HARNESS, SADDLES

Whips, Trunks, Valises, &c.

474 MAIN ST., WINNIPEG.

OGILVIE MILLING CO.

Mill at Point Douglass.

Capacity.....750 Barrels per day.

OFFICE:—Corner King and
Alexander Streets, Winnipeg.

A Full Stock of Patent Hungarian, Strong Bakers' and Spring Extra Flour; Oatmeal, Pot tined Pearl Barley, Graham Flour, Cracked Wheat Bran, Swifts Ground Feed, Oats, Barley, etc., always on hand.

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

Safe for Sale

A Fire-Proof Safe with Combination Lock, nearly new,

WILL BE SOLD CHEAP.

Can be seen at our Wareroom on Princess Street, opposite the Market Square.

A. HARRIS, SON & CO.

Mulholland Brothers,
General Hardware Merchants

Importers of
Birmingham, Sheffield and American Goods,
Dealers in Stoves and

MANUFACTURERS OF TINWARE.

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

MAIN STREET.

GRIFFIN & DOUGLASS,

COMMISSION MERCHANTS,

AND WHOLESALE DEALERS IN

PRODUCE AND PROVISIONS.

GERRIE'S NEW BLOCK, PRINCESS ST
WINNIPEG, MAN.

JAS. PORTER.

W. M. RONALD

PORTER & RONALD,

DIRECT IMPORTERS OF

CROCKERY,

GLASSWARE.

CHINA.

LAMPS,

CHANDELIERS,

CUTLERY,

SILVER-PLATED WARE & FANCY GOODS.

271 MAIN ST., WINNIPEG.

CHAMBERS & CO.,

(Established, 1876.)

5, 7, 9 and 11 Rose Street, Winnipeg, Manitoba
Wholesale Manufacturers of

BISCUITS AND CONFECTIONERY,
BY STEAM POWER.

Importer of Confectioners' Supplies, etc., etc.

CANADA ASSAYING COMPANY
MINERALOGISTS & ASSAYERS.

Specimens of all kinds of mineral bearing ores assayed with accuracy and dispatch. Office, No. 2 McDermot Street, opposite post office, Winnipeg.

W. H. BURN,

CUSTOM BROKER,

AGENT. P. O. BOX 68

Dominion Line Steamers, Liverpool.

The J. H. Stone Manufacturing Co.

L. Black & Co., Detroit.

OFFICE ROOM 2 MARSHUR BLOCK.

JAMES O'BRIEN & CO.

WHOLESALE

CLOTHIERS

PRINCESS STREET

WINNIPEG.

DONALD FRASER, Manager.

D. SCOTT & CO.,

IMPORTERS AND DEALERS IN

FURNITURE,

—AND—

HOUSE FURNISHINGS!

276 Main Street,

WINNIPEG, - MANITOBA.

REMOVAL!

The British Canadian

LOAN AND INVESTMENT CO.

(LIMITED.)

Have removed their office to the Dundee Block, Main St.

MONEY TO LOAN,

On improved farm and city property mortgages bought.

Apply to A. MACNAB & SON,

General Agents for Manitoba and the North-west, 1st

stairs, Dundee Block, Main Street, or to P. O. Box 68.

D. S. BRIGGS,

Wholesale and Retail Dealer in

LUMBER, LATH AND SHINGLES,

ALSO

READY-MADE HOUSES.

358 Main Street, West Side, North of Track

WINNIPEG.

NORTH-WESTERN

PLANING MILLS.

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

SASH, DOORS, BLINDS,

And General House Furnishing
Made to Order.

The Wholesale Trade Supplied on the
Best Terms. Orders Attended to
Promptly.

R. D. PATERSON.

MANITOBA & NORTHWEST

EMPLOYMENT AGENCY.

521 MAIN STREET,

WINNIPEG, - - MANITOBA.

HOLLAND & MILLER PROPS

P. O. BOX 402.

W. L. BRUCE,

General Employment and Intelligence Office.

(Special Attention Paid to Advancing Immigrants.)

Baggage Department Attached

Chambers.—Merchant Bank Block, Winnipeg

D. McCALL & CO.,

—IMPORTERS OF—

MILLINERY & FANCY DRY GOODS,

Feathers Flowers etc.,

52 Portage Avenue, - Winnipeg, Manitoba.

T. H. DORITTY, MANAGER.

FORTIER & BUCKE,

—AGENTS FOR—

The Improved Howe Scale Company, Chicago, Ill.

Contracts made at SPECIAL RATES, for supplying large City, Mill, Elevator and Warehouse Scales. Correspondence solicited and satisfaction guaranteed.

Local agents wanted in all towns in Manitoba and N. W. T. to handle the New Wilson Oscillating Shuttle Sewing Machine. Liberal terms given and large profits for cash buyers.

ROSSER AVENUE, BRANDON

Post Office Box 173.

THE PORTAGE LA PRAIRIE MF'G CO., LIMITED

PORTAGE LA PRAIRIE, MANITOBA.

—MANUFACTURERS OF—

CONFECTIONERY & BISCUITS.

We believe that it pays to sell "GOOD, HONEST" Goods and trust that the Trade will appreciate our efforts in this direction.

"We Sell to the Trade Exclusively."

Our Goods are giving General Satisfaction.

The Portage la Prairie Manufacturing Co., Limited,

Manufacturers of Biscuits, Confectionery, etc., etc

W. P. NILES,

MANAGER, PORTAGE LA PRAIRIE.