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

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

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WINNIPEG, FEBRUARY 19, 1884.

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The Commercial

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

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Office, 18 James St. East.

JAS. E. STEEN,
Publisher

WINNIPEG, FEBRUARY 19, 1884.

J. E. BELVEAU, hotel, city is out of business.

R. Browne, tents, etc., Winnipeg, has given up business.

WM. NAY, grocer, Winnipeg, is in the hands of the sheriff.

THE Theatre Comique, Winnipeg, has been closed by the sheriff.

WILSON & Co., general store, Moose Jaw, have assigned in trust.

WATSON & ELMING, general store, Nelson, have assigned in trust.

G. T. GOWLEY & Co., general store, Medicine Hat, have assigned in trust.

ROGERS & HASTINGS, general store, Crystal City, have assigned in trust.

SILVER CITY is said to be growing rapidly. A mammoth hotel is projected.

FAIRCLOUGH & MCGREGOR, contractors, Plum Creek, have dissolved partnership.

THOMAS FREEMAN, general store and saloon, Fort William, has been burned out.

N. W. BRADSTOCK, fish and oysters, etc., Winnipeg, has sold out to Jones & Armstrong.

J. A. KONOLD & BRO., meat merchants, Rat Portage, have sold out to Thompson & Palmer.

OSLYN'S elevator at Virden has been closed down owing to the small quantity of grain moving.

THE effects of Wart & Flayer, of the Rideout House, Rat Portage, have been sold by the sheriff.

JERRY ROBINSON, dry goods, Winnipeg, has made a settlement with his creditors at 50c on the dollar.

W. H. MARSH, of the firm of W. H. Marsh & Co., paints and oils, Winnipeg, has retired from the business.

WOLFF & McVITTIE, agents and contractors, Calgary, have dissolved. The business will be continued by McVittie Bros.

VAN COURTLAND & Co., general store, Calgary, have dissolved partnership. Van Courtland has removed to Silver City.

S. J. COHS, jeweler, Winnipeg, has been arrested under a charge of smuggling \$8,000 worth of jewelry into the country.

FIELD & Co., real estate agents, Winnipeg, are in the hands of the bailiff. So are George Ross, blacksmith, and Howard & Robe, saloon.

PLEWES, MANN & Co., lumber dealers, Winnipeg, have dissolved. Simon E. Plewes retires from the firm and intends going into the grain business.

H. S. ARMSTRONG, general store, Poplar Point, has formed a partnership with F. H. Jones, of Winnipeg. The firm style will be Gold Seal Oyster Company.

THE Progress says that Wm. McKinnon & Bros., of Rat Portage, have effected a very satisfactory settlement with their creditors, and it is hoped will recommence business in the spring.

THERE were 257 failures in the United States reported to *Bradstreet's* during the week ending Feb. 9th; 103 less than the preceding week, 1 more than the corresponding week of 1883, and 98 more than the same week of 1882. The failures generally were not important, about 83 per cent. were those of small traders, whose capital was less than 5,000. Canada had 33, a decrease of 4.

THE largest visible supply of wheat previous to this winter was 31,023,000 bush., January 17, 1880, which included 3,056,000 bush. at Chicago. The highest quantity last winter was 23,967,000 bush., including 16,300,000 bush. here. The largest visible supply of rye from the crop of 1882 was 1,918,000 bush., April 2, 1883.

THE Nelson *Mountaineer* says: Mr. Peer, the Farmers' Union grain inspector shipped 13 cars of wheat from Morden, and 12 from Thornhill. It is anticipated that No. 1 frosted will bring 60 to 65 cents, and No. 1 hard from 70 to 80 cents after all expenses are paid. No. 2 frosted is being tested at Messrs. Howland & Co.'s mills, and when the result is ascertained it will be placed on the market.

THE Canadian Bank statement for January, as compared with January, 1883, shows an increase of specie and an increase in net balance due to banks in Canada from foreign banks and United Kingdom banks, was nine and a half millions more than in January, 1883. In the relative increase in assets or liabilities there was a decrease of over 14 millions. The discounts of last January, as compared with those of the previous January, there was an increase of one and a quarter million dollars on overdue notes and bills secured and unsecured.

THE C. P. R. have again reduced the train service on the Port Arthur and Western Division, owing to the slackness in traffic. The new regulation took effect on Monday. There will only be three trains per week to Rat Portage, instead of the everyday as heretofore. These will leave on Tuesday, Thursday and Saturday, and return from Rat Portage on Monday, Wednesday and Friday. There will be one through train to Port Arthur, with sleeping car attached, leaving Winnipeg every Tuesday, and will leave Port Arthur for Winnipeg every Tuesday. Only two trains a week will run west of Brandon, leaving Winnipeg on Mondays and Thursdays; train leaving Mondays will have sleeping car attached, and will run to Moose Jaw only. Returning train will leave Calgary Thursdays, and Moose Jaw Fridays and Thursdays, arriving at Winnipeg Saturdays and Wednesdays. Daily trains will continue to run between Winnipeg and Brandon both ways and will have parlor cars attached.

Business East. ONTARIO.

M. Shewan, books, Toronto, is dead.
George Jones, hotel, Toronto, is dead.
John Nitschke, pianos, London, is dead.
J. Eby, hotel, Galt, has assigned in trust.
C. Bartlett, butcher, Lindsay, has sold out.
Henry Horsley, mattresses, Toronto, is dead.
W. W. Grant, sail maker, Hamilton, is dead.
George R. Brien, tailor, Ridgetown, is away.
George Hall, baker, Toronto, has been burned out.
S. R. Maner, saw mill, Veno, has assigned in trust.
R. Pickard, grocer, Exeter, has assigned in trust.
Vallada & Co., general store, Kingston, are away.
F. Nicholson, grocer, Barric, has assigned in trust.
E. Widmeyer, Ayton, has sold out to T. H. Miller.
W. H. Mann, foundry, Aylmer, has assigned in trust.
W. I. Myers, boots and shoes, Hamilton, has sold out.
John Stokes, mills, Newmarket, has been burned out.
Miss E. Fagan, confectioner, Toronto, has closed up.
J. J. Smith & Co., inks, Toronto, have assigned in trust.
M. T. Hemsworth, books, Brantford, has assigned in trust.
Chisholm & Co., milliners, Ottawa, have assigned in trust.
Connor, Webb & Co., foundry, Toronto, are about dissolving.
Mrs. Gardhouse, general store, Bolton, has assigned in trust.
J. T. Sturgess, general store, Huntsville, has assigned in trust.
Wm. Keetch, general store, Newmarket, has assigned in trust.
Thompson Bros., shoes, Perth, are in the hands of the sheriff.
J. M. Scribner, hotel, Zopher, has been succeeded by R. Munro.
James Adams, groceries and liquors, Toronto, has assigned in trust.
J. C. McKeand, hardware, Hamilton, is in the hands of the sheriff.
D. Macdonald general store, Medina, has sold out to A. Goodbow.
M. F. Hughes, general store, Escott, has sold out to W. J. Kavanagh.
T. Doncaster, hotel, Port Perry, has been succeeded by B. McQuay.
Lyons & Haney, grist mill, Aylmer, are involved, and Lyon is away.
The estate of R. A. Garland, gents' furnishings, London, has been sold.
J. Hoch & Son, wagons, Sebringville, have been succeeded by Hoch Bros.
James McKenzie, hotel, Penetanguishene, has been succeeded by John Hogan.
The sheriff is in possession of the drug business of G. H. Brown, Palmerston.
The bailiff is in possession of the confectionery business of Mr. Fox, Hamilton.

Mitchell & Kemp, marble dealers, Listowel, have dissolved. R. T. Kemp continues.
Brayley & Howorth, Toronto, have dissolved. The style is now Howorth & McMichael.
The Wildermuth Spring Bed Company, Cananogue, have dissolved, Wm. Foley retiring.
Niles & Johnson, teas, London East, have dissolved, Johnson continuing the business.
James Adamson, warehousemen, and Chapman & Son, elevator, Toronto, have been burned out.
Dowdell & Fitch, cigar manufacturers, Toronto, have dissolved. James Dowdell continues alone.
The stock of D. Melville & Co., dry goods, Owen Sound, has been sold at 50¢ on the dollar.
Samuel Bloom, dry goods: Samuel McLaughlin, grocer, and J. K. Strong, Napanee, have been burned out.
W. Reeves & Co., gents' furnishings, Kingston, have dissolved. Z. Prevost retires and W. Reeves continues in his own name.

QUEBEC.

Benson Bros., lumber, Quebec, have assigned in trust.
M. G. Blain, grocer, Montreal, has assigned in trust.
The Victoria Straw Works, Montreal, have suspended.
Bombardier & Co., grocers, Montreal, have assigned in trust.
Magloire Dube, general store, St. Agapite, has assigned in trust.
M. A. Gauvreau, general store, St. Raymond, has assigned in trust.
Maxime Feron, general store, St. Wencelas, has sold out to O. Tessier.
Leon Montplaisir, wagons, St. Leonard, has sold out to Cyprien Losier.
James H. Blair, general store, Hallerton, has sold out to T. & E. Kenny.
J. E. L'Ecuyer & Co., hardware, Berthier en haut, have assigned in trust.
H. Beaudry & Co., dry goods, Montreal, are about to retire from business.
J. L. Johnston, fluid beef factory, Montreal, has been partially burned out.
Fluet & Desormiers, manufacturers boots and shoes, Montreal, have dissolved.
Sawmoisette, Morin & Co., planing mill and timber, St. Johns, have been burned out.
P. Rathier, general store, River David, is closing up there and will remove to St. George de Windsor.
The firm style of A. Giberton & Co., wholesale general merchants, Montreal, has been changed to Lucien Huot.
Shaw & Gowdey, auctioneers, Montreal, have dissolved. Alex. Gowdey retires and W. E. Shaw continues in his own name.
L. Chaput, Fils & Co., grocers, Montreal, have admitted L. N. St. Arnaud and E. Geoffrin as partners under the same style.
Strathy & Strathy, stockbrokers, Montreal, have dissolved. The business will be continued by H. Gordon Strathy under the same style.
Forest, Huber & Co., mills, St. Wencelas, have dissolved. Onesimo Tessier retires and Henri Martin is admitted under the same style.

NOVA SCOTIA.

George A. Corbin, auctioneer, Bridgewater, is dead.
Henry A. Kempton, general store, Lockport, is dead.
Thos. A. McNeil, liquors, Halifax, has assigned.
G. G. Smith & Co., tinware, Acadia Mines, have dissolved.
E. A. Melorison, general store, etc., Joggins Mines, has assigned.
Hendry & McMillan, general store, Liverpool, have formed a new co-partnership, the members of the firm being A. W. Hendry and Wm. McMillan.

NEW BRUNSWICK.

H. M. Trites, grocer, St. John, has assigned.
James McCullough, men's furnishings, St. John has been burned out.
McLeod & Baker, tailors, Woodstock, have dissolved. S. McLeod continues.

General Notes.

HOLLOW steel shafting, which has come very generally into use in Europe, even for such heavy work as steamship propeller shafts, is found to very much lessen the weight in proportion to the decreased strength. It appears, for example, that a 10-inch shaft, with a hole four inches in diameter, has its weight reduced 16 per cent, with a loss of only 2.56 per cent. of strength.

PROF. HUNLEY maintains that in fishing districts an acre of sea was more profuse in food production than an acre of land. Salmon rivers required protection. But in the case of the great sea the circumstances were entirely different. He believed that the cod, herring, pilchard, mackerel, and similar fisheries, were inexhaustible, and were entirely beyond the control of man either to diminish the number of fish or to increase them by cultivation.

ACCORDING to the forestry bulletins there was about 82,000,000,000 feet of mercantile white pine standing in 1880 in the lumber states of Michigan, Wisconsin and Minnesota, and only 35,000,000,000 long leaf pine in Florida, Georgia and the Carolina. But the estimate of long and short leaf in Alabama, Mississippi, Louisiana and Arkansas was above 134,000,000,000 feet, and this reserve has scarcely been touched yet. Louisiana alone has 48,000,000,000 feet standing.

WHAT cannot be made out of paper is something which cannot yet be safely decided. A Hartford, Conn., man has lately taken out patents for devices by which very beautiful and substantial carpets can be made of papers at prices much lower than the cost of common cotton matting. This new fabric even seems to have qualities entirely superior to ordinary carpets. It can be doctored so as to resist water, fire and insects, without losing any of the soft elegance which is common to fine woollen carpets. So saith the inventor and his friends.

THE smallest savings bank in the world, the directors of which are the smallest directors in the world, is the Irving Penny Savings Bank of Brooklyn, established in Public School No. 9. It has, according to its last annual report, 144 accounts, and the total amount in bank was

\$207.43. The bank pays 4 per cent. interest on sums over \$5. Each depositor has a tiny bank-book. The officers of the bank are boys and girls. The accounts are audited quarterly by the trustees of the school. The bank receives one cent deposits.

It would more than repay a day's sojourn at Jonkoping, says the *Pall Mall Gazette*, to visit the factory whence proceeds not a small part of the light of the world. The latest novelty, only at work for about a month, is an enormous engine, which daily produces 1,000,000 boxes of Swedish matches. This wonderful machine receives the raw material—namely, blocks of wood at one end, and, after awhile, gives up at the other the matches neatly arranged in their boxes, ready to be despatched to the uttermost ends of the world. The wood, which in the course of last summer was brought over to Jonkoping to be made into matches, filled twenty steamers and eight sailing vessels.

GERMANY last year carried off the palm in Europe for sugar making. Among the six largest sugar-producing countries in Europe—Germany, Austria, France, Russia, Belgium and Holland—Germany during the campaign of 1882-'83, produced 800,000 tons or 39 per cent. of the whole. Next came Austria with 475,000 tons, France with 425,000 tons, Russia with 250,000 tons, Belgium with 75,000 tons, and Holland with 25,000 tons. Not only has Germany relatively the greatest number of refineries (357 out of 1,204), but she has also the largest establishments, the annual production for each refinery averaging 2,333 tons, while of France it is as low as 805 tons.

Four days to Liverpool is the latest idea of a French inventor, who, if anybody questions the practicability of it, is prepared to build a vessel that, carrying 1,500 passengers, each provided with a state-room, and with facilities for storing 1,500 tons of freight, shall attain a speed of from 32 to 35 knots per hour. He proposes, of course, that the doubters shall put up the money to demonstrate the practicability of his invention, which consists, essentially, of a very long and very sharp hollow keel, surmounted by a wide superstructure. The theory is that the angle of resistance of the water to the keel will be reduced to the minimum, while the wide superstructure will glide over the surface of the water, the tendency being always to lift above the surface, thus decreasing resistance to friction.

Canadian Lumber Resources.

In the course of an address on Canadian industries recently delivered in Montreal by Mr. J. K. Ward, the well-known lumberer, he submitted the following statistics: Ontario furnishes 1,474,000 pieces, equal to 2,600,000 standard pine logs of 200 feet each, producing £20,000,000 feet of lumber; 6,790,000 cubic feet of white and red pine, or 81,000,000 feet B.M.; dimension timber, 23,000,000 feet B.M.; hardwood, cedar, etc., equal to 5,00,000 feet, making in the aggregate 635,500,000 feet B.M., paying to the provincial government for timber dues \$501,000, and ground rents, etc., \$46,000. Quebec has under license 48,000 square miles, producing 2,500,000 pine logs, equal to 386,000

000 feet B.M., and 1,308,000 spruce logs, producing 106,000,000 feet B.M.; white and red pine timber, 3,110,000 cubic feet, equal to 37,320,000 feet B.M.; hardwood, 51,000 cubic feet, or 611,000 feet B.M.; railroad ties, 143,000 pieces, 32 feet each, making 4,676,000 feet B.M.; cedar, equal to 4,500,000 feet; pine and spruce round timber, 5,760,000 feet B.M.; tamarac, 175,000 B.M.; hemlock, 34,000 feet; cordwood equal to 5,000,000 feet, making in all 549,976,000 feet, giving a gross revenue of \$608,596 to the province. New Brunswick cut on government lands equal to 160,000,000 feet of all classes, principally spruce. The pine in this province, once so famed, is almost exhausted. Nova Scotia is estimated to produce about 250,000,000 feet, of which about \$1,500,000 worth is exported; this province furnishing a large quantity of birch and maple. Manitoba and the Northwest territories produce say 75,000,000 feet. These figures give us a total of 2,010,476,000 feet. The number of acres embraced in the operations is 52,800,000, leaving 180,000,000 acres unlicensed, which at the present rate of cutting, will last about fifty years. This refers exclusively to pine, while there are vast forests also of hardwood that are more and more coming into use.

Beet Sugar in Germany.

The rapid growth of the German sugar industry during these later years has been a standing menace to the producers of cane sugar in more distant countries, especially Cuba, whose planters, between a crushing taxation and the freeing of their laborers, are in imminent peril of being put to serious disadvantage. At the same time the creation of such establishments as the Central Sugar Works, at Nipe, in Cuba, with their extensive fields of cane, sufficient for the production of 15,000 tons during the present season, and the promise of double this quantum in the next, point clearly enough to the fact that Cuban planters themselves are aware of the precarious state of their industry and the need of its transformation. There are now in Germany a total of thirty two factories, which number will be increased by twelve, of which the machine works of Brunswick alone will construct eight, and the Count Stolberg iron works four. The beet sugar factories carry their beneficent influences into every country in the least adapted to their reception. The culture of the sugar beet is now so firmly set in the agricultural systems of Northern Europe that it could not be relinquished; where it has once been it must continue to be at any price. Through it the production of meat has been largely increased, and with it the soil so much enriched and bettered that the choicest cereals—wheat and barley—rarely yield less than thirty-seven, and not unfrequently more than fifty bushels to the acre. The *Deutsche Zucker Industrie* says: With the new factories already mentioned and the extension of those already in existence, if the next crop should be good throughout the German Custom-Union, the season of 1884-5 would produce 200,000,000 cwts. of beets and 20,000,000 cwts. of sugar, and this, in our weight, would be equal to 11,000,000 tons of beets and to 1,100,000 tons of sugar.—*N. Y. Bulletin*.

An Example of Debt Management.

The Commonwealth of Massachusetts never creates a debt without providing a sinking fund to discharge and pay it off as the successive instalments may fall due. In the case of the very large debt incurred in the great work of the Hoosac Tunnel, it turns out that the revenues of the sinking fund, although sufficient to provide for the instalments of the principal until 1891, will not be sufficient for the subsequent instalments, which, of course, might be extended at a very low rate of interest, in these days of low rates, and with the exceptionally high credit which Massachusetts enjoys. But its present Governor, instead of entertaining the idea of extending any part of the debt, advises the Legislature to commence at once upon such a recruitment of the sinking fund as will pay it off as it matures, the amount required being but little short of \$600,000 annually, to be obtained by taxation. Clearly, it must be bad economy for so rich a State as Massachusetts to pay interest on loans which it has the right to redeem, and it may be presumed that the Legislature will sustain the views of Gov. Robinson. By doing so it will not only promote its own interests, but will set a good example to other States. It has already, in a law passed ten years ago, achieved the credit of dealing more wisely and comprehensively with municipal indebtedness than any State in the Union. Many of the States have put up efficient barriers against future financial involvements of that kind, but Massachusetts, in addition to doing that, provided for the gradual but sure payment of all existing debts, thereby covering the whole ground, and dealing with all aspects of the mischief.

Public debts, except in a few cases in which they have arisen from the construction of productive works, represent no property, and are, in fact nothing more than the legally acquired rights of one class of persons to appropriate to their own private uses the proceeds of taxes imposed by the public authority upon all classes. One of the serious objections to them is, that the classes who pay the taxes thus appropriated to individual uses, do not realize that their property or earnings are under a mortgage, but continue to spend money as if they were unencumbered, and in all senses their own. The possessors of mortgaged houses, mills, or railroads labor under no delusions of that kind, but understand correctly what they possess, and govern their expenditures accordingly. In this city, for example, the owners of specifically mortgaged property deduct the amount of the mortgage from their estimate of their wealth, but they never think of deducting their share of the blanket mortgage of one hundred million dollars covering the entire real estate of the city, and placed upon it by a succession of municipal manipulators, of whom Tweed was the most conspicuous, although not perhaps the worst. It is sometimes said that public debts are merely an imaginary property, but they are, unfortunately, something very real. The delusion is not on that side, but on the other side. It is the delusion of the possessors of tangible property, who suppose themselves to be the sole owners of it, when they are only co-owners with the public creditor.—*Banker's Magazine*.

The Commercial

WINNIPEG, FEBRUARY 19, 1884.

MANITOBA'S HOPES.

There never was a time in the history of this province when its residents in every calling were so much on tiptoe of expectation regarding the future of the land of their adoption or birth, as the case may be, and never has there been so much reason for this state of excited expectancy. Telegrams from the Dominion Capital are among the most welcome pieces of reading, and the course of events there are watched with eager interest here. The struggle between the two great railway powers of the Dominion on the floor of the House of Commons has no doubt created a great proportion of this keen interest, for much regarding the future of the Northwest depends upon the result of the fight between these two powerful interests. But to Manitobans the answer to our Premier's demands for provincial rights, long withheld, and especially that portion of our rights which would put us in a position to make some effort at securing a railway to the northern seaboard, are by far most important.

The rather mixed up collection of grievances, some real and some imaginary, which were awkwardly piled together at the late Farmer's Convention, and as awkwardly placed before the Dominion Premier by the Convention's delegates, could scarcely be expected to meet with an acquiescence from a minister supported by such a tyrant majority as Sir John has in the Dominion Parliament. The more moderate demands of Mr. Norquay for possession of the public lands of the province, and the extension of our boundaries northward to the 60th parallel of north latitude, forms a much more concise ground on which to reason the rights of the province, and one, the refusal of which would prove beyond a doubt that the present Dominion Government are the enemies of the Northwest.

While people as a rule can form some conception of the advantages to agriculture in the Northwest which would be the natural outcome of the construction of this proposed railway, few stop to consider the commercial advantages it would confer, and if they do their estimate often falls short.

With a Manitoba port on the Hudson's Bay shore, and rail connection with the same and the balance of the province, Atlantic towns would cease to be the gateways for exports from, and imports to this country. The middlemen would lose the toll they charge on our imports and we should have ten direct importers for one we have now. It is a low estimate to say that, not to mention the advantage in freights, our European imports all round would be laid down ten per cent. cheaper by this new route of import by escaping the system of Commercial "Backsheesh" that has hitherto been in force in the east. In like manner our exports would escape similar, though not so exorbitant picking, the lack of exorbitancy being altogether due to the competition of United States routes. In short, our European purchases would be made direct and at lowest figures, and our exports thereto also direct and without passing through the hands of middlemen.

Such a gain to Manitoba means a corresponding loss to the east, and it is only natural that every obstacle should be placed in the way of our securing a northern outlet by parties so interested. It is now being met with at Ottawa in an open and defiant form at times, and at others in subtly devised subterfuges. Progress in the Northwest eastern men desire, but progress only as a tail to the eastern kite, and as a field in which to purchase grain at as low figures as possible, and sell other goods as high as possible. They know well that with an independent seaport of its own Manitoba must soon be commercially of much less value to them than it now is, and their opposition must be expected to be bitter and uncompromising. It remains to be seen if this unjust opposition, or a sense of right, will guide the Dominion Government in dealing with the demands of Manitoba. Should the former prevail Sir John and his colleagues must look for feelings of bitterness from the Northwest, and a state of affairs here which might cost his, or some other Dominion Government, considerable trouble and not a little sacrifice to set right.

Political toadies or subsidised partisans may rail against Mr. Norquay, and his present mission to Ottawa; but he carries with him the best wishes of ninety-five per cent. of the people of the province for his success, and his continued firmness in demanding the rights of the province,

will secure for him a welcome on his return, such as no representative of Manitoba ever received before.

The COMMERCIAL has still faith that Sir John's Government will at least accede to the extension of our boundaries, especially as such a grant would cost Canada literally nothing, while it would put Manitoba in the position of being mistress of her commercial destiny, and free the Dominion Government from a self-assumed responsibility on that head.

NORTHWESTERN GRAIN PROSPECTS.

It must be admitted that the winter of 1883-4 has been one fraught with many disappointments to grain raisers and dealers in the Northwest. A combination of circumstances has tried every weak point in the agricultural as well as the commercial affairs of the country, and all classes are inclined to feel thankful that the effects are now drawing near to a close, and hopes are now placed ahead on the prospects for 1884.

Before counting our unhatched chickens by making any calculations upon the unsown crop of 1884, it might be wise to view the prospect of prices for the remainder of the crop of 1883. The prospect is indeed much lighter than it was three or four months ago. The enormous stocks of grain and flour left over from the crop of 1882 have accomplished nearly all the crash in prices that may be expected, and the surplus grain on the continent gets brighter as 1884 advances. True, European demands are not urgent, but stocks there are not heavy, and calls on America must soon be made. So far as estimates have been made of the probable surplus of 1883 that will have to be carried over next fall, none reach to half of what had to be carried last fall, and with the load so much lightened there is little fear but speculation on this side of the Atlantic will take hold of the market and hold for higher figures. In that case the Northwest must share in the general rise. Then the opening of lake navigation, or its near approach, and consequent reduced freight rates should give another lift to prices. This will be specially felt in the Northwest, where no system of grain storage exists, and where the farmer who wants money during winter must sell his grain at what the market affords him at the time of sale, and on the calculation of exorbitant winter rates to the seaboard.

All these favorable circumstances refer to wheat, while to oats those of open navigation have a double import. Open lake navigation will add at least 5c. a bushel to the price of oats all over the Northwest by the direct reduction in freights to eastern points. But as spring advances and summer draws near, the demand for this cereal increases and prices usually rise in all eastern cities, so that oats which have been a drug on the market all winter may bring a fair price before the first of April. There are hundreds of thousands of bushels held back in this country, and to those who are able to hold them it will pay not to sell until April or May.

While there is much to regret regarding the misfortunes that befel the crop of 1883, much has been learnt by Northwestern farmers, from which they are wise enough to profit in the future. It is satisfactory also to know that the evil of low prices is not likely to increase, but rather to ease up a little as the season draws to a close.

SOME GENERAL HINTS.

A recent article in a contemporary asks three questions of merchants, which are deserving of attention. They are: Have you taken stock? Have you made out your accounts? Have you insured your premises? There are no doubt some who have neglected one or other of these important things. The first mentioned is one which many are liable to overlook, or if they do it, pass it through as quickly as possible, and consequently very often in a careless, slipshod manner. No merchant can make a greater mistake than not to take an exact account of all stock on hand at stated times during the year. The work is not a pleasant one, and requires the expenditure of considerable time and not a little trouble. But that affords no reason why it should not be done in the most careful manner. It is an important duty resting on the shoulders of every man in business, and is the only safeguard he can have as to whether his business is prosperous or otherwise. By going over the stock he can tell exactly what lines of goods are the most saleable and what remain long on the shelves. This enlightens as to what to buy, without which guide he would soon find himself encumbered with a lot of stock which he cannot dispose of at anything like what it cost. The making out of accounts regularly at the beginning of

every month or quarter, as the case may be, is also of great importance. Prompt payment is more easily secured before an account has become months old than it is shortly after the debt is incurred. It necessitates accurate book-keeping, and that the books are always kept posted up to date.

The subject of insurance is one of the most important, both to the retailer and to his creditors as well. Goods and premises should always be kept insured up to highest possible amount. There is often dilatoriness in renewing policies when they expire. Not unfrequently it is the case that a fire occurs just at that time, and thus heavy loss is sustained by all concerned, which promptness in attending to renewals would have averted.

Therefore we would advise every business man, whether in city or country, to ask himself these three questions, and if he cannot answer in the affirmative to every one, he should at once put himself in a position to be able to do so.

OUTSIDE INVESTMENTS.

It has always been a very difficult matter to decide as to what is legitimate business and what is speculation on the part of a man engaged in trade, and indeed a decision of such a nature would no doubt depend upon the circumstances in which such a man was placed at the time of the transaction, and upon the prosperity or depression of trade at the same time. It is quite easy, however, to distinguish between a transaction connected with a man's every day business, and one which could only be classed as an outside investment, and it is this latter class of investments, which may or may not be speculation as the surrounding circumstances might decide, that men in trade, and especially small traders, have most reason to guard against.

During the days of real estate boom a large proportion of our traders dabbled more or less in real estate speculation, and often with the knowledge of, and even congratulations of success from their creditors; and by the way, it was not unusual to find a bank manager among the most congratulatory of these creditors. What seemed the only prudent investments, were rated a year later as wild speculation, and those who have attended a number of meetings of creditors during the past year, have some idea of how little

value was placed upon real estate as an asset, especially when it was associated with a mortgage. The congratulations upon the providence of such investments were not then to be heard.

People, in a progressive country like the Northwest are likely to be of a progressive turn of mind, and consequently to gain wisdom with time. It is safe to say that the majority of the traders in this country have learned the wisdom of avoiding outside investments, and employing their funds in their every day calling and the surplus funds at their disposal will no doubt be quite liberal in future, before any of it will be applied to speculative purposes.

A look over the Northwestern insolvencies of 1883 shows that of the total of 232, over 150 owned unnecessary real estate, and over one-half of these have their failures to attribute directly to real estate speculation. There is certainly a lesson to be learned from these figures, and that is that men in trade should avoid outside investments, and if they will persist in making them, their power of incurring debt should be shortened as much as is within the power of their creditors.

Men who have made blunders, and suffered thereby, are very apt to think that with similar chances they would be more successful in the future. But if they cling to speculation they would in all probability accomplish what Josh Billings says of some people who would like to live their lives over again, and make a new set of blunders. The cloud is beginning to clear away from the Northwest, and times of prosperity are not far distant. When they come there will be plenty of chances for fresh speculation, when other fields than real estate may lure to ruin the speculative trader, but these can be all evaded by a firm determination to avoid outside investments. The minority of Northwestern traders, who avoided them during the past three years, have often had reason to be thankful for having followed such a course, and have, as a rule, weathered the storm of depression through which the country has passed during 1883. If such men have not made much money in trade, they are at least in a position to take advantage of any improvement in trade, and they have made a name and credit for themselves which is worth much money in future, and places them beyond the reach of commercial doubts. In short, they have verified the old saying that only wealth honestly and industriously amassed has any probability of being lasting.

WINNIPEG MONEY MARKET.

The past week has developed no new features in connection with the money market of the city. The demand for commercial discount is unusually light for this season of the year, and but for the quantity of renewed paper the volume would form a slim business for the banks. This slow feeling is in sympathy with mercantile affairs, and real life in commercial monetary affairs will doubtless be a month or two later this year than formerly in showing any activity. Loans are still in demand, and have to be secured at high rates of interest. Commercial paper is still handled at 8 to 10 per cent. with slightly higher figures for ordinary. Loans on real estate security are in fair demand, and easily obtained on first class improved property. The rates of interest range from 8 to 10 per cent., two-thirds of the business being done at 9 per cent. While money matters are in a slow, they are not in an unsafe state, and might be termed uninteresting at present.

WINNIPEG WHOLESALE TRADE.

It must be admitted that the past week has been one of comparative stagnation in wholesale circles. It is seldom, however, that the first half of February is a lively one, and a great portion of the present dullness is therefore no more than might be looked for at this time of the year. Still this season is much duller than former ones, a fact that is not easily reconciled at first sight with the statement in a few lines, that sales this year, so far, exceed those of last year in volume. This is only in a few staple lines, and the increase in population and addition to the extent of field since a year ago, is sufficient to explain the matter and still hold to the fact that business as a whole is slower than it was a year ago. The most lucid reason for the stagnation of the past week is to be found in the caution exercised by both wholesalers and retailers in filling up stocks. It was during February, 1883, that the worst blunders of overstocking were made, and the troubles that resulted during the following summer and fall are still fresh in the memories of traders of every description. In several staple lines, notably in dry goods, no travellers have as yet been sent out, and where exceptions have taken place, the journeys have been short and to some extent special ones. Other houses are taking their travellers off the furthest cutting districts, and trusting to customers ordering by mail from these localities, thus covering only the ground where expense of travelling is light. There is no desire to push trade beyond the present want of customers, and, indeed, these customers seem in no way inclined to display any recklessness. On all sides caution and economy are being practised, displaying an evident determination to avoid the mistakes of last year. In some lines this policy may be carried too far, as in the event of spring opening up with anything like a lively trade the country, in many districts, would be found very short in some lines of staple goods. The district of Southwestern Manitoba, close to the boundary line, seems to be avoided by wholesalers as much as possible, owing no doubt to the number of absconding insolvents in the last

year's record, and even the C.P.R. monopoly clause still being retained, has in no way allayed these apprehensions. The time for filling up spring stocks has arrived, and taking all the trade symptoms into consideration, there is no fear that recklessness or overstocking will be one of the characteristics of the season's trade. Still this extreme caution is not the result of any fresh feeling of want of confidence in trade affairs, as wholesale men invariably express the opinion that matters are in a much safer state now, than they have been since the opening of 1883.

AGRICULTURAL MACHINERY.

The misfortunes which have befallen the farmers during the past year seem not to have shaken the confidence of dealers in these goods, and preparations are being made for a brisk trade as soon as spring approaches. The overstock of implements of certain kinds which was complained of during the latter half of last year, seems to have in a great measure succumbed to the process of absorption which has been going on. Still, the importations, notwithstanding the increased territory, under cultivation this year, are not likely to exceed, if they equal those of last year. Collections are reported as good as could be expected, and certainly much better than they gave promise of being a few months ago.

BOOTS AND SHOES.

In this branch of business the report of the past week is not a brilliant one. The demand for winter goods, even sorting-up orders is past, and retailers are not at all anxious to stock up for the spring trade, and seem to prefer waiting to get a clear forecast of what the probable demand for that season will be, while wholesalers are equally careful not to push sales for the present. Collections are reported only fair and scarcely satisfactory.

CLOTHING.

In this line of business some travellers are out, but are only visiting the larger towns of the country. Other houses intend to refrain from pushing trade until March opens. There are some bright points in connection with the report generally, and altogether it is a more hopeful one than in several other lines of trade. Collections for February have been fairly satisfactory and much better than in January. Wholesale stocks for spring trade are quite as heavy as they were last year, and there is an evident hope among members of the trade that quite an improvement will soon set in.

DRUGS AND CHEMICALS.

While there is no extra dullness in this line, there is but little reason to boast, and business is in sympathy with the state of trade in other branches. Collections are reported reasonably good.

DRY GOODS.

In this branch of trade more than in any other is caution being exercised, and the past week has been rather a quiet one, although a little more stir was manifested near its close. Orders begin to be received by mail, while wholesale houses have so far kept their travellers off the road, and will probably continue to do so until March opens. There is an evident

tendency to trust little to any signs of returning activity, and wholesalers are more inclined to wait until they are pushed, than to push sales. New stocks are being rapidly received, and hopes of a fair trade in spring are generally entertained. Collections have been improving, and should they continue to do so another week, a system of pushing business will once more be commenced.

FANCY GOODS AND SMALL WARES.

There has been no improvement in this branch during the week so far as sales are concerned, and demands are as a rule only for the most staple lines. Collections are reported fairly good and rather encouraging.

FISH AND POULTRY.

White and Jack fish are still plenty, especially the latter, tons of them coming to market every day. White fish sell at 7c a pound, while Jack have had an elastic value during the week ranging between 2c and 3c. Lake Superior trout are still to be had at 8c. Oysters are unchanged in value and hold in fair demand. Poultry has been too scarce during the week to admit of wholesale quotations being given.

FRUIT.

The fruit business has been steady and moderate during the week. The variety has not increased, and the extent of stocks in the city were much the same as the week previous. Lemons are quoted at \$7 to \$7.50, and are still on the downward tendency. Valencia oranges are quoted at \$12 to \$12.50 per case. Malaga grapes are quoted at \$9.50 to \$10.50 per bbl., Apples hold steady at \$7 to \$7.50. Figs in boxes sell at 12c per lb.; Elemo layers at 19c. Peanuts are the only variety of nuts in the market, and these are quoted still 20c per lb. Raisins are quoted: loose muscatel \$3.25; black baskets \$4.40; dates sell at 10c per lb.

FUEL.

The demand for every class of fuel holds good, and coal keeps steady at \$14 for anthracite, \$13 for bituminous delivered, and \$9 on track for Saskatchewan lignite. Wood is rather plentiful something of a glut being prevalent. Tamarac is worth \$1.50, and rumors of sales at \$4 have been heard. Poplar is not a favorite at present, and sells at \$3.50 to \$4 the sales at the at the latter figure being few.

FURNITURE.

In this branch of business trade is very dull so far as wholesale orders are concerned, and will probably not show much life until spring is about to open up. The retail trade in the city is also quiet.

GROCERIES.

This staple business has shown a little improvement during the past week, but there is as yet no rush. Wholesalers are not pushing trade and few travellers are out. Prices of goods have scarcely changed, although sugars have been firm owing to a scarcity of stock in the city, and a temporary rise would in all probability have taken place, but for the fact that heavy consignments are now on their way here. —Sugars —Yellow 9½ to 10c; granulated 10½ to 11½c; Paris lumps 12c; Coffees 15 to 18c for Rios; 22 to 27c for Javas; teas — Japan 20 to 45c, Moynuc gunpowders

30 to 75c; Young Hyson 25 to 70c; new season Congous 24 to 55c; last season's do 18c to 35c. Tobaccos have advanced—Prince of Wales is quoted at 30c to 40c per lb.; Myrtle Navy \$10 per caddie. Syrups are quoted at \$3.50 per keg; half barrels 90c per gallon. Boneless fish is worth 9c per lb for 40 lb boxes; 10c for 5 lb boxes. Common salt \$3.25 per barrel; 5 lb bags \$5 40; 3 lb bags \$6.00.

HARDWARE AND METALS.

The business of the past week in hardware has been very light, while in metals it has been almost at a standstill. No improvement in either is looked for until spring opens and building operations are commenced. Collections are reported scarcely fair. Quotations remain unchanged and are as follows: Tin plate 14x20, \$7.50 to 7.75; 20x28, \$14.25 to 14.75; bar iron \$3.50 to 4.00; sheet iron \$3.50 to \$7.00; iron piping, 25 per cent. off price list; ingot tin, 32c to 35c; pig lead, 6½c to 7c; galvanized iron, No. 28, 8c to 9c according to quality; cut nails, tenpenny and upwards, \$4.25 per 100 lb keg; casing nails, \$5.00; finishing nails \$1.50. Bar iron is quoted at \$3.50 per 100 lb to the trade and \$4 to blacksmiths.

LEATHER AND FINDINGS.

Trade in this branch has improved a little during the past week, but is still inclined to be quiet. Further improvements are expected during this and next month as spring draws near. Prices are unchanged. Spanish sole 33c to 35c; slaughter sole 35c French calf, first choice, \$1.40 to 1.50; domestic 55c; B Z calf \$1.00 to 1.10; French kip \$1.00 to 1.25; B Z kip 85c to 90c; slaughter kip 65c to 75c; No. 1 wax upper 55c; grain upper 55c; harness leather 34c to 36c for plump stock; English oak sole 65c.

LUMBER.

The past week has been a very quiet one in this branch of business, and no improvement is looked for for some weeks yet. There has been some irregularity in prices, and exact quotations are not easily obtained. There is not, however, any fear of the reckless cutting next spring which took place last year, and in the course of a week or two we hope to be able to give reliable quotations showing about how the spring trade will open up.

STATIONERY AND PAPER.

Dealers in these goods speak in rather a hopeful strain, and look for a brightening up of trade soon. Already an improvement has been quite encouraging.

WINES AND SPIRITS.

The report from this line is not a bright one, very little having been done during the past week, while collections have not been satisfactory. Quotations are as follows: Hennessy one star, \$13 to \$14; in wood, \$4.50 to 5.00 per gallon; Martel, in case, one star, \$13 to \$14; Renault, 1-star, \$12, \$16 and \$20; Louis Freres, in cases, qts, \$9; flasks, two dozen in a case, \$11; M. Dubois, in wood, \$3.50 per gallon; cases, quarts, \$8; flasks, \$9. Gin, Holland, in wood, \$3 per gallon; red cases, \$10.50 to 11.50; green cases, \$5.50 to \$6.50; Old Tom gin, Bernard's, in wood, \$3.25 per gallon; Booth's, in wood, \$3.25; Booths, in

cases, quarts, \$8.50; Scotch whisky, Jameson's in wood, \$3.50 to \$4.00; Caol-Ia Islay, in wood, \$3.50; Stewart's, in cases, quarts, \$3.50; flasks, \$10.50. Irish whisky, John Jameson & Sons, in wood, \$3.50 to \$4; Bernard's, in cases, quarts, \$8; flasks, \$9.50. Jamaica rum, \$3.75 to \$4.00 per gallon. Champagne—Pomeroy, quarts, \$34; pints \$35 per case; Bollinger, quarts, \$33; pints \$34; Moet & Chandon, quarts, \$27; pints \$29; G. H. Mumm, quarts, \$28; pints \$30; Piper Heidsieck, quarts, \$27; pints \$29; Carto Blanco, quarts, \$20; pints \$22. Sherry from \$2.50 to 8.00 per gallon, according to quality and brand; ports \$2.50 to 7.00, according to quality and brand; claret cases \$5 00 to 7 00; Bass's ale in quarts \$3.50 per doz; pints \$2.25; Guinness' porter in quarts \$4.00; pints \$2.50. Domestic whiskies, Gooderham & Wort's, in wood, \$1.65 to 2.25 per gallon; 65 o. p. rectified, in wood, \$3.50; W. F. L. five-year-old, \$2.50 per gallon cases, quarts, \$7.50; flasks \$8 50

THE MARKETS.

WINNIPEG

GRAIN AND PROVISIONS.

The grain market of the past week in Winnipeg has not been lively so far as movement or receipts are concerned, although prices have held firm, and are a little inclined upward.

WHEAT.

The Ogilvie mill being closed down, and likely to remain so for some weeks, has lessened the local demand for wheat, and throughout the country efforts are now being made to gather up the finest quality of Red Fife for seed in the coming spring, as high as 90c a bushel having been paid in some western towns for choice lots. In the city first class hard wheat is worth 80c, and even 82c would be paid for gilt edge lots. Damaged lots range from 45c to 70c.

OATS.

The quantity on sight is still large, but as the opening of navigation draws nearer a firmer feeling develops. During the week 20c has been offered and refused for some lots, and there is no probability of any decline.

BARLEY.

Brewers have been pretty well supplied in their demands, and the grain is now very slow in sale. As yet calculations upon shipping to eastern markets when navigation opens has not taken any practical form, and it is difficult to give quotations, which if arrived at would be merely nominal.

FLOUR.

Shipping to eastern markets in present glutted state is at an end for the present, and the demand is confined to the local trade. Mills are not pressed to supply this, and millers do not seem anxious to add to their stocks. Quotations still are: Patents, \$2.60; strong bakers', \$2.50; superfine, \$2.

BRAN

is very little in demand either for shipment or local trade, but as mills are not producing much the price holds steady at \$8 a ton on track.

SHORTS.

The demand is as light as for bran, and quotations are almost nominal at \$10 a ton on track.

POTATOES.

The sharp frost of the past week have held prices firm, but with milder weather to allow of

shipment a decline seems unavoidable. Quotations still range between 60c and 70c.

CHEESE

seems fixed in price, and good quality still holds nominal at 16c per pound.

BUTTER.

The state of the market is very regular, supply and demand seeming to fit each other well. Choice dairy ranges from 23c to 25c, with 26c for a few choice lots; creamery sells at 28c.

HAMS,

in sympathy with other pork products, are firm and tending upward. Towards the close of the week 17½c was the general quotation.

BACON

has made a slight advance during the week, quotations having reached long clear, 13c; smoked, 13½c to 14c; spiced rolls, 15c to 16c. A further advance is not unlikely.

MESS PORK.

Although Chicago prices have advanced, there has been no change in quotations here. The stea price all week has been \$23, with \$23.50 asked near its close, but not given so far as heard. If Chicago figures hold up an advance here is unavoidable.

LARD.

No change has taken place, and quotations remain: pails, \$3; cases, \$9.

MESS BEEF

remains motionless and has been but little in demand during the week. Price, \$18.

CANNED MEATS.

There is a little more demand for these, and as spring nears it is expected to increase. Quotations are: Corned beef \$4.25; brawn \$4.25; lunch tongue \$4.25 for 1 lb cans; 2 lb cans \$7.75; salmon \$2.15; lobsters \$2.00; California fruits, \$9.75; tomatoes \$4.50, 3 lb apples \$4.25.

MISCELLANEOUS.

Dried apples are worth 12c per lb; eggs are scarce at 37c; cranberries are still to be had at \$14 a bbl; white beans at \$3 a bushel.

MINNEAPOLIS.

Millers concur in saying that the water power of last week was the poorest of the season, on one occasion getting down so low that there were not over two or three feet of water in the West side canal. The operations of the mills as a result were very unsatisfactory, and the flour production was the lightest on the crop, notwithstanding that at least one thousand barrels per day were turned out by steam power. The total output of the week was 54,794 barrels—9,133 bbls. per day—against 59,583 bbls. the preceding week. If water power had been depended on solely, the daily production would not have been over 3,000 bbls., or a small one-third of the working capacity of the city. This week the water has started off larger in volume, but as a less number of mills are in operation, and loosened ice is causing considerable trouble at the lower end of the platform, the amount of work does not promise to be largely in excess of last week, unless it be caused by steam power in the Pillsbury mills. There is some improvement reported in the flour trade, quite an active inquiry having sprung up, but it is at old prices. Millers in consequence take heart and hope that the present is the beginning of a reaction, which will place the milling business on a fairly profitable basis.

Recent sharp advances at the lake markets have had the effect of causing a rise here. There is undoubtedly more reason for higher prices here than elsewhere, because it is quite certain that the quantity of good hard wheat yet in farmers' hands is small, but this does not indicate a scarcity which is likely to become a disadvantage to our mills later on, as they are assured of ample supplies, no matter what the demands of the season's flour market may be. The advance here has been on cash wheat, futures not sharing in it. Coarse grains were strong and steady.

No. 2 corn closed at 57; No. 2 oats at 32c. extra No. 3 barley at 55c and rye at 40c to 53c.

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

Wheat.	Highest.	Lowest.	Closing.
No. 1 hard.....	\$1.01 ..	\$0.99 ..	\$1.00½
" 2 "	96 ..	95½ ..	95½
" 1 northern ..	93 ..	95½ ..	95½
" 2 "	87 ..	86 ..	87

No. 1 hard for May opened at \$1.05½ and closed at \$1.06½. No. 2 hard for May opened at \$1.03 and closed at \$1.01.

MILLSTUFF.—Bran and shorts have been in lighter demand closing at about \$12.25 to \$12.25 per ton in bulk, for both, showing a heavy decline in shorts.

FLOUR.—The demand has suddenly grown active, and while prices are not quotably higher, millers are encouraged, believing that the curtailed production, coupled with the growing demand, can not fail to send figures upward, and that soon. Explanation of some complaints about Minnesota flour in New York is made by millers here as follows: "A number of large country mills in the northwest have been grinding quantities of soft wheat of the new crop and branding the flour 'Minnesota patent,' whereas it is a weak, damp flour. This course has naturally depreciated values and caused complaint, though the facts being thoroughly understood by dealers and shippers, the honest hard wheat patents are not affected."

The export inquiry shows some improvement, with better offers. Domestic demand is brisk and local trade steady. Quotations at the mills are as follows:

Patents, \$5.75 to 6.00; straights, \$5.15 to 5.30; first bakers', \$4.50 to 4.85; second bakers', \$4.30 to 4.45; best low grades, \$2.25 to 2.55; red dog, \$1.75 to 2.00.

The wheat in store in Minneapolis elevators (including the transfer) on Wednesday, showed an increase of over 100,000 bus. over the preceding week, five out of the six public wheat elevators showing additions to their stock, but only in the case of one was the increase material. The stock of wheat at St. Paul is not changed. The following table exhibits the local stocks, as well as that at St. Paul and Duluth:

Minneapolis—	Bus.
In elevators ..	2,704,000
In mills ..	370,000
Total ..	3,074,000
PRECEDING WEEK.	
In elevators ..	2,565,000
In mills ..	300,000
Total ..	2,865,000

St. Paul—	
This week	1,190,000
Last week	1,190,000
Duluth—	
Elevators	2,300,000
Afloat in harbor ..	262,400
Total	2,652,400
—Northwestern Miller.	

CHICAGO.

The market for the week has been active, but generally unsettled. On Tuesday trading in wheat was active and nervous, owing to fears regarding the state of the winter wheat crop. Oats ruled steady and moderately active. Provisions were strong and ruled higher in all leading descriptions. Quotations towards the close were:

Wheat.....	Feb., \$0.95½	Mar., \$0.96½
Corn.....	" 53½	" 54½
Oats.....	" 33	" 33½
Pork.....	" 18.05	" 18.07½
Lard.....	" 9.87½	" 9.90

On Wednesday wheat was still unsettled but had a weaker tendency. Corn was unsettled and stronger, and oats were brisk. Provisions were active and ruled with considerable irregularity. Quotations towards the close were:

Wheat.....	Feb., \$0.95½	Mar., \$0.96½
Corn.....	" 54½	" 55½
Oats.....	" 33	" 33½
Pork.....	" 18.30	" 18.75
Lard.....	" 9.02½	" 9.07½

On Thursday wheat was unsettled, prices averaging lower, owing to dull cable markets. Corn, in sympathy, declined 1½c. Oats, for speculative purposes, were easy and sympathetic with other grains. Hog products were very active on speculative account early in the day, toward the close weakened to under figures. Quotations towards the close were:

Wheat.....	Feb., \$0.94½	Mar., \$0.95½
Corn.....	" 54½	" 55½
Oats.....	" 32½	" 33½
Pork.....	" 18.35	" 18.27½
Lard.....	" 10.02½	" 9.97½

On Friday all markets were still weak, closing with a downward tendency. Quotations towards the close were:

Wheat.....	Feb., \$0.94½	Mar., \$0.94½
Corn.....	" 54½	" 55
Oats.....	" 32½	" 33
Pork.....	" 18.25	" 18.20
Lard.....	" 9.97½	" 9.90

On Saturday the grain markets were weak owing to foreign advice cables giving lower quotations. Pork and lard, in sympathy, closed dull. Quotations towards the close were:

Wheat.....	Feb., \$0.94	Mar., \$0.94½
Corn.....	" 54	" 54½
Oats.....	" 32½	" 33
Pork.....	" 18.20	" 18.15
Lard.....	" 9.90	" 9.85

TORONTO.

STOCKS.

The market during the week ruled strong and higher with still an upward tendency. On Wednesday closing bids, as compared with the week previous were:

	Feb. 6.	Feb. 13.
Montreal ..	179½	182½
Ontario ..	100½	100½
Molsons ..	113	114½
Toronto ..	168½	173
Merchants ..	107½	110½
Commerce ..	118	119½
Imperial ..	127½	128
Federal ..	127	128½
Dominion ..	183	190
Standard ..	109½	110½
Hamilton ..	113	114
North-west Land ..	60	60

GRAIN AND PRODUCE.

The feeling in this market strong. Holders firm and not inclined to part with their property at present prices. Supplies small at this point, hence the strength of the market. The stocks in stored on Monday were as follows: Flour, 500 bbls.; fall wheat, 53,000 bush.; spring wheat, 66,160 bush.; oats, nil bush.; barley, 175,781 bush.; peas, 26,590 bush.; rye, nil; against the corresponding date last year: flour, 2,920 bbls.; fall wheat, 228,309 bush.; spring wheat, 109,870 bush.; oats, 3,474 bush.; barley, 157,279 bush.; peas, 8,988 bush.; rye, 6,038 bush.

WHEAT.

Offerings have been small during the week. Values, strong, and higher. Quotations are: Fall sold at \$1.09; Spring at \$1.10 to \$1.16, the latter for Fyfe, and at 80c to 80½ for goose.

OATS.

A firm feeling exists but values are not quotably higher. Average quality from 33c to 34c. On the street 37c is paid.

BARLEY.

Offerings light and demand fair, No. 1, standing at 72c; No. 2, quiet at 68c; extra No. 3, 62½c to 63c; No. 3, dull, closing at 52c to 53c.

PEAS.

Scarce and nothing doing. No change in values during the week. No. 2, 73c to 74c.

RYE.

Steady, but little doing. Quotations are from 62c to 63c.

FLOUR.

Market active, a steady demand prevailing, due to small offerings and holders asking higher prices. Quotations are: superior extra, \$5.10; extra, \$4.85; spring wheat extra, \$4.50 to \$4.80.

POTATOES.

Steady, car lots ranging from 70c to 72c. Street offerings easier at from 60c to 85c per bag.

BUTTER.

Choice dairy continues in active demand at firmer prices. Lower grades plentiful and scarcely quotable. Choice selling readily at 20c; medium from 15c to 16c; inferior from 12c to 13c; rolls scarce, and really good stock selling well at 16c to 17c. Street receipts small, and prices unchanged from 22c to 24c for pound rolls, and 17c to 19c for tubs and crocks.

EGGS.

In the absence of receipts prices have continued to advance until 40c have been paid for strictly fresh laid. The hens have evidently cornered the market. Inferior stock not quotably higher.

CHEESE.

remains unchanged. Fine, steady at 13c to 13½c for small lots; medium not in stock.

FORK.

Sales few and small. Holders asking \$20.

BACON.

Holders firm in their views and not inclined to push sales. Long clear is bringing 10½c, and 10c for round lots; Cumberland, 9½c; short rolls quiet at 11c, and 11½ for long; bellies, 12½c to 14c.

HAMS.

Better sales but prices unchanged. Smoked, round lots, 13c to 13½c; pickled, quiet at 12c to 12½c.

LARD.

Small lots steady sale at 12½c to 13c; no movement in round lots reported.

APPLES.

firm. Car lots bringing \$3.50 for choice; street values unchanged at from \$2.75 to \$3.50.

POULTRY.

Box lots, none offered, and street offerings small, and at higher prices, with fowls at 60c to 70c; ducks 75c to \$1 per pair; geese, 75c to \$1 each; turkeys from 90c to \$1.10.

SUNDRIES.

Dried apples 9½; oatmeal, per 136 lbs. \$4 to \$4.10; corn meal, small lots, \$3.50 to \$3.75.

Montreal Stock Market.

The Montreal stock market has been characterized by a stronger and more healthy tone during the week until to-day, when a more decided reaction set in than for months past. Notwithstanding, however, the decline this morning a substantial advance has occurred in banks since this day week. Montreal rose ¼, Toronto ½, Merchants' ¼, Commerce ¼, and Molsons' 1. The reaction this morning has taken no shrewd observer by surprise, as according to all precedents it is exactly what might be expected. The object of manipulating prices up at present by professional operators was simply to induce the outside public, if possible, to step in under the idea of an impending boom. Then the former could unload and reap their profits. It is recognized by sensible people that nothing has occurred in the financial or commercial horizon to stimulate the price of securities, and it is well known that *bona fide* capitalists have not been investing. It is an admitted fact that the public is merely scanning events as they happen without touching anything when the bait looks tempting. Miscellaneous securities, with two exceptions, have fluctuated very little. Montreal Telegraph declined ½ on the week, selling to-day at 118. Richelieu and City Passenger have been steady. City Gas advanced ¼. Canadian Pacific has been comparatively steady. Northwest land lost 2s. 6d. on the week. Montreal Loan and Mortgage Company's stock, which was selling at a premium of 7 until the failure of the Exchange Bank a few months ago, sold this morning at 50. This shows the serious effects of bad management in a company whose prospects were considered as first-class. It is more a general want of confidence existing in the management than any developments which have so far come to light of an adverse character which has caused so terrible a decline in the stock. A valuation of the assets of the company is now in progress and is expected to be ready for laying before the annual meeting of the shareholders next month. The money market continues easy, and bank surpluses are increasing. The demand for loans is very limited as compared with former years at this season. Payments are as prompt and satisfactory as could be desired.—*Mail*, Feb. 9.

Japanese Postal Arrangements.

The postal system of Japan is always pointed at as a model in its way—one of the foremost departments of the Europeanized government. And, indeed, it must in all fairness be acknowledged that much credit belongs to Japan for swiftness in the despatch of mails, while fettered with a lack of railroads. In the first place, every train carries mail, and in Japan, be it

known, the imperial railways run through passenger trains every two hours, and on the Yokohama railroad nearly every hour. Thus, while in America three mails each day daily would be esteemed the climax of facilities, the minimum between the various cities here is about ten mails each way daily. This applies merely to the railroads, of course.

The delivery of mails is also very prompt, and takes place a good many times a day. A person may mail a letter in Yokohama for Tokio, one hour's ride to the north, as late as dusk, and yet receive an answer the same night, providing his friend is prompt. While in Yokohama I took occasion to mail a letter in a post-box as late as six o'clock in the evening, at a point fully a mile from the post-office. It was soon collected, delivered to the one to whom it was addressed over on the bluffs, and the same evening I received a call from the recipient.

Every effort is made in the case of foreigners to deliver their mail to them promptly. So anxious are the authorities to deliver mail, that one of the missionary ladies in Kobe says, when last summer she went up among the mountains, six miles distant, a special man was dispatched from the office here, really against her wishes, who came all the way on foot, and was not content until he had hunted her up and delivered her the mail. The city carriers have small carts painted red, with which they deliver mail upon the arrival of the large mail steamers. They go about the city at a dog trot. This applies, of course, to the large port cities. In the interior mail is carried from town to town by messengers, who also travel at a dog trot, in cases where stage lines do not exist. With all their ceremonious haste it is amusingly incongruous to notice that little effort is made to protect mail—doubtless because, in this poor country, valuables are not much transmitted through the mails. In summer the overland mail carrier transports the mail from place to place by means of two nets attached to the end of a pole balanced over the shoulder. In case of rain these nets are wrapped in oiled paper. To one who has been accustomed to the iron mail wagons of America it is a peculiar sight.—*Correspondence Philadelphia Press*.

A Good Time to Paint Houses.

There is no better time to paint buildings than during the pleasant days in winter. Paint spread in cold weather makes a better covering for wood than if laid on when the wood is hot and excessively dry, so that the oil is immediately absorbed, leaving the lead or other material used as a chalky substance on the surface, ready in a few months to rub off or be washed by rains. It will require a little more paint at a single coat in cold than in warm weather, as the oil will be thickened a little by the cold, but then it will stay where it is put, and a second coat will be less needed. One advantage in painting now is the absence of flies and other small insects which in warm weather often make freshly laid paint look anything but attractive. If there is snow on the ground to cover the earth and prevent dust and leaves from being blown into the paint, all the better. In the

very coldest weather it may be well to keep the materials in a warm room, as the paint will spread more easily than if cold enough to freeze water. It is a good plan, too, as far as may be, to keep on the sunny side of buildings, painting the east sides in the morning and the west in the afternoon. The north sides may be painted in the middle of pleasant days, and the south side when it would be too cold to work anywhere else.—*New England Farmer*.

EMERSON.

Beemer & Co., have assigned.

Caspar Killer, formerly of Ashdown & Co., left for Toronto, last Monday.

Harry Killer has effected a settlement with his creditors, at 55c in the dollar and has resumed business in his old stand.

The Union Brewery, A. J. Nugent, proprietor, is now in full blast on the West Side, running night and day. The article produced is unexcelled in Manitoba.

The fracas in the Custom House is the topic of all conversations. General regret is expressed at the occurrence, the gentlemen implicated being great favorites in business circles.

Nothing official has been heard as yet from the deputation at Ottawa, nor from our member the Hon. Joseph Royal. Everything remains in the same *statu quo*. It is confidently expected that a decision will be arrived at our financial difficulties by the council next week.

The large store of Ashdown & Co. is to be occupied at once by Hoffman Bros. as a general store. In addition to the Messrs. Hoffman, the building, which is a very large one, will be occupied by Mr. McCaskill's tailoring establishment and Miss Kennings, millinery and dress-making.

The Hudson Bay Mill, on the West Side, has been put in thorough repair, and will be running in a few days. It is also the intention of the Hudson Bay Co. to purchase as much wheat as possible. The mill is one of the finest in the country, and its resuming operation, added to the wheat buying, cannot fail to have a marked influence on business.

PORTAGE LA PRAIRIE.

Good wheat brings 80c per bushel here.

John Hackett has sold his bakery business to W. R. Rossiter.

Considerable quantities of flour are being being shipped west from the Assiniboine Mills.

Mr. McLenehan intends to make a specialty of the manufacture of wrapping paper next season.

BRANDON.

Mr. Hartney, of the Souris district, sold seed wheat to C. P. R. at \$1.25 per B.

During the past week business has been fair, although very little grain is being marketed. There appears to be very little left.

B. B. Woodworth has sold his interest in the Woodworth Estate to E. Clement-Smith. The figures are not made public.

The Hudson Bay meeting was largely attended and all appeared to be of one mind that this road will be the salvation of this country.

Tinsmiths.

Will the race of tinsmiths become extinct? One would be led to believe so from observing the advertisements for the services of these craftsmen in the daily journals. Hardware men complain that it is next to impossible to find a really competent tinner, one that is thoroughly proficient in all the details of his business; and, in fact, it is difficult to get tanners of any degree of proficiency. The trouble lies in the desuetude of the apprentice system. Those who, of late years, have picked up the trade have not gone through a thorough course of instruction. Thus they enter into the active duties assigned them with the most superficial knowledge. In olden times young men were regularly apprenticed to the trade, and were not permitted to strike out for themselves until they had obtained a mastery of the art.

It seems very strange that more workmen should not turn their attention to the tinning trade. It is one where good wages can be obtained, the work is pleasant and not difficult, and should be easily learned by a quick observer. But before one can obtain full wages, it requires a knowledge of the business, as there is no obligation on tanners to teach the trade to others. Here ought to be a good field for young men who do not wish to go into farming or the heavier branches of the mechanic arts.

A tinner's life is one offering few promises of rapid advancement, and aspiring youths will not seek its steady channels; but there are scores of young men who are steady and industrious who will slowly advance from the tinner's bench to a position in the firms with whom they engage, or who will amass enough to start business on their own account. A thorough knowledge of tinsmithing is an excellent foundation for the occupation of buying and selling hardware, for to properly conduct such a business, one must necessarily be brought into daily contact with the very duties of the tinsmith.

It would be an extremely good thing if the hardware trade would devise some plan of reinstating the apprenticeship system in their tinshops. They would thereby open a really new avenue of enterprise to American youths, and would in later years, have a large stock of proficient tinsmiths from which to obtain their supply of help. Probably the tanners that are now engaged in the shops would offer a protest against such a movement. But it does not signify that they would be injured by the revival of the apprenticeship system, as somehow these matters in the end right themselves.—*Industrial World.*

Consumption of Gold in the Arts.

The consumption of gold for other than monetary purposes has more than quadrupled in thirty years, and has quite trebled in twenty years. It is more than five times what it was a century ago, when gold was used for personal ornament to a greater amount per capita than to-day. The great mass of gold which has flowed from the mines has been absorbed in the same opulence and luxury of the times which has swallowed up the flood of genuine gems, great in volume beyond any former precedent

and almost outnumbering the pastry jewels of the glassmaker's art. Five-sixths of the current production of gold is absorbed in the arts and manufactures of the Western World and in British India. A part of the remaining sixth is lost by the wear of coins, the forgotten hoards of misers, and in war, shipwrecks and fires a proportion is lost and destroyed. It is possible that the production of gold may increase. It is also possible that it may decrease, as it actually has been decreasing for many years; but there is no uncertainty about the consumption, which is sure to grow with the growing opulence and luxury of the world. The consumption of the precious metal has been trebled within the past twenty years, and if it only doubles within the next twenty years it will exceed the production.

India Industrial Census.

British journals bring interesting details of the industrial census of India in 1881. The total population of the country is 253,891,821, and of this enormous number only 85,544 persons are British born subjects, and 56,646 are soldiers and 12,058 females. Practically less than 17,000 male civilians, wielding an army of 56,000 men, control the vast empire. The whole number of Europeans returned is only 146,612. The occupations of 102,629,000 persons are defined, and of these 71,199,000 are engaged in agriculture or the care of animals. In industrial occupations 21,041,100 persons are engaged, 12,859,000 males and 8,182,000 females. The workers in cotton and flax number 5,485,455; in clothing, 2,815,280; in vegetable food, 3,165,429; in stone, clay, and earthenware, 1,850,974; in houses and buildings, 836,453; in gums and resins, 762,526; in bamboo, cane, rush, straw and leaves, 680,732; in gold, silver and precious stones, 472,956; and in iron and steel only 473,361. Engaged in the work of government, national, local and municipal, are 1,843,000 persons, of whom 315,000 are classed as belonging to the army. The professional classes embrace 1,451,000 persons. It is interesting to notice how widely the proportion of persons engaged in these several departments in India differs from that which prevails in Western nations. On the other hand it will be a surprise to many to learn that that in the distinctively manufacturing employments as many as 12,500 persons are engaged in India, though that proportion—about one in eight of the persons employed—is considerably less than in this country. One would suppose that 5,500,000 workers in cotton and flax ought to be able to supply the population, without the importation of such a vast quantity of goods as England sends; but the manufacture is mainly by processes far less effective and economical than those used in the Western nations, though the manufacture by machinery has of late grown rapidly in India.

The Montreal Gazette publishes the following figures, showing the growth of the exportation of phosphates from Canada: From the port of Montreal alone there was exported in 1880, 7,500 tons; in 1881 the quantity was 10,307 tons; in 1882 it increased to 15,556 tons, and in 1883 to 17,160 tons.

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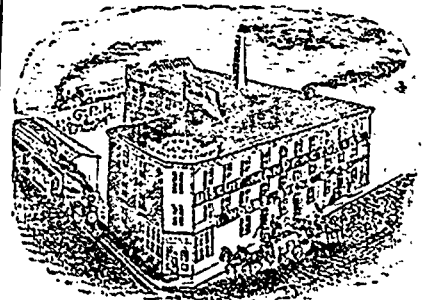
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of Manitoba, 500,000
Life Association of Canada, 200,000

Fire, Life, Marine and Accident Insurance.

CUNARD AND ANCHOR STEAMSHIP LINES,
25% Passage Tickets Granted

Goldie & McCullough's Safes and Vault Doors

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—AND—

HOUSE FURNISHINGS!

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Steam Cabinet Works.

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

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Office and Yard opposite C. P. R. Freight Sheds, North of Track.

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The Purest and Best Flour

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Capacity Elevator.....115,000 Bushels
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ENCOURAGE HOME INDUSTRY. THOMAS G. FLETCHER, Manufacturer of Choice Havana Cigars. All orders promptly filled. 361 Main Street, opposite Dundee Block, Winnipeg.

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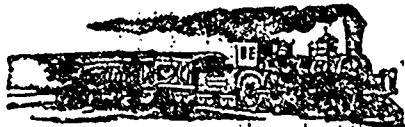
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Fire Brick and Clay, Sewer Pipes, Hair, Lime, White and Grey, Land Plaster, Salt, &c.,
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Canadian Pacific Railway.
(WESTERN DIVISION)

CHANGE OF TIME:

On and after Dec. 2nd, 1933, Trains will move as follows:

Going west.	Going East
7:30 a.m. leave Winnipeg	arrive 6:30 p.m.
10:00 " Portage la Prairie	4:50 " "
1:25 p.m. Brandon	1:45 " "
7:15 " Broadview	7:15 a.m. ¶
13:15 a.m. Regina	11:20 p.m.
6:30 " Moose Jaw	8:30 " "
3:30 p.m. av Swift Current	11:30 p.m.
10:10 p.m. Maple Creek	4:30 a.m.
2:40 a.m. av. Medicine Hat	11:40 a.m.

Going East	Going West
7:30 a.m. leave Winnipeg	arrive 3:30 p.m. ¶
1:55 p.m. " " "	11:40 a.m.
8:55 p.m. " " "	4:54 p.m.
11:40 a.m. arrive Ft. Arthur	leave 1:30 p.m.

Going South.	Winnipeg	Going North.
Leave	Winnipeg	Arrive.
13:05 a.m.	7:35 p.m.	10:35 a.m.
	Emerson.	
10:50 p.m.	10:10 p.m.	4:05 a.m.
10:05 a.m.	Morris	4:10 a.m.
11:50 p.m.	Gretna	3:45 p.m.
4:45 p.m.	arrive Manitoba City	leave 3:30 a.m.

SOUTHWESTERN BRANCH.

Going South.	Winnipeg	Going North.
7:40 a.m. leave Winnipeg	arrive 8:00 p.m.	
10:05 a.m. " " "	5:30 p.m.	
11:50 p.m. " " "	3:45 p.m.	
4:45 p.m. arrive Manitoba City	leave 3:30 a.m.	

7:30 a.m. leave Winnipeg	arrive 3:00 p.m. ¶
10:30 a.m. " " "	2:00 p.m.
10:55 " " "	arrive Stonewall
	leave 1:30 " "

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

Sleeping Cars runs daily between Winnipeg and Moose Jaw. Sleeping car leaving Winnipeg Mondays runs through to Calgary without change. Returning arrives at Winnipeg Saturday evening.

Trains more on Standard time.

JOHN M. EGAN, Gen. Superintendent.
W. C. VAN HORNE, Gen. Manager.
WM. HARDER, Asst Traffic Manager

St. Paul, Minneapolis & Manitoba.

SOUTHEASTWARD.

Express leaves St. Vincent at 11:15 p.m. and 11:30 a.m. arriving at St. Paul at 6:20 p.m. and 8:10 a.m. the day following, making close connections with train running in all directions.

NORTHEASTWARD

Express leaves St. Paul at 7:00 p.m. and 8:00 a.m., arriving at St. Vincent at 4:20 p.m. and 3:45 a.m. the day following, making close connections with the Canadian Pacific.

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

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

GOING EAST

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

GOING WEST.

Express trains leave Chicago at 11:30 a.m. (except Sunday) and 9:00 p.m., arriving at St. Paul at 6:15 a.m. and 12:45 p.m., and Minneapolis at 7:00 a.m. and 1:30 p.m.

This is the only line between St. Paul and Chicago running the Pullman Smoking Room Sleepers, and Palace dining cars.

GOING SOUTHWEST.

The Chicago 5 p.m., and Omaha trains leave St. Paul or Sioux City-Omaha, Kansas City and San Francisco at 7:10 a.m. and 3:30 p.m.

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

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

J. H. Hilland, T. W. Teasdale,
Gen. Traff. Man., St. Paul. Gen. Pass. Agt., St. Paul
F. W. Cusack, Gen. Agt., 617 Main St., Winnipeg.

Albert Lea Route:

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

Train leaving Minneapolis 7:40 a.m. has comfortable coaches, Pullman sleeping cars, and Horton reclining chair cars.

J. F. McFARLANE, Gen. Northwestern Agent, Winnipeg, Manitoba.

J. A. McCONNELL, Travelling Passenger Agent.
S. F. Boyd, General Traffic and Passenger Agent.

Michigan Central Railroad.

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

"THE NIAGARA FALLS ROUTE."

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

Five Through Trains a day from Chicago leave at 6:45 a.m., 8:55 a.m., 4:30 p.m., 8:55 p.m. and 9:55 p.m.

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

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

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

The Chicago, Milwaukee & St. Paul Railway

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

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

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

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

For through Tickets, Time Tables, and full information apply to any Comp n Ticket Agent in the North-west.

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

Chicago and Grand Trunk Railway.

GOING EAST:

Leave Chicago 9:10 a.m., 3:30 p.m., 8:30 p.m.; arrive at Port Huron 10:30 p.m., 5:30 a.m., 10:35 a.m., 10:10 a.m., 5:15 p.m.

Leave Port Huron 6:10 a.m., 7:55 p.m., 8:00 p.m., 4:15 p.m., 11:00 a.m.; arrive Chicago 6:50 p.m., 7:45 p.m., 8:00 a.m., 6:40 a.m., 9:00 a.m.

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

GOING WEST.

Trains leaving New York 6:45 p.m., Buffalo 12:10 p.m., Suspension Bridge 1:00 p.m., and Port Huron 8:00 p.m., has through Pullman palace sleeping coach from New York, Buffalo, Suspension Bridge and Bay City to Chicago.

Train leaving Boston 7:00 p.m., Montreal 9:30 a.m., Toronto 11:45 p.m., and Port Huron 7:45 a.m., has through Pullman palace sleeping coach from Boston to Chicago.

Train leaving Montreal 10:00 p.m., Toronto 12:15 p.m., Port Huron 8:00 p.m., has through Pullman palace sleeping coach from Montreal to Chicago.

GOING EAST.

Train No. 3 leaving Chicago 3:30 p.m., has through Pullman palace sleeping coaches from Chicago to Niagara Falls, Buffalo, New York, and to Boston via Montreal.

Train No. 5 leaving Chicago 8:30 p.m., has through Pullman palace sleeping coach from Chicago to Montreal and Parlor car to Boston.

Train No. 1 leaving Chicago 9:10 a.m., has through Pullman palace coach from Port Huron to Toronto and Montreal.

The Chicago & Grand Trunk & Grand Trunk Railways

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

CHICAGO AND ALL CANADIAN POINTS.



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

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

Always ask for Tickets via this Line.
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Main St., Opposite C. P. R. Station.

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CITY PLANING MILL,

Manufacturers and Dealers in

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WRITING " "	ACCOUNT BOOKS.
BLOTTING " "	MEMORANDUM " "
WALL " "	SCHOOL " "

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Blank Book Manufacturer,

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

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The "Royal" Soap is strongly recom-
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Ale and Porter in Wood
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Orders by Mail and Wire Promptly At-
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SPECIALTY:

Cigars imported from Hamburg, Germany.

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CLOTHING

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N.B.—In addition to the above, being ac-
quainted with the leading citizens of this town,
we afford assistance to intending settlers, giv-
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business may require.

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-AND-

Commission Merchants.

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PROVISION MERCHANTS,

MESS PORK, HAMS, BACON,

Butter, Lard, Cheese, Stilton Cheese, Canned
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Of all kinds constantly on hand at Lowest Prices to the
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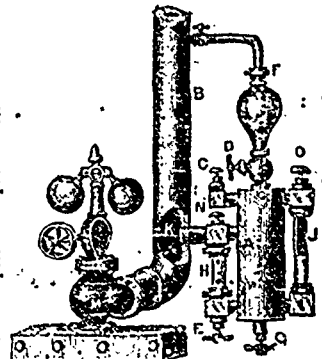
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C. H. Handasyde & Co., Scotland.—Boiler Purger.
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RAILWAY SUPPLIES!

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