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

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

VOL. II.

WINNIPEG, FEBRUARY 5, 1884.

NO. 19.

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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WINNIPEG, FEBRUARY 5, 1884.

W. F. SMITH, grocer, Winnipeg, is giving up business.

T. & E. DODD, general store, Smith's Hill, have assigned in trust.

A. E. DAVIES has opened out the tobacco business at Fort Arthur.

J. M. ROSS, has leased his hotel at Silver Silver Heights to H. A. Chadwick.

O. LAFREMERE, hotel, St. Leon, has been succeeded in business by P. Lachapelle.

W. H. RANCE, has gone into partnership with Mr. Hunt of the Huston Hotel, Manitou.

RANCE & BRITTON, livery, Manitou, have dissolved, Mr. Britton continuing the business.

CONNELL & COMBER, of Selkirk, have had their flour mill put in first-class running order.

BRADD & FIELDS, hotel, Dominion City, have dissolved. George Bradd continues the business.

DART, BURKHART & Co., publishers of the Winnipeg Siftings, are about to dissolve partnership.

Johnson & Malcolmson, general store, Cartwright, have started a branch business at Mauriceburg, Turtle Mountain.

MYERS & LILLIE have opened the Chicago House in Rat Portage, pending the completion of the new Woodbine Hotel.

THE stock belonging to the insolvent estate of Downs Bros., Virden, has been sold to Mrs. Henry Downs at 52½c on the dollar.

O'CONNOR & CHADWICK, of the Woodbine Hotel, Winnipeg, have dissolved. The business is continued by O'Connor & Demnick.

FREIGHT for Birtle and other points in that district is now generally shipped by rail to Minnedosa, and thence by teams to its destination.

ON an average one thousand bushels of wheat are shipped from Neepawa daily. No. 1 hard is worth 63; frozen do. from 35c to 45c; oats, 15c.

WE have received the initial issue of the Neepawa Canadian, published by T. W. Bromdgest. It is a very creditable start, and we wish it success.

THE deposits and withdrawals from the Dominion Savings Bank, in Winnipeg, for the month of January, were: deposits, \$43,125; withdrawals, \$36,258.68.

INLAND REVENUE collections in Winnipeg, for the month of January, amounted to \$13,116.03. The collections for the same month last year were \$11,934.04, showing an increase of \$1,181.79.

SANDFORD, VAIL & Co., wholesale clothing, Winnipeg and Hamilton, have dissolved, Mr. Vail retiring from the firm. The business will be continued under the style of W. E. Sandford & Co.

CARMAN, and other offices north of Nelson, are to have two mails a week instead of one as heretofore. A new post office has been opened at Apawaka, sec. 14, tp. 4, range 7, with P. Angers as postmaster.

MCGOWAN & McARTHUR, the well-known and enterprising agents for S. Greenshield's, Son & Co., Thomas May & Co., and Cochrane, Cassils & Co., all of Montreal, have made arrangements by which all the business of the Northwest, financial and otherwise, will be attended to directly by them from Winnipeg.

THE Emerson & Northwestern Railway project is to be revived. Application will be made at the next session of the Legislature to incorporate a company under that name with power to build a line of railway from Emerson in a northwesterly direction to Portage la Prairie, and a branch from some point on the main line to some point on the western boundary of the province.

THE master steam-heaters, sanitary plumbers and gas fitters, of Winnipeg, have agreed that after the 10th inst., they will not tender for or receive sub contracts, from any parties when the amount of the contract exceeds \$100. They contend it is more satisfactory for builders desiring tenders for such work to deal direct with parties making such supplies a specialty, rather than to receive tenders from contractors who sublet the work in that line.

THE Montreal Corn Exchange in its annual report advocates the abolition of canal tolls, and strongly recommends in the interests of farmers, flour millers, the grain trade, and the public generally, the abolition of all taxes on breakfasts, untravelling interchange of national productions between Canada and the United States, and the abolition of all imposts and burdens upon shipping by the St. Lawrence route.

FIFTY miles of lead piping for the Winnipeg & Northwest Petroleum Company is said to be now lying at Calgary. It is proposed to lay this pipe from Athabasca Landing to the mouth of Sucker Creek on the Saskatchewan, a distance of about sixty miles. It is intended to bring the crude oil by boat from the Company's claim to Athabasca Landing, refine it there, and send the oil through the pipe to touch the navigation of the Saskatchewan.

CUSTOMS returns for the month of January at the Port of Winnipeg, are as follows: Value of goods imported from foreign countries to pay duty, \$74,763; value of goods entered for consumption from foreign countries, \$51,863; value of goods, free of duty, \$12,839; amount of duty collected, \$18,931.21. The total value of goods passing through the customs during the same period last year was \$254,231; duty, \$52,245.95. The value of goods from other provinces passing through the States in January was \$204,098; value of goods imported to foreign countries, \$29,842.

Business East.**ONTARIO.**

H. Goring, hotel, Ridgeway, has sold out.
 W. J. Shattick, hotel, Everton, has sold out.
 L. Deyman, hotel, Newcastle, is about selling out.
 James Legg, grocer, London East, has sold out.
 J. Welsh, jeweler, Preston, has assigned in trust.
 J. Biette, sawmill, Eastwood, has removed to Chesley.
 T. Foran, general store, Cobden, has assigned in trust.
 Chas. Cragg, harness, Ingersoll, has assigned in trust.
 A. B. Flint, dry goods, Toronto, has assigned in trust.
 G. A. Hammett, oil, Woodstock, has assigned in trust.
 Jos. Northwood & Son, saddlers, Chatham, dissolved.
 Wm. Wagstaff, groceries and liquors, Newcastle, is dead.
 T. A. Brown & Co., soap, Collingwood, have been burned out.
 Tomlinson Bros., millers, Lucknow, have been burned out.
 J. F. Gibbons, general store, Morrisburg, has been burned out.
 John S. Dickson, dry goods, Bowmanville, has assigned in trust.
 Jas. Ferres & Co., hardware, Hamilton, have assigned in trust.
 E. A. Serby, jeweler, Glencoe, has been sold out by the sheriff.
 C. C. Green, hotel, Windsor, has been sold out by the bailiff.
 Wm. Wallace, general store, Southampton, has assigned in trust.
 J. Mason, jeweller, Essex Centre, has removed to Brantford.
 The Canadian Organ Key Board Co., Toronto, have given up business.
 J. C. Ryan, general store, Orangeville, has moved to Owen Sound.
 Henry Sanson, hotel, Gananoque, has sold out to Charlotte Quionelle.
 Reichart & Co., furniture, Waterloo, have dissolved, S. Snider retiring.
 Mrs. McBride, millinery, Cobourg, has compromised at 30c on the dollar.
 J. World & Son, general store, Oillia and Phelpston, have assigned in trust.
 The iron works of Paterson & Rabjohn, Toronto, were damaged by a recent fire.
 Wm. Cameron, Manager of the London Advertising Printing and Publishing Company is dead.
 Jas. Calquhoun, hotel, Attwood, has disposed of his business to Jas. Mills, and has gone to Mitchell.
 Morris Sancier, jeweler, Toronto, has admitted Emil Fox as partner, under the style of Fox & Sancier.
 Dowdell, Chimson & Co., cigar manufacturers, Toronto, have dissolved, E. Chimson retiring. The style is now Dowdell & Fitch.
 Harrison & McTaggart, bankers, Tilsonburg, have dissolved. H. B. Harrison retires, and John Harrison becomes partner, under the old firm style.

J. Wine & Co., wholesale drugs, Hamilton, have dissolved, J. Wine retiring. The business will be continued by the remaining partners under the same style.

Zimmerman, McNaught & Lowe, wholesale jewellers, Toronto, have dissolved, John Zimmerman retiring. W. K. McNaught and W. G. Lowe continue the business under the style of McNaught & Lowe.

QUEBEC.

Alfred Gault, hats, Joliette, has assigned in trust.

E. Landry, saddler Joliette, has assigned in trust.

Jos. Lavigne, tins, Joliette, has assigned in trust.

Lasalle & Co., shoes, Joliette, have assigned in trust.

Boyd & Co., customs brokers, Montreal, have dissolved.

J. & A. Leblanc, contractors, Montreal, have dissolved.

Thomas McCord, dry goods, Quebec, has been burned out.

Duquet & Daloire, watches, Quebec, have dissolved. The business will be continued by Louis Dalarie.

Mrs. Jos. Levesque, milliner, Quebec, has assigned in trust.

S. Bacon, general store, St. Paulin, has assigned in trust.

J. Young, general store, Adderly, has assigned in trust.

Thomas Mahen, jr., baker, Montreal, has assigned in trust.

F. Beronard & Son, leather, Quebec, recently suffered by fire.

W. M. Knapp, general store, Melbourne, has assigned in trust.

Colpron, Lemieux & Demers, general store, St. Isidore, have dissolved.

Stephen Randall, general store, Compton, has sold out to Harvey & Clark.

Bourgeois & Boivin, general store, St. Hyacinthe, have assigned in trust.

A. Saulnier, of the firm of A. Saulnier & Co., general store, Napierville, is dead.

Edward Westover, groceries and feed, Stanbridge, has sold out to James A. Vanantwerp.

R. M. Fitzsimmons, wholesale liquors, Montreal, have closed there and removed to Brockville.

G. B. Hall & Co., timber, Quebec, have dissolved, Andrew Thomson retiring. A new firm has been formed, composed of Peter B., George B., Wm. C. Hall, Herbert M. Price and Lewis F. Peters.

NOVA SCOTIA.

Wm. Dill, carriages, Windsor, is dead.

Peter McNab, grocer, Dartmouth, is dead.

John L. Ingraham, general store, North Sydney, is dead.

D. & A. Campbell, lumber, Tatamagouche, has assigned.

Mrs. Smeltzer, general store, Mahone Bay, is in the hands of the sheriff.

Arthur E. Harrington, has ceased connection with firm of W. M. Harrington & Co., groceries and wines, Halifax.

Raymond & Brown, general store, Maitland and Salmon River, have dissolved. Raymond continues at Maitland and Brown at Salmon River.

NEW BRUNSWICK.

John M. Band, general store, Sackville, has failed.

NEWFOUNDLAND.

Davenport & Pierson, contractors, St. Johns, dissolved.

The Great Grain Glut.

Everything runs to gluts nowadays, and Chicago, with its stores of grain, is no exception. The arrival of 200 cars of corn in this city yesterday by the Alton Road, for which there is no room in the elevator with which the tracks of that road connect, calls attention in the most forcible way to the enormous accumulation of grain here. Our storage capacity is nominally 26,000,000 bushels: we have in round numbers 20,000,000 bushels on hand, and more coming. But the nominal capacity is considerably more than the real capacity. It is a practical impossibility to get the elevators theoretically full. The doors and inlets and outlets cannot be boarded up and grain run in until it spills over the top. The difficulty in finding places to put the corn of which we have spoken, and the talk already heard of calling on the directors of the board to use their discretion to declare vessels and other irregular places "regular" as warehouses prove that the limits of our capacity are very nearly reached.

The great Keene corner accumulated a huge amount of stuff here, but there is now almost half as much again grain as then. The amount in our warehouses then did not rise above 16,000,000 bushels at its highest point. If there were a corner now it would be much easier than it is to look through the causes of the glut and the outcome of it. It is the exceptional corner that succeeds. But, excepting the reported but doubtful corner in corn for delivery this month, there is not now believed to be any formidable clique operating to manipulate this market. The English papers have lately indulged in sage reflections on the folly of the cornerers who, they assume, have possession of our grain markets, but they are far astray as to the facts. There has not been a time in five years when the "syndicate" was less a power in our markets than at this moment. A few weeks ago a clique who have made and lost millions in the manufacture of prices on the board set out to arrange for one of their periodical round-ups. Their statistical information as to the shortage of the winter wheat crop and the amount of wheat in the farmers' hand was as good as it could be and as nearly right as statistical information usually is, but they very soon found that the deeper tides of the market were against them, and abandoned their drive.

The immediate questions raised by such an accumulation of grain as is now beginning to make itself felt here are embarrassing, and the wider problems that it suggests are still more troublesome. The directors of the board may provide storage room in vessels and in outside warehouses, but that is a step that brings almost as many difficulties as it removes. The collapse

of the extra warehouse on Sixteenth street—the Empire—declared regular by the directors four years ago, is an illustration of the risks of making 'regular' any of the storehouses not built as first-class elevators. Then, too, grain put into vessels cannot be gotten out without extra trouble and expense. But these are less difficult matters than to find out what are the causes and the probable consequences of this glut. That there have been shortages in the world's crops of wheat and corn in Europe as well as in this country and Canada is indisputable, and yet we see grain piling up in Liverpool, and New York, and Chicago, and no spur given to the demand by the lower prices that are being made.

Is there too much wheat as there is too much iron, wool, leather? Have the energy and the high prices of the last few years produced a glut of wheat as of manufactures? It is not in the United States alone that railroads are covering vast tracts of new land with men and money. Australia and the Argentine Confederation and India are being supplied with new lines of transportation, and are developing a capability of raising millions of bushels of surplus wheat. Is their competition destined to compel our farmers to readjust their prices? Our agriculturists have been making money out of the harvests of their new soil, as if the prairies were oceans of gratuitous milk from which they could take the cream for the trouble of skimming. If it is possible to have too many transportation factories and too many shoe factories, may it not be possible to have too many wheat factories? Are not the hard times now so prevalent over the industrial world greatly lessening the ability of the poor, who are the vast majority, to consume food with the appetite of their prosperous years?

It is very easy to ask these questions; it is hard to answer them. We have no cut-and-dried responses. Certain it is, however, that if the competition of other wheat-raising countries is going to compel a permanent change in the terms on which we have been able to sell our surplus in the world's markets, the social and industrial changes which will come with that readjustment will amount to nothing less than an economic revolution. Meanwhile, until the glut at Chicago is broken by foreign markets coming up to our figure or Chicago going down to theirs, the accumulation means less business for the railroads in hauling grain to this market, less demand at the country stations for the farmers' stuff, less trade at the country stores and less of a market for the products of manufacture. These wheels are all cogged together, and if one slows up the other must slow up.—*Chicago Tribune*, Jan. 17th.

Paper-Making in China.

There can be no question as to the success of paper manufacture in Shanghai. All requisites are to be obtained without the least difficulty—a plentiful supply of water, an abundance of raw material to work with, cheap manual labor, cheap motive power, and a more than sufficient market. Nine years ago Mr. Doyle introduced the enterprise into Japan, and we believe there are nearly a dozen in full operation there. Those mills that were properly constructed at

the outset, and were placed under efficient and skilled management, have been exceptionally successful, and, if we remember rightly, the mill at Osaka cleared itself in three years, while the one at Oji paid a dividend last year of seventeen per cent, on stock amounting to \$365,000. The other mills were less successful, but none have proved failures; and we believe we are right in making the statement that the entire enterprise of paper manufacture in the land of the rising sun is now in the hands of the Japanese, who have so advanced in the art as to think themselves justified in dispensing with foreign supervision. Another interesting feature in connection with the paper trade of Japan is that while nine or ten mills have been working successfully, the importations of foreign-made paper have considerably increased—more than doubled during the last few years.—*Overland China Mail*.

Canadian Reciprocity.

As the question of reciprocity is attracting considerable attention at present; it may be interesting to know just what articles were allowed to pass free of duty between these countries under the old treaty which was abrogated in 1865. The following is a list of articles: Grain, flour, and breadstuffs of all kinds; animals of all kinds; fresh, smoked and salted meats, cotton-wool, seeds, and vegetables; undried fruits, dried fruits; fish of all kinds; products of fish and all other creatures living in the water; poultry, eggs, hides, furs, skins, or tails, undressed; stone or marble in its crude or unwrought state; slate; butter, cheese, tallow; lard, horns, manures; ores of all kinds; coal; pitch, tar, turpentine, ashes, timber and lumber of all kinds, round, hewed, and saved, unmanufactured in whole or in part; firewood; plants, shrubs and trees; pelts, wool; fish oil; rice, broom-corn and bark; gypsum, ground or unground; hewn, or wrought or unwrought burr or grindstones; dye-stuff; flax, hemp and tow, unmanufactured; unmanufactured tobacco; rags.

Flax Belting.

A foreign exchange reports that the latest patent in hands used for machinery is one for an invention by which, it is claimed, the only good belt made of textile fabric can be produced; it is not affected by change of temperature, stretches very little, is thoroughly waterproof, is as durable as leather, and being without the objectionable joints and splittings of a leather belt, it runs straighter and truer. The belt is made solely of the best Russian flax, and in price is from 25 to 60 per cent. cheaper than leather belting. The unusual strength of the belting results from its being folded somewhat peculiarly, which also accounts for its stretching so little. It is rendered waterproof by an entirely new process known only to the Russian government, the peculiarity of which process gives it a marvellous grip of the pulley, and, no matter how long the belt is used, this never it. The flax belt has been in use in Russia for more than two years and a half, and it has given the greatest satisfaction.

Gas from Sawdust.

The *Minneapolis Tribune* is in receipt of a letter from George Walker, manager of the sawdust-gas works at Desoronto, Ont., which gives us some interesting information in respect of the manufacture of the new gas, although he does not go into the details of the manufacture for stated reason that certain patents which have been applied for in the United States and Canada are still pending. Mr. Walker states that he is making illuminating gas from dry sawdust and is producing from 20,000 to 30,000 cubic feet of gas from each net ton of sawdust. The gas, when purified and ready for use, is stated to be fully equal to ordinary coal gas, and as wood contains no sulphur and very little ammonia, the sawdust gas is more easily purified than coal gas, and the purifying process is by no means as expensive as in the case of gas made from coal. It is apparently an easy matter to change a coal-gas plant to a sawdust arrangement, as the storage and distribution of the sawdust gas, and in fact most of the apparatus, are precisely the same for sawdust gas as for coal gas, and the same burners are used for both.

The sawdust from which Mr. Walker makes gas at Desoronto is from white pine, but, he states, the gas can be made from wood of any variety, although resinous wood is preferable to non-resinous by reason of its larger yield of gas. Mr. Walker's process for generating gas from sawdust is carried on almost entirely by machinery, the sawdust being dried and fed into the apparatus and the product discharged almost without labor. In localities where there exists a market for the other products of the carbonization of sawdust—for gun-powder material, wood tar, acetic acid, wood alcohol, etc.,—the cost of the gas is reduced to an extremely low figure.

The experiment at Desoronto seems to be quite successful, and it is probable that the new gas will be introduced elsewhere where the raw material is plentiful.

British Playing-Card Manufacture.

Playing-card making is an industry that in England is in comparatively few hands; and the manufacture is, moreover, almost exclusively confined to England, there being only one maker in Ireland, and none in Scotland, in which latter kingdom, indeed, the trade seems never to have taken root. *The Printing Times* states: "The number of makers and individual partners in England, which stood in 1831-82 at fifteen, had increased in 1882-83 to nineteen. Happily there has been a considerable increase in the number of packs manufactured, last year's total being 1,216,960 as compared with 1,150,560 in 1881-82. The stamp duty paid thereon was £15,272 last year, and £14,382 in the preceding twelvemonth. Hitherto the official playing-card wrappers have been supplied by a private firm, but the Commissioners of Inland Revenue have now made arrangements to produce these wrappers in the Stamping Department at Somerset House, where certain confidential revenue printing is already carried on. In order to ensure greater security, the stamps are now printed on water-marked paper.

The Commercial

WINNIPEG, FEBRUARY 5, 1884.

THE HUDSON'S BAY RAILWAY.

Elsewhere in this issue will be found a summary of the proceedings at the mass meeting called by the Mayor of Winnipeg to discuss the Hudson's Bay Railway scheme, and also of the result the visit of the delegation from the Board of Trade to the Farmers' Convention at Grand Forks, Dakota. It must be a source of gratification to every well wisher of the Northwest to notice the keen interest that has been awakened in the public mind regarding this great enterprise, not only in our own country, but south of the 49th parallel as well. If any doubts existed as to the desirability of securing an outlet for the products of this section of the North American continent by way of the Hudson's Bay they must have been effectually dispelled by the enthusiasm which manifested itself at the meeting in Winnipeg, on Friday evening, and by the handsome reception accorded our representatives at Grand Forks, and the eagerness with which they grasped the situation and lent their influence towards the furtherance of the scheme. **THE COMMERCIAL** is heartily in accord with the resolutions unanimously passed at the meeting in Winnipeg. The practicability of the navigation of Hudson's Bay hardly anyone, outside of some few interested parties, doubts for a moment. That for hundreds of years vessels have regularly navigated these waters, and without any record of disaster, ought to be of itself sufficient to bring conviction home to the mind of every unbiassed man; and taking the evidence of those who have spent a large portion of their lives on the shores of the Bay, a large preponderance goes to show that both the Bay and Straits are navigable for long periods of each year, some going so far as to assert that navigation is practicable during the whole twelve months. Prof. Bell, than whom there is no better authority to be had on the subject, asserts that for five or six months in the year, at least, steamers will be able to make their way between ports on Hudson's Bay and Liverpool with no more difficulty than is experienced from Montreal or other eastern seaports. It is no doubt desirable that an appropriation should be made by the Dominion Government to send out a vessel with a staff of

competent engineers to make a close survey of the channel, and find out the best course to take through the Straits. This is a necessary step, even if it were the opening up of a new route in any part of the world, and it is to be hoped that a liberal sum will be placed in the estimates for that purpose.

One of the most important of the resolutions passed was that expressing the opinion "That no encouragement or support should be given to any line of railway from Winnipeg to Hudson's Bay unless the same be controlled by the Government of Manitoba in such a way as to prevent the road from falling into the hands of any other railway company or other corporation." This is no doubt somewhat of a new departure in railway building in Canada, but it is at the same time none the less an essential feature, and fraught with the utmost importance to the people of this country. If the railway is to fulfil the ends it is intended to serve and for which it is to be built, it must be in every respect the people's railway, owned and controlled by them in every way. It must be entirely removed from the possibility of ever coming into the hands of "private corporations," a term which has become synonymous with "rings," and which to-day are grinding the life blood out of both Canada and the United States. "By the people, for the people," must be the motto inscribed upon its banner, and then it cannot fail to bring to pass all and even more than the most enthusiastic advocate of the scheme could hope for. A monopoly of any kind is hard to bear, and although what might be called the paternal monopoly which exists in this country—the C.P.R.—is not so grinding as the unpaternal monopolies which thrive in the United States Northwest; still we cannot but be forced to the conclusion that what experience we have had is quite sufficient for all time to come. Under the direct control of the Manitoba Government, the road would be managed in the best interests of the country, and as the people might dictate through their representatives in the Legislature. It is upon the fact that the Hudson's Bay Railway will be entirely under Government control that the people of the Northwestern States place their main trust. They have had a bitter experience with private corporations, and anxiously await the consummation of this scheme to release them from the thralldom which now binds them

hand and foot, and places an insuperable barrier in their progress. Long and in vain has Canada rapped at the door of Congress and asked for reciprocity with the United States. When the commerce of a great portion of the continent is diverted from its old channels to find an outlet by Hudson's Bay instead of New York, the tables will be turned, and it is not improbable that the Americans may then be supplicants at our doors asking to be allowed to share in the privileges vouchsafed to us through the great northern highway to the markets of the world. Not only the products of the vast territories to the south of us, but the commerce of China, Japan and other nations of the Orient will, in the natural course of things, find their way past our doors on its course to the markets of Europe. The shortest route is necessarily the cheapest, and in this age trade very quickly turns into the channel which is found to offer the greatest advantages.

THE C.P.R. LOAN.

The subject of greatest interest which is likely to occupy public attention during the present session of the House of Commons, at Ottawa, is the new arrangement which it is proposed to make between the Government and the Canadian Pacific Railway. The text of the agreement which has been submitted to the House for its consideration points out in the preamble that the importance for the settlement of the Northwest and the development of the country's trade demands the completion of the Canadian Pacific Railway, if possible, in the spring of 1886. The unsuccessful efforts of the Company to float their bonds, even with a three per cent. dividend guaranteed by the Government, is referred to. The new agreement, briefly stated, is as follows:—The one million dollars held as security under the third section of the Act of Incorporation and second section of the contract is to be returned. The time for the payment of the \$2,853,912, agreed to be paid by the Company before February 1, 1884, as part of the fund provided under the agreement of last November, generally called the guarantee, is to be extended to November 7, 1888, when all that will then be due under that agreement, amounting to \$7,380,912, shall be paid with interest. The Government is to be empowered to loan to the Company out of the revenue fund a sum not exceeding \$22,500,000, to be repaid on or before the

1st May, 1891, with interest at four per cent, payable half yearly. As a part of such loan, it is proposed to pay at once the sum of not more than \$7,500,000 to extinguish present floating debt of the Company; and the balance of the loan to be paid to the Company on the same terms as those provided for the subsidy. As security the Government is to have a first lien on the entire property of the Company, real and personal, including the main line of railway, the extensions and branches, rolling stock and plant, vessels, etc. and also on the land grant of the Company now earned or to be earned, saving the rights of mortgagees of the Canada Central and the Montreal line, and saving also the interests of the holders of land grant bonds. Provisions are made for the extinguishing of interests on the loan, and the Government has power to make expedient arrangements for securing the payment to it of the proceeds of land sales; and it is provided that in case of default of payment of principal or interest on the loan, the subsidy shall not be payable, and the property of the Company shall *ipso facto* become the property of the Government. Such is the gist of the proposed agreement.

Any judge of financial matters, who is prepared to consider the question of the first agreement with the Canadian Pacific Railway Company from an unbiassed standpoint, cannot but admit that its terms were by no means liberal. While it would be a generous policy for the Government to render further assistance to the Company at this critical period of its history, it would also in the present state of affairs be a wise one. The road has been pushed rapidly forward. The energy and enterprise displayed in its construction is unparalleled in the history of this railway age, and every true Canadian must feel a sense of pride in what has been accomplished in so short a time. A large amount of money has been spent and now much depends upon its early completion; so much is this so that were serious obstacles now to be thrown in the way of the Syndicate carrying out their plans it might perhaps lead to results as disastrous as those which overtook Jay Cooke & Co., and the Northern Pacific in 1873, at the very thought of which we may well shudder.

While we approve of the Government coming to the rescue of the Company in its present embarrassment, we notice with

regret that no mention is made in the agreement regarding the abolition or modification of the monopoly now held by them. THE COMMERCIAL has hitherto supported the monopoly clause of the agreement on the ground that the honor of the country was bound up in it, and that the terms of a bargain between a government and a company are as sacred and inviolable as between private individuals. Had the Syndicate carried out the terms of their first arrangement in their entirety, we would, for the reason we have mentioned, have found no reason to withdraw from the position we have thus far taken. But now that the tables have been turned and the public purse has to be further consulted on behalf of the Company, it seems only reasonable that some concession should be made on their part. As representative of the trade interests of Manitoba and the Northwest we hold that in this matter at least the claims of the pioneers of this country should be considered first. That the Northwest is now suffering under the burden of monopoly is amply exemplified by the strong agitation now prevalent among all classes, commercial or agricultural, and it would have been only common courtesy on the part of the powers that be at Ottawa, to have urged at this opportune moment a redress of our grievance. Dame Rumor says that the objection of English stockholders is the chief barrier to the removal of the monopoly, and for that reason the Dominion Government seek to continue it. But when these capitalists come and ask assistance from the people of the Dominion to carry out their scheme, they reach the level of beggars, and are no longer patrons. "Beggars must not be choosers," is an adage which explains the position, and we ask the Government and Syndicate both to take it to heart. It seems altogether probable that Sir John with his large majority in Parliament will carry through the new arrangement in its entirety, and ignore the claims of the people of Manitoba and the Northwest. If it is so, it will only furnish another proof of what we have more than once asserted, that the people of this country need never look for friendship and assistance from political parties at Ottawa.

CANADIAN BANKS.

A comparison of the condition of the banks in Canada at the end of 1882 with

the close of 1883 shows as satisfactory a state of affairs as could be expected, considering the quiet state of trade which has existed, failure of the crops in the Eastern Provinces of the Dominion, and the consequent reduction in volume of exports. At the close of 1882 the circulation of the banks was \$36,501,694, as compared with \$33,589,154 at the end of 1883, a reduction of about three millions. Loans were decreased over thirteen millions during the year, the figures being \$176,560,774 for 1882, and \$163,441,869 for 1883. The decrease in loans cannot be considered an unfavorable sign, indicating as it does that imports are being contracted and home manufactures are being brought down nearer to what the demand calls for. As regards cash resources the position of the banks is stronger by over eleven millions, and at the same time the liabilities have been decreased from \$149,749,536 to \$145,812,744. The condition of foreign exchange has also improved, the net balance in favor of Canadian banks having increased from \$11,392,490 in December, 1882, to \$20,700,757 in the same month in 1883. This is an increase of nearly 100 per cent. Notwithstanding the partial failure of the harvest in Ontario, the volume of deposits has been well maintained, the falling off being less than three quarters of a million. The total of Government and public deposits at the end of 1882 was \$107,539,817, and at the close of 1883, \$106,818,489. Such a satisfactory statement ought to go a long way towards restoring confidence in trade circles, and should soon dispel the depression under which the country is now laboring.

We find that in our remarks in a recent issue, in which the attention of the License Inspector was called to the number of transient traders in the city, we were slightly in error. That official has, we understand, done all in his power to bring this class of illegitimate traders to time. But the by-law under which he has to proceed is useless, as was proven by a test case last summer. The by-law is in itself inoperative, and it is further contended that no authority is given under the City charter to pass such a law at all. In fact there is scarcely a by-law in the city that is of any use. The blundering incapacity of those who framed the City charter and of those who have been placed in positions of municipal power in the past is to blame for it all. The want of a by-law such as we have referred to means not only unfair competition to legitimate traders, but direct loss of revenue to the city.

WINNIPEG MONEY MARKET.

The money market remains practically unchanged from what was reported last week. The demand for money for ordinary commercial purposes continues to be light, and the probability is that this state of affairs will continue until spring trade opens up. Inquiries for accommodation from small traders is considerable, but the banks are very cautious in their action. Rates of discount remain the same. Gilt-edged commercial paper is negotiated at from 8 to 10 per cent. The loan companies report business quiet. They have plenty of money which is available on first-class mortgage security at from 8 to 10 per cent. The speculative demand is generally supplied from private sources, and high rates have to be paid for the accommodation.

WINNIPEG WHOLESALE TRADE.

There is no improvement of consequence to report in any department of wholesale trade in the city for the past week. Marked inactivity continues to be the leading feature. No travellers have gone out yet to solicit orders for spring goods, and it is not likely that there will be any movement in that direction for some time to come. Until such times as they do take the road a quiet period of trade is of course expected. Advices from merchants in the country districts indicate a very quiet state of business, and such being the case, sorting-up orders are very light, even more so than had been anticipated. Remittances are variously reported. Some houses report them as tolerably satisfactory for the past week or two, while others say that they are about as poor as ever. On the whole it must be admitted that they cannot by any means be called good. The wholesale houses are helping along their customers in whom they have confidence as much as possible, and it is generally supposed that these who are able to weather through till spring will come out all right. Lame ducks are not by any means so numerous as they were, being pretty well choked off by this time. Wholesalers are looking hopefully forward to a brisk trade when it does open up in the spring, and as stocks will be reduced to small proportions by that time it seems reasonable to suppose that they will not be disappointed.

AGRICULTURAL MACHINERY.

This is preeminently a dull period of the year so far as regards the selling of agricultural implements. A good many agents are now, however, scouring the country, paving the way for active operations in the spring. Collections have shown considerable improvement of late, a fair percentage of notes given for machinery during the past season, being met on maturity. The leading houses are preparing for big business in the spring, and if every farmer don't have all the implements he wants, it will not be because he won't be asked to buy.

BOOTS AND SHOES.

In the boot and shoe houses there is very little doing. A few sorting-up orders are received now and then which goes to make up the whole volume of trade. Collections are middling to fair.

CLOTHING.

In the clothing line also business is almost at a standstill. The leading houses are making no effort to push trade at present, and will not do so until nearer spring. Collections are reported as being only fair.

CROCKERY AND GLASSWARE.

The past week, like its predecessors ever since the advent of the year has been very dull. Country trade is almost nil, and in the city there is not much doing. Collections have on the whole been fairly good. This satisfactory state of affairs is largely due to the fact that the leading houses exercised more than ordinary caution in giving credit, and did, as much as possible for cash or on short dates.

DRUGS AND CHEMICALS.

The run of trade in this line does not fluctuate so much as in many other branches of business. Orders, although small as a rule, have been tolerably satisfactory as regards numbers. Collections are not much to be complained about.

DRY GOODS.

The situation in the dry goods trade remain almost unchanged from that reported last week. There is very little doing and no rush of business is expected for five or six weeks yet. Travellers will not go out with spring samples until about that time. The leading houses are not anxious to push business at present, and retailers are buying only what is necessary for immediate wants. Collections are still slow, and show but little signs of improvement.

FANCY GOODS AND SMALL WARES.

Business in the fancy goods is light, and not much is expected for some time to come. Collections are only fair.

FISH AND POULTRY.

The demand for fish is not heavy, and supplies are ample. White fish are quoted at 7c per pound; Lake Superior trout 8c; Oysters are selling at 70c for counts, 60c for selects, and 50c for standards. The supply of poultry is fair, and prices remain the same, viz, 17c to 20c per pound for turkeys and geese.

FRUIT.

The demand for fruit has been hardly so brisk during this past week than for some past. Considerable stocks are held in the city, and other consignments are on the way and expected daily. Lemons are quoted at \$8.50 to \$9; Valencia oranges, \$13.50 to \$14 per case. Malaga grapes are worth \$9.50 to \$10.50 per bbl., according to weight and quality. Apples are steady and in good demand at \$7 to \$7.50 per barrel. Figs in 14lb boxes are worth 12c per lb.; Eleme layers 19c. Nuts are steady at old quotations, viz: peanuts 20c per lb; almonds 20c to 22c; brazils 22c; cocoa nuts \$9.50 per hundred. There is a fair demand for dried fruit. Loose muscatel raisins are steady at \$3.25; black baskets \$4.40; dates are worth 10c per lb.

FUEL.

The demand for fuel keeps up very well. Large quantities of wood are being brought in to the market by farmers, and prices are generally easier. Saskatchewan coal is worth \$9 per ton in the yard or \$10 delivered; Anthracite

ranges from \$14.00 to \$14.25. Tamarac wood is worth from \$5.50 to \$6 per cord; poplar \$5 to \$6; oak \$7 to \$8.

FURNITURE.

This branch of business continues about as dull as ever. Both city and country trade are light, and collections are not as good as they ought to be.

GROCERIES.

Business has been rather slack for the week, but not more so than the leading houses looked for. Collections are only middling. Quotations are as follows: Sugars—Yellow 0½ 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, Moyuno gunpowders 30 to 75c; Young H. 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 38c 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.

Business in the hardware and metal line is almost at a standstill, and collections are not any too satisfactory. Prices remain firm at the following quotations: Tin plate 14x20, \$7.50 to 7.75; 20x28, \$14.75 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 100lb 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.

In this line business is rather quiet at present. Collections are, however, fairly good. Quotations are:—Spanish sole 33c to 35c; slaughter sole 35c French calf, first choice, \$1.40 to 1.50; domestic 85c; B Z calf \$1.00 to 1.10; French kip \$1.00 to 1.25; B Z kip 85c to 90c; slaughter kip 65c to 75c; No. 1 wax upper 55c; grain upper 55c; harness leather 34c to 36c for plump stock; English oak sole 65c.

LUMBER.

The demand amounts to very little at present. The old list of prices still continue in force, but a liberal percentage is often allowed for cash. Quotations are: Pine lumber, 1st. common boards, dressed \$26.50; 2nd, dressed, \$25.50; 1st dressed rough, \$26.50; 2nd do. \$25.50; sheathing, rough, \$25; timber 16 feet and under, \$24; do. over 16 feet, for each additional 2 feet, \$1; dimension and joists 16 feet and under, \$24; do. over 16 feet for each, \$1; fencing, \$25; 2 and 3 inch battens, \$30; A. stock boards, all widths, \$50; B do., \$45; C do., \$40; D do., \$35; 1st clear, 1, 1½, 1½, and 2 inch, \$60; 2nd do., \$56; window and door casings, \$50; Lase boards, dressed, \$50; 1st pine flooring, siding and ceiling, \$40; 2nd do. \$35; 3rd do. \$30; ½ inch split siding, dressed, \$30. Spruce lumber—timber 16 feet and under, \$22; do. over 16 feet for each additional 2 feet, \$1; dimensions

and joists, 16 feet and under, \$23; do., over 16 feet, for each additional 2 feet. \$1; boards, \$22; 1st flooring, siding and coiling, \$28; XX shingles, \$5.25; Star A shingles, \$5.25; X shingles, \$5.00; A do, \$4.50; lath, \$4.50

STATIONERY AND PAPER.

A fair amount of business continues to be done: and collections are reported as not much to be complained of.

WINES AND SPIRITS.

The demand for fine liquors is light, and that for common grade is hardly so brisk as it was. Quotations to jobbers and purchasers of quantities are: Hennessy's one star, \$13 to \$14; in wood, \$4.50 to 5.00 per gallon; Imperial, cases, vintage of 1878, \$5.50; Martel, in case, one star, \$13 to \$14; Renault, 1-star, \$12, \$16 and \$20; Boleyn, in wood, \$4 to \$5.50; Rouet, in cases, quarts, \$8.50; flasks, \$10, half flasks, \$11; Pinette, in wood, \$4 per Imp. gal.; Louis Fvres, in cases, qts, \$10; flasks, two dozen in a case, \$11; half flasks, four dozen in a case, \$12; M. Dubois, in wood, \$3.50 per gallon; cases, quarts, \$8; flasks, \$9; half flasks, \$10. Gin, Holland, in wood, \$3 per gallon; red cases, \$10.50 to 11.50; green cases, \$6 to \$7; Old Tom gin, Bernard's, in wood, \$3.25 per gallon; Booth's, in wood, \$3.25; Ford's Acadia gin \$2.25 to 2.75; Booths, in cases, quarts, \$8.50; Scotch whisky, Ramsay's in wood, \$1.00; Col-lla Islay, in wood, \$3.50; Stewart's, in cases, quarts, \$8.50; flasks, \$9.50. Irish whisky, John Jameson & Sons, in wood, \$1.50; Bernard's, in cases, quarts, \$8; flasks, \$9.50. Jamaica rum, \$3.50 to \$4.00 per gallon. Champagne—Pomeoy, quarts, \$34; pints \$35 per case; Bollinger, quarts, \$33; pints \$34; Moet & Chandon, quarts, \$27; pints \$28; G. H. Mumm, quarts, \$28; pints \$30; Piper Heidsieck, quarts, \$27; pints \$29; Carte Blanche, quarts, \$20; pints \$21. Sherry from \$2.50 to 8.00 per gallon, according to quality and brand; ports \$2.50 to 7.00, according to quality and brand; claret in cases \$5.00 to 7.00; Drewry's ale \$13 per brl; Bass's ale in quarts \$4 per doz; pints \$2.50; Guinness's porter in quarts \$1.00; 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.

Receipts of grain at points throughout the country have been fairly liberal during the past week. The greater part of the really good wheat in the country has been already marketed, but there is still a considerable quantity of damaged grain held. Prices generally are well maintained, which is rather surprising considering the inactivity of eastern markets. The provision trade for the week has been fair, but not at all rushed. Prices are about the same as last week, but generally firmer.

WHEAT.

Considerable quantities of wheat are being received at various points in Southern Manitoba, especially at Manitou. Along the line of the

C. P. R. west there has also been a fairly active movement. No. 1 hard is worth 80c in Winnipeg, and really fine samples will sometimes bring from 1c to 2c a bushel more. Large quantities of frozen grain are being shipped east to Toronto and Montreal, and quite a large amount is being stored at Port Arthur whence it will be forwarded by boat upon the opening of navigation. Frozen wheat varies in price from 45c to 65c per bushel, according to the amount of damage the sample has sustained.

OATS.

The demand for oats continues very light. A good deal has been offered in the street lately, and this with a few car lots brought in now and then is sufficient to supply all wants. In Winnipeg they are worth from 18c to 20c per bushel.

BARLEY.

Receipts are light. What are received are generally bought at from 25c to 30c per bushel.

FLOUR.

The local demand continues about up to the normal average. Considerable shipments have been made east, but as the Ogilvie mills have shut down, there will be less export during the next few weeks. Prices have dropped a little. Quotations now are: Patents, \$2.80; strong baker's, \$2.60; superfine, \$2.

BRAN.

The demand is not heavy, and the quotation is still \$8 per ton on track.

SHORTS.

There is still some being shipped east to New Brunswick. The home demand is easily supplied. The quotation remains the same, viz: \$10 per ton on track.

CHOPPED FEED

is not much enquired for, but steady at \$22 per ton.

POTATOES.

The market is only fairly well supplied, and prices have advanced to 55c to 60c per bushel.

CHEESE

is steady at 16c per pound.

BUTTER.

There is considerable stock held in the city. Choice dairy is quoted at from 25c to 28c per pound; creamery would bring 30c.

HAMS

have advanced to 17c, and are firm at that figure.

BACON.

There is also an upward tendency in bacon. Long clear is firm at 12c; smoked 13c; breakfast bacon, 15c to 16c; rolls, 15c.

EGGS.

Eggs are rather scarce and firm at 35c to 37c per doz.

MESS PORK

is not much asked for, but steady at the old quotation of \$22.

MESS BEEF.

The demand is light at present. It is quoted at \$18.

LARD

in twenty pound pails is quoted at \$3; cases, \$8.50 to \$9.

DRIED APPLES

remain steady at 12c per pound.

CRANBERRIES.

First-class fruit is firm at \$14 per barrel.

WHITE BEANS

are still quoted at \$3 to \$3.25 per bushel.

CANNED MEATS.

The demand is not brisk, and quotations remain as they were: Corned beef \$4.25; brawn \$4.25; lunch tongue \$4.25 for 1lb cans; 2lb cans \$7.75; salmon \$2.15; lobsters \$2.00; California fruits, \$0.75; tomatoes \$4.50; 3 lb apples \$4.25.

MINNEAPOLIS.

The local grain market has not been very active during the past week, though a fair volume of trading is reported. Fluctuations have been in very narrow limits, but grade wheat has steadily appreciated in value, closing higher than it opened. Hard wheat seems to be coming in very slowly at present, and there is a growing belief that future supplies will be small, farmers intending to hold what they have left for seed. Sample wheat has sold freely and at very good prices as a rule.

The coarse grains have been quiet and steady, with No. 2 corn quotable at 52; No. 2 oats at 32c; No. 3 barley 55c and No. rye at 30c.

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.....	\$0.98 ..	\$0.97 1/2 ..	\$0.98
" 2 "	91	93 1/2 ..	94
" 1 northern ..	90 ..	89 ..	90
" 2 " ..	85 ..	84 ..	85

No. 1 hard for May opened at \$1.05 and closed at \$1.06. No. 2 hard for May opened and closed at \$1.01.

MILLSTUFF.—Bran has been in better supply and closed lower, at \$11.50 to \$12.25 per ton in bulk; shorts, \$13 to \$14 per ton in bulk.

FLOUR.—The situation is best expressed in the terse language of a leading miller, who, after giving quotations a shade lower than last week said: "There is a bottom, and we are near it." All that we can add to this is that we believe prices have touched the bottom and that the next change will be an advance. The world is certainly getting its flour cheaper, proportionately, than any other necessary for sustaining life. Nevertheless the situation has few, if not encouraging features. There is practically no export enquiry, and but slight improvement in the eastern demand. Local trade is steady, but quiet. Quotations at the mills are as follows:

Patents, \$5.85 to 6.25; straights, \$5 to 5.50; first bakers', \$4.65 to 5.00; second bakers', \$4 to 4.50; best low grades, \$2.00 to 2.40; red dog, \$1.50 to 2.00, in bags.

The mills last week had the most satisfactory run for quite a while. The water power was quite uniform, and averaged better than usual as to volume. The flour production, however, while larger, did not show any marked increase. The total production of the week (ending Jan. 26) was 66,350 bbls—an average of 11,058 bbls. per day, against 9,285 bbls daily the preceding week. The water this week started off quite low, and up to Wednesday had not improved, so that the outlook is not very flattering. The production may average over 11,000 bbls. daily, but if it does it will be due to the operation of two mills partly by steam. The flour trade is yet dull and depressed, and prices are a shade lower. But millers think that the bottom cannot be much lower, and that flour must go the other way ere long.

Our receipts and shipments were as follows for the week ending Jan. 20:

	Received.	Shipped.
Wheat, bush.....	270,000	47,500
Flour, brls.....	5,345	63,273
Millstuff, tons.....	288	1,664

LAST WEEK.

Flour, brls.....	5,400	63,273
Wheat, bush.....	337,000	57,500
Millstuff, tons.....	209	2,057

The stock of wheat in store in the elevators (including the transfer) and mills of the city on Wednesday, was about 3,050,000 bush. At St Paul there were 1,220,000 bush., the same as last week, and at Duluth 2,333,260 bush., against 2,298,500 bush. the previous week. —Northwestern Miller.

CHICAGO.

The Chicago market for the past week has been characterized by considerable activity. On Tuesday wheat was active but unsettled and nervous. Receipts were small and shipments limited. A fair business was transacted in corn, chiefly on speculative account, and mainly on the May future. Oats were dull and speculation light. A fair business was done in provisions and a firmer feeling prevailed. Quotations towards the close were:

Wheat.....	Feb., \$0.91½	Mar., \$0.92½
Corn.....	" 51½	" 52
Oats.....	" 32½	" 32½
Pork.....	" 15.7½	" 15.87½
Lard.....	" 9.00	" 9.12½

On Wednesday wheat was fairly active and fluctuations confined within a narrow range. Influences were actively speculative and no new features developed. Trading in corn was fair, and oats continued dull. An active speculative business was done in provisions. Offerings were free, and the "short" demand brisk. Quotations towards the close were:

Wheat.....	Feb., \$0.91½	Mar., \$0.92½
Corn.....	" 52½	" 52½
Oats.....	" 32½	" 32½
Pork.....	" 16.07½	" 16.17½
Lard.....	" 9.07½	" 9.20

On Thursday trading in wheat was on a moderate scale, and mostly on local account. A quieter feeling prevailed in corn. Oats were quiet and provisions active. Quotations towards the close were:

Wheat.....	Feb., \$0.91½	Mar., \$0.92½
Corn.....	" 52	" 52½
Oats.....	" 32½	" 32½
Pork.....	" 16.17½	" 16.25
Lard.....	" 9.10	" 9.20

On Friday the condition of the market was very similar to that of the previous day. Quotations towards the close were:

Wheat.....	Feb., \$0.91½	Mar., \$0.92½
Corn.....	" 52	" 52½
Oats.....	" 32½	" 32½
Pork.....	" 16.20	" 16.30
Lard.....	" 9.15	" 9.25

On Saturday the market was fairly active. Quotations towards the close were:

Wheat.....	Feb., \$0.91½	Mar., \$0.92½
Corn.....	" 52½	" 52½
Oats.....	" 32½	" 32½
Pork.....	" 16.15	" 16.25
Lard.....	" 9.12½	" 9.22½

TORONTO.

STOCKS.

The stock market continues dull and featureless. Heavy lumber failures have affected prices somewhat. On Wednesday closing bids, as compared with the week previous were:

	Jan. 23.	Jan. 30.
Montreal	177½	177
Ontario	100½	100½
Molson's	112	112
Toronto	168	167½
Merchants	109	108
Commerce.....	119½	117½
Imperial	129½	129
Federal.....	126½	125½
Dominion.....	188½	188½
Standard.....	109½	109½
Hamilton	112	113
North-west Land.....	61½	60½

GRAIN AND PRODUCE.

The local market is as inactive as ever. Prices have, however, been well maintained, and in some cases there is a firmer feeling. Receipts have been light, and holders are not disposed to press sales. There is no enquiry for shipment, but offerings are so light that the local demand absorbs nearly all. Stocks are about the same as last week. On Monday they were as follows: Flour, 250 bbls; fall wheat, 52,919 bush.; spring wheat, 66,113 bush.; oats, 8,913 bush.; barley, 1,7,618 bush.; peas, 8,913 bush.; rye, nil; against on the corresponding date last year: flour, 1,930 bbls.; fall wheat, 183,061 bush.; spring wheat, 81,461 bush.; oats, 2,061 bush.; barley 171,375 bush.; peas, 9,496 bush.; rye, 6,034 bush.

WHEAT.

Offerings have been very light and prices rather firmer. Quotations are: Fall wheat No. 2, \$1.07 to \$1.07; No. 3, \$1.03; Spring do., No. 1, \$1.10 to \$1.11; No. 2, \$1.08 to \$1.09.

OATS.

Oats are scarce at present. The local demand is good, and prices have on that account advanced. Cars have sold at 32c, and if more had offered they would have been readily taken at that price. On the street from 37c to 38c is paid.

BARLEY.

There is an improved demand and prices are firmer. Quotations are: No. 1, 72c to 73c; No. 2, 67c to 68c; extra No. 3, 62c to 63c; No. 3, 52c to 55c.

RYE

is steady at 62c for cars on the street. There is scarcely any offering.

PEAS.

Offerings are slow and prices steady at 76c for No. 1 and 74c for No. 2.

FLOUR.

There has been a little more active movement during the week than for some time past, and there is also a stronger feeling in prices. Quotations are: superior extra, \$5.05 to \$5.10; extra, \$4.75 to \$4.85; spring wheat extra, \$4.50 to \$4.70.

POTATOES.

There has been a better demand for car lots, which have sold at 72c to 73c on track. On the street receipts are light and worth from 80c to 90c per bag.

BUTTER.

Owing to the snow blockade receipts have been very light. Large stocks are held in the city. Fine dairy is scarce and steady at 18c. Medium has sold at from 14c to 15c; inferior 12c to 13c. Box lots of rolls are worth 16c to 17c, according to quality. On the street pound rolls sell at 22c to 24c; tabs and crocks, 17c to 18c.

EGGS.

The market is rather unsettled. Very few fresh are offering, and the quality is not up to the standard. They have sold at 23c to 24c, but good quality would have brought 3c or 4c more. New laid bring 30c on the street.

CHEESE.

Stocks are light and held firm at 12½c to 13c for fine; medium, 11½c.

PORK

is fairly steady at \$17.50 to \$18 for small lots.

BACON.

The market is inactive. Stocks are light and prices firm. Long clear has sold at 10c; Cumberland 9c; rolls, 11c to 11½c; bellies, 13c.

HAMS

are inactive and firm at 13c to 13½c for smoked.

LARD

There has been a freer movement in lard. Tinnets are quoted at 12c and 12½ for job lots; small lots, about a quarter of a cent higher.

APPLES.

There is very little doing. The best are not worth over \$3.25 to \$3.40 in car lots. On the street from \$2.75 to \$3.50 is paid.

POULTRY.

The supply is small and prices firmer. Box lots of turkeys and ducks are worth 12c to 14c per lb; geese, 9c to 10c.

SUNDRIES.

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

Discussing the Hudson Bay Route.

One of the largest and most enthusiastic meetings ever held in Winnipeg was that on Friday evening, to discuss the feasibility and advisability of building a railway to some point on Hudson's Bay. The Princess Opera House, in which the meeting was held, was filled to its utmost capacity. Mayor Logan occupied the chair, and Mr. Jas. E. Steen acted as secretary. The Mayor called the audience to order and made a few remarks as to the object of the meeting. A series of resolutions were passed, each of which were supported by able and eloquent addresses by the movers and seconders. We have not space at our disposal to give a report of the speeches, which were very enthusiastic in their character and were heartily endorsed by the meeting. The following are the resolutions, which were unanimously passed:

Moved by Duncan Macarthur, seconded by W. G. Fonseca and R. D. Bathgate, That this meeting hereby expresses its sympathy with the movement towards the building of a railway to some point on the Hudson's Bay, and regards the early construction of the same as essential to the development of, and in the best interest of Manitoba and the Northwest.

Moved by David Glass, Q.C., seconded by Wm. Bathgate, That this meeting takes this opportunity of expressing its opinion that no encouragement or support should be given to any line of railway from Winnipeg to Hudson's Bay unless the same be controlled by the Government of Manitoba in such a way as to prevent the road from falling into the hands of any other railroad company or other corporation.

Moved by Kenneth Mackenzie, seconded by A. C. Killam, M.P.P., and Capt. Carruthers,

That the Hudson's Straits and Bay having been successfully navigated for the last 274 years, this meeting has no doubt whatever that such navigation can be successfully carried on in the future, and that the iron steamers now generally in use will find no serious impediment in the Straits and Bay for a period at least as extended as the navigation of the St. Lawrence, and believes that the voyage to Liverpool from the port selected can be made as successfully and in as short a time as that made from Montreal or New York to Liverpool.

Moved by H. J. Clarke, seconded by Wm Clark, That in the opinion of this meeting the most valuable point to be gained in the interests of a railway to Hudson's Bay is the extension of our provincial boundary lines northward to the 60th parallel of north latitude, and furthermore this meeting expresses its hearty sympathy with the efforts in that direction now being made by the Hon. Mr. Norquay, at Ottawa.

Moved by W. F. Luxton, seconded by Jas. E. Steen, That the Secretary of the meeting be instructed to forward copies of the resolutions passed, to the Hon. Mr. Norquay, at Ottawa, also the Manitoba representatives and Senators in the Dominion Parliament.

Hon. C. P. Brown being called for, responded with a brief but excellent and practical address.

Votes of thanks were tendered the proprietors of the Opera House for the use of the place of meeting, and the chairman and secretary for their services, which brought the meeting to a close.

The Board of Trade Delegation to Grand Forks.

On Tuesday, Messrs. Wm. Clark and James E. Steen, delegates appointed by the Winnipeg Board of Trade, attended the general convention of Dakota farmers at Grand Forks. Messrs. H. Swinford and R. Genie were also present. There was a large attendance of delegates from all parts of the State. The Winnipeg representatives received a hearty reception, and were admitted to seats in the convention. The advantages of the Hudson's Bay route were pointed out by the delegates, and were listened to with careful attention. The following resolution was unanimously passed: Whereas the material prosperity and continued growth of the Red River valley are largely dependent upon increased transportation facilities, and whereas we have a natural water-way leading to the great inland sea known as Hudson's Bay, to the north of us, which affords a feasible water route to the sea-board and promises necessary and speedy relief to us, in giving better prices for the productions of our famed valley; therefore, be it resolved by this convention of farmers and business men of the Upper Red River valley, that we regard with favor the movement in Manitoba looking toward the construction of a railway to the Hudson's Bay, and extend to its promoters and friends our heartiest sympathy with their efforts, and hereby express our willingness and desire to co-operate with them in any way to secure the speedy building of a railway from Winnipeg to some port on the Hudson's Bay, as we believe such a road would be of incalculable benefit to the great Northwest

of which we form a part; that a copy of this resolution be handed to Mr. Clark to place before the Winnipeg Board of Trade; and also to Mr. Genie to be handed to the officers of Manitoba Farmers' Union.

Among other important business transacted at the convention was the passing of a resolution that the Hon. J. B. Raymond, delegate in Congress from Dakota, be requested to use all legitimate means at his command to secure an appropriation of \$200,000 from Congress, for the improvement of the Red River of the North from the Goose Rapids to the boundary line.

The delegates returned on Wednesday evening fully satisfied with the result of their mission.

Wholesalers Organizing for Mutual Protection.

Attorney-General Miller having decided not to give to Dan, Wiman & Co., the information hitherto contained in their Mercantile Test sheets, a meeting of the wholesale merchants of the city was held on Thursday afternoon, in the Board of Trade rooms, to form an association for their mutual protection. There were over thirty present. K. McKenzie occupied the chair, and James Redmond acted as secretary. It was resolved to form an association for the purpose mentioned above; and another meeting will be held in a few days to complete the organization. A series of resolutions were passed setting forth the objects of the proposed organization, defining certain conditions of eligibility for membership, etc., as a basis upon which to proceed. The information which has been stopped by the action of the Attorney-General the wholesale dealers propose to furnish to one another as much as possible by means of the co-operation which the association is intended to secure. The membership of the association is to be composed of merchants doing a wholesale business in this Province, and resident agents, whose firms subscribe to the regulations of this association.

TELEGRAPHS in China are soon to receive an important extension. A line is to be built from Canton to Shanghai. When the line is completed the southern post will then be in direct connection with Tien-Tsin. It is also proposed to work the lead mines recently discovered near Canton. Both of these movements are of Chinese origin.

General Notes.

RUSSIA is making great efforts to develop her petroleum interest.

A GENERAL national exhibition is to be held at Buda Pesth, Hungary, in 1885.

FROM January 1 to Nov. 1, 1883, there were shipped from Brazil 206,807 tons of coffee.

During 1883 the Italian wine crop yielded a total of 28,437,000 hectolitres, against a vintage of 27,000,000 in 1882.

A COMPANY has been formed in New Orleans for ostrich farming. Twenty-three ostriches are now roaming over the farm.

THE town of Pullman, which was erected out of nothing by the establishment of the Pullman car works, now has a population of 6,688.

THE mines of Mexico are the richest in the world. The mountains groan under their precious burden of gold, silver, lead, copper and tin deposits. These inexhaustible sources of wealth invite foreign capital to develop them. There are cities of from 40,000 to 80,000, many of whose inhabitants have never seen ice.

STEEL belting is, according to report, now being made in Germany. The belts are made exclusively of steel wire, and are so constructed that they are flexible, easily fastened, and may be tightened at pleasure. The pulley upon which the belting runs must be covered with leather or other suitable material for securing the necessary amount of adhesion. The belting is well adapted for heavy work, it is claimed, and is not affected by dampness or a change of temperature, as is leather.

THE amount of tea exported from China during 1882, was 269,000,000 tons. The country to which most was sent was England; next Russia; and third the United States. There were shipped to England 134,000,000 lbs. of which 120,000,000 were black, and 7,000,000 green. Of that shipped to the States 20,000,000 lbs. was black, and 15,000,000 green. Nineteenth of the black tea shipped to England is Congou, whereas to America very little but Oolong is sent.

IT is said that the increase in the consumption of sugar in the United Kingdom during the last ten years is immense. In 1843 it was about 200,000 tons; in 1854 it was doubled, being equal to 400,000 tons; in 1874 it amounted to \$50,000 tons, and in 1872 to 1,000,000 tons. Of these quantities, in 1870, 165,000 tons were beet-root sugar, and in 1882 over 400,000 tons beet-root sugar, the whole of which was imported from Germany, Holland, Belgium and France. The value of the beet root sugar imported into England is now about £10,000,000 per annum.

AFTER St. Louis had experimented unsatisfactorily with wood, asphalt, granite, and other material for pavements, a hundred public-spirited men contributed \$50 towards a fund to test fire brick for paving purposes. The test was made in the busiest streets. A committee of engineers and others have just reported that "fire brick show all the endurance of granite, and that they make a smoother, cleaner and less noisy street, and are more easily repaired and give a better foothold to horses; that neither frost nor fire affects them, and that they can be used at less than half the cost of granite."

EDMONTON.

From the Bulletin:

Coal oil is \$1.50 per gallon

Six establishments in Edmonton brew hop beer.

Threshing in this district costs 9c to 10c a bushel this year.

Fish at Pigeon Lake are becoming scarce, the price being now \$3.50 per hundred.

Grain has been coming to mill a little more lively, but little or none has been sold.

It is reported that the price of cattle at Bow River and further south has decreased 30 per cent.

Work is being pushed on the H. B. Co.'s grist mill. It was expected to be running about the end of January.

The two lumber camps, near the White Mnd, are in full blast, and fairly tearing the bone out. Opposition is the life of trade.

The cold snap of last week was hard on some of the cellars and may cause an increase in the price of potatoes for spring delivery.

In the fall, when the numerous survey parties were discharged everything looked as though there would be a great many men out of employment during this winter. The winter is now nearly half over and men are getting scarce, but wages are still very low, ranging from \$26 to \$30 a month.

One of the principal topics for discussion at the annual meeting of the Agricultural Society should be the getting up a car load or two of good Fyfe wheat for seed in the spring. The time has come when native flour will have to compete against the imported article, and for this to be done successfully the best wheat is necessary.

Hay has been offered at \$4 a ton in the stack, five miles from town, \$8 delivered. Beef 13c to 18c per lb, fresh pork 15c per lb, barley 75c, wheat \$1.25 to \$1.75, oats 4c per lb, turnips 30c per bushel, beets \$1, chopped barley \$2.50 per hundred, potatoes \$1.50 per bushel, carrots \$2.50, onions \$2.50, barley flour per cwt. \$4, wheat shorts 2½c per lb, wheat bran 1½c per lb, native wheat flour \$7 per sack.

The following list of fur prices offered by Joseph Ullman, the great fur buyer of St. Paul, arrived last mail: Mink, 75c to \$1; marten, \$1.25 to \$2.50; otter, \$7; beaver, per lb, \$2; fisher, \$5 to \$9; cross fox, \$3 to \$4; silver grey fox, \$15 to \$40; red fox, \$4.50; kit fox, 50c; wolverine, \$3 to \$4; timber wolf, \$2.50; prairie wolf, 75c to \$1; lynx, \$2 to \$3; wild cat, 50c; house cat, 10c to 17c; skunk, 50c to 60c; musk rat, fall, 8c to 9c; winter, 10c to 11c; kits, 3c to 4c; badger, 75c; black bear, \$10; cub, \$4; grizzly bear, \$8; cub, \$4; raw deer skins, 20c to 21c a pound.

EMERSON.

E. J. Simcox, financial agent of the city, returned from England last week.

Hoffman Bros. are doing a good business in their new stand next to Rinkopf's store.

Pyke & Allan, boots and shoes, have dissolved. Joseph A. Pyke will continue the business.

Harry Killer is about reopening his store, on Dominion street, having effected a settlement with his creditors.

Mr. Fleming, ledger keeper, Merchants' Bank, left for California. Mr. Lafferty, formerly of Regina, succeeds him.

It is rumored that as soon as the city's difficulties are settled, a large wholesale grocery store is to be established here.

Great interest is being taken in the doings of the City Council. Matters are almost as lively and entertaining as they were last year in Winnipeg.

Work has commenced on the ice breaker of the railway and traffic bridge. One hundred and ten employees are pushing the work vigorously.

Business has remarkably improved for the last few days. Grain and all sorts of produce are coming in very freely and find ready buyers at good figures.

Mr. C. D. Maybee, agent of the G. N. W. Telegraph Co. has been appointed city ticket agent for the St. P. M. & M. R., and has fitted up a new office on Dominion street.

T. Smith, who intended selling out, has, seeing the great improvement in business these last few days, changed his mind. He has imported a large grocery stock and is doing well.

Everybody is anxious to see the loop line in running order and connection with Manitou established. There is no doubt but that this new railway outlet will be the signal of a mercantile boom for Emerson.

The business of Mr. Rinkopf has been purchased by his brother, Mr. V. Rinkopf. A large new stock has been imported and the store has been entirely renovated, being now one of the finest in the province. The new firm pronounces business very fair, and is making good preparations for a booming spring trade.

BRANDON.

Business, though quiet, is better than at this time last year.

Messrs. Sisson & Bannister, late conductors on the C. P. R. have leased the Grand Central Hotel.

J. R. Stewart has found that there is no money in the flour and feed business and has retired from business life.

The Rapid City Central Railway are petitioning the Government not to allow the Souris & Rocky Mountain Railway to renew their charter, as it is claimed it will injure their rights.

PORTAGE LA PRAIRIE.

Good wheat is worth 75c a bushel.

Mr. Johnson has been making additions to the machinery in his oatmeal mill. Large quantities of meal are being shipped to Winnipeg.

The hotel keepers of this town, it is said, do not intend to apply for licenses for the coming year. They claim that there is no act to compel them to do so.

The Review and Tribune have amalgamated, and will be issued by a company under the name of "The Portage la Prairie Printing and Publishing Company," with a capital of \$20,000, divided into two thousand shares of \$10 each. The applicants for incorporation of the company are W. N. Kennedy, Winnipeg; Isaiah Mawhinney, W. P. Smith, J. M. Robinson and C. M. Caughill, of the Portage. J. M. Robinson will be managing director.

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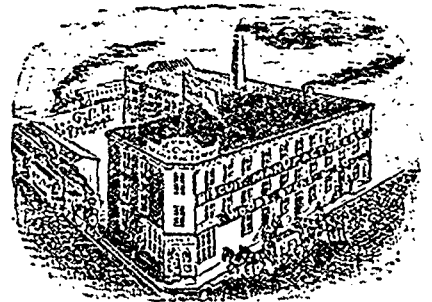
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INSURANCE & GENERAL AGENT.**

Royal of England, capital and assets,	\$31,000,000
City of London, England,	10,250,000
North-West Fire Insurance Company of Manitoba	500,000
Life Association of Canada,	200,000

Fire, Life, Marine, and Accident Insurance.

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27 Passage Tickets Granted.

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Mill at Point Douglas.

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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.

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Canadian Pacific Railway. (WESTERN DIVISION)

CHANGE OF TIME

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

Table with columns for 'Going West' and 'Going East' showing train departure and arrival times for routes like Portage la Prairie, Brandon, Broadview, Regina, Moose Jaw, Swift Current, Maple Creek, and Medicine Hat.

Table with columns for 'Going East' and 'Going West' showing train departure and arrival times for routes like Portage la Prairie, Brandon, and Pt. Arthur.

Table with columns for 'Going South' and 'Going North' showing train departure and arrival times for routes like Winnipeg, Emerson, St. Vincent, and Manitowish.

SOUTHWESTERN BRANCH.

Table with columns for 'Going South' and 'Going North' showing train departure and arrival times for routes like Winnipeg, Morris, Regina, and Manitowish.

Table with columns for 'Going South' and 'Going North' showing train departure and arrival times for routes like Winnipeg, Stony Mountain, and Stonewall.

Daily, Daily except Saturdays, Daily except Mondays, Daily except Sundays. Sleeping Cars run daily between Winnipeg and Moose Jaw.

Trains move on Standard time.

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

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.

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 7.03 a.m. and 2.00 p.m.

COMING WEST.

Express trains leave Chicago at 11.30 a.m. (except Sunday) and 9.00 p.m., arriving at St. Paul at 6.15 a.m. and 12.45 p.m., and Minneapolis at 7.00 a.m. and 1.30 p.m.

GOING SOUTHWEST.

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

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.

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Albert Lea Route.

The favorite route from the North to Chicago and the East. Chicago "Cannon Ball" express leaves Minneapolis at 7.00 p.m. daily, arriving at Chicago 3 p.m. next day.

J. F. McFARLANE, Gen. Northwestern Agent, Winnipeg, Manitoba. J. A. McCONNELL, Traveling Passenger Agent. S. F. Bayo, General Traffic and Passenger Agent.

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., 6.30 a.m., 10.35 a.m., 10.10 a.m., 5.15 p.m.

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.

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.

GOING WEST.

Train No. 1 leaving Chicago 9.10 a.m., has through Pullman palace coach from Port Huron to Toronto and Montreal.

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.

No Change of Cars of any class between St. Paul and Chicago. For through Tickets, Time Tables, and full information apply to any Coupon Ticket Agent in the North-west.

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

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.

EASTWARD.

Express trains leave Chicago at 6.45 a.m., 9 a.m., 4.30 p.m., 9 p.m., and 10 p.m.; arriving at Detroit at 6.35 p.m., 6.50 p.m., 1 a.m., 6.40 a.m.; and 8.50 a.m.

WESTWARD.

Express trains leave Detroit at 7.20 a.m., 9.15 a.m., 8.20 p.m., 10.10 p.m.; arriving at Chicago at 6.50 p.m., 7.40 p.m., 7.30 a.m., and 8 a.m.

These trains take the through sleepers from the Canada Division, and make close connections at Chicago with the trains of other roads. Dining cars on trains.

CANADA DIVISION.

EASTWARD.

Express trains leave Detroit at 1.10 a.m., 7.10 a.m., 9.05 a.m., 12.55 p.m., and 8 p.m.; St. Thomas at 4.30 a.m., 10.55 a.m., 1.45 p.m., 3.55 p.m., and 10.55 p.m.; arriving at Buffalo at 8.16 a.m., 3.25 p.m., 7.15 p.m., 8 p.m., and 4 a.m.

WESTWARD.

Express trains leave Buffalo at 11.55 a.m., 12.30 p.m., and 7.15 p.m.; St. Thomas at 1.35 p.m., 4.10 p.m., 5 p.m., and 11.3 p.m.; arriving at Detroit at 3.25 p.m., 9.15 p.m., and 3.15 p.m.

Close connections at St. Thomas with Credit Valley for Toronto, with all branch lines, and with other roads at Buffalo and Detroit. Through sleepers and dining cars on all trains.

O. W. RUGGLES, Gen. Pass. & Tkt. Agt., Chicago. H. B. LEDGARD, Gen. Manager, Detroit. W. McLEOD, Manitoba Pass Agent, Winnipeg.

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, ST. CATHARINES 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 takes its sway and crowned the river with the most beautiful scenery.

Always ask for Tickets via this Line. GEO. D. REEVE, Traffic Manager. S. R. CALLAWAY, General Manager.

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READY-MADE HOUSES.

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CITY PLANING MILL,

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Dufferin St., Portage La Prairie.

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The Largest and Most Popular House of the North-
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The Palace Hotel of the Northwest.

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The "Royal" Soap is strongly recom-
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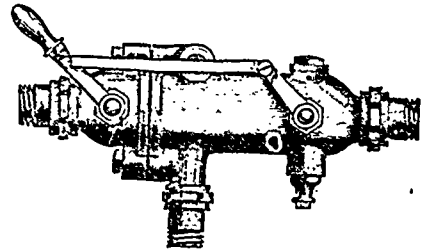
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Will lift 25 feet and take water at 150 degrees. Only one handle to start and stop. No valves to regulate. Cheaper than any other injector in the market.

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Manufacturers of Crucible Cast Steel Tyres, Cast, Shear and German Steel, Tool Steel, Crossings, Horn-blocks, Axle Boxes, Axles, Piston and Connecting Rods, Slide Bars, Marine Shafts and Cranks, Bells, etc.

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For Packing and Cleaning purposes.

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