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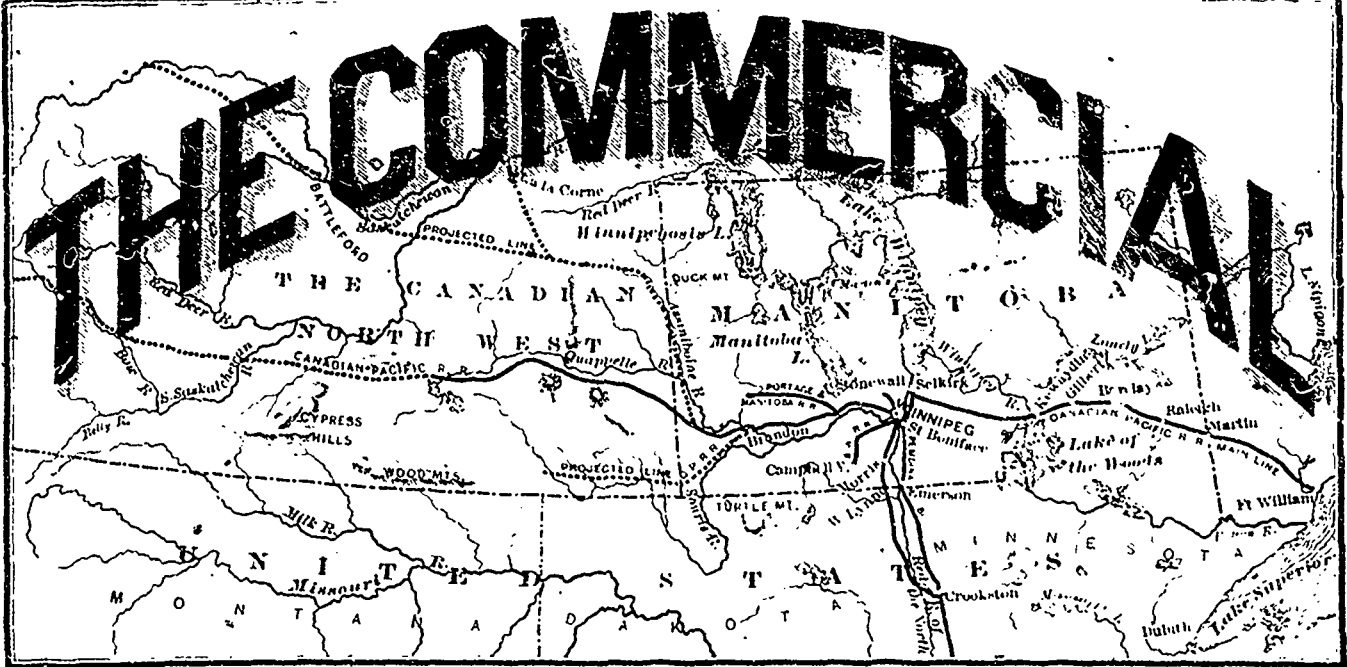
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VOL. I.

WINNIPEG, OCTOBER 3, 1882.

NO. 1.

LEADING WHOLESALE DRY GOODS HOUSES OF WINNIPEG.

STOBART, EDEN & CO.

WHOLESALE

DRY GOODS

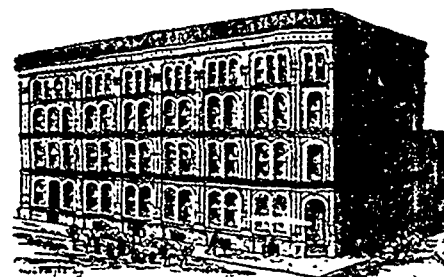
Merchants.

Montreal: THIBAudeau BROS. & CO.

Quebec: THIBAudeau FRERES & CIE.

THIBAudeau BROS. & CO., London, Eng.

R. J. WHITLA & CO.



THIBAudeau BROS. & CO.

We call the attention of the trade to our large stock which will be found very complete and excellent value. Full lines of all goods.

English and Canadian

COTTONS and WOOLLENS,

**Carpets,
Dress Goods,
Shawls,**

**Hosiery,
Fancy Goods,**

AND

SMALLWARES.

Indian Trading Goods a
Specialty.

Orders through our Travellers or otherwise
carefully and promptly attended to.

STOBART, EDEN & Co.,

Corner Queen and Smith Streets.

IMPORTERS OF

**ENGLISH FRENCH AND AMERICAN
STAPLE AND FANCY DRY GOODS,
QUEEN STREET, East,
WINNIPEG.**

Special to the Trade.

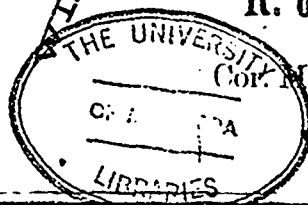
We beg to announce that we are daily receiving consignments of our FALL and WINTER GOODS, and will shortly show full lines of CANADIAN UNDERWEAR, YARNS, and BLANKETS ENGLISH STAPLE and FANCY GOODS and WOOLLENS.

Kindly reserve your orders until our samples are submitted for your inspection.

R. J. WHITLA & CO.,

Cor. McDermott and Albert Sts.,

WINNIPEG.



THE COMMERCIAL.

Devoted specially to the interests of the Financial, Mercantile and Manufacturing Classes of the North-west and containing information of most value to them. Special pains have been taken to secure regular market reports by telegraph and otherwise from different points, and a complete system of correspondents has been arranged, so as to secure late and reliable reports regarding the business transactions of the North-west generally.

No person or firm connected with the above interests should be without this Journal, which is PUBLISHED EVERY TUESDAY, at a subscription rate of \$2.00 A YEAR, PAID IN ADVANCE.

The Advertising Department

Is conducted in the interests of the Wholesale Merchants, Jobbers, Manufacturers, Bankers, Insurance and Loan Agents, and such classes of business men, who will find this journal the best advertising medium in the North-west.

Sample copies of the paper and advertising rates can be had on application at THE COMMERCIAL OFFICE, 16 James St. East, Winnipeg, Man.

STEEN & BOYCE,

Publishers.

Hudson's Bay Company

FARMING, GRAZING, COAL AND MINERAL

LANDS FOR SALE,

In the Province of Manitoba and the North-west Territories of Canada. The Company own 7,000,000 acres in the

GREAT FERTILE BELT!

Extending from the International Boundary northward five miles beyond the north branch of the Great Saskatchewan River and from the Eastern boundary of Manitoba to the Summit of the Rocky Mountains.

All these lands are carefully examined by competent Inspectors, each quarter section being separately reported upon. Reports have also been received upon the Company's

Coal Lands in the Souris River District.

And the Inspection of the Sections in the vast COAL AREAS of the Saskatchewan, Bow and Belly Rivers will be proceeded with in the course of the present year. The whole of these lands are now offered for sale on

EASY TERMS OF PAYMENT! And without any conditions of settlement or cultivation duties.

TOWN LOTS are also FOR SALE in the following Flourishing and Rising Centres of Trade:

In Winnipeg, West Lynne, Rat Portage, Portage la Prairie, Elphinstone, Fort Qu'Appelle, Colville, Edmonton and Prince Albert.

Maps and Plans with full information in regard to all these lands can be obtained either personally or by letter, at the Company's Office, in the City of Winnipeg.

C. J. BRYDGES, LAND COMMISSIONER.

TYPE

McClary Manufacturing Co.

—OF—

LONDON, TORONTO AND WINNIPEG,

MANUFACTURERS OF

McCLARY'S 'FAMOUS' STOVES

AND DEALERS IN

TINSMITH'S METALS & SUPPLIES,
WHOLESALE ONLY.

Warerooms—Point Douglas Avenue. Office and Sample Room—Gerrie's Block, Princess St., near City Hall, WINNIPEG.

J. W. DRISCOLL, Manager.

D. O. BRICKER,

—THE KING—

Felt, Pitch & Gravel Roofer

OF THE NORTH-WEST.

GUARANTEEING EVERY ROOF PERFECT

IRON & SHINGLE ROOFS PAINTED
WITH THE IRON ORE PAINT,
THE BEST IN THE WORLD.

Leaks in old roofs stopped. Roofing done in outside towns at short notice.

Nicholson & Cedar Block Paving done under the supervision of MR. JAMES BRENNAN, who has had fifteen years experience in Montreal and Toronto, and is one of the best workmen in this line on the continent.

JAMES BRENNAN, Foreman.

OFFICE, 59 PORTAGE AVENUE,
(Wm. Hunter's Store), Winnipeg.

JAMES ROBERTSON & CO.

—IMPORTERS OF—

TINSMITHS AND PLUMBERS SUPPLIES,

AND GENERAL

METAL MERCHANTS,

11 McWILLIAM ST., EAST,

WINNIPEG.

JAS. TEES, Manager. WHOLESALE ONLY.

W. R. GUNN,

BARRISTER, NOTARY PUBLIC,

Prince Albert, N. W. T.

E. C. GURNEY & CO.,

MANUFACTURERS OF

STOVES, RANGES & FURNACES.

WHOLESALE WAREHOUSE:

Rupert Street, West, Winnipeg, Manitoba.

Foundries: Hamilton and Toronto.

JAMES BURRIDGE, Manager.

DENNIS BRUNDRIT,

COMMISSION AGENT AND GENERAL
BROKER.

EST. Agencies solicited and prompt attention guaranteed.

BOX 110, WINNIPEG.

WILLARD C. COPELAND.

JNO. A. GIBBONS.

COPELAND & GIBBONS,

BROKERS,

AND COMMISSION MERCHANTS.

Custom House business attended to promptly.
All kinds of goods bought and sold on commission.

JAMES O'BRIEN & CO.

WHOLESALE

CLOTHIERS,

23 THISTLE STREET,

WINNIPEG.

DONALD FRASER, Manager.

W. HIGGINS & CO.

—WHOLESALE DEALERS IN—

BOOTS AND SHOES,

TRUNKS & VALISES,

FROST PROOF FELT BOOTS,

RUBBER AND FELT OVERSHOES,

FELT SOCKS, MOCCASINS, &c.

A full stock of all reasonable goods now and constantly on hand. Prices low and terms liberal. All orders promptly attended to.

35 QUEEN ST. EAST, WINNIPEG, MAN.

W. B. CANAVAN, BARRISTER, ATTORNEY, SOLICITOR in Chancery, etc. Office, Queen Street, North side, near Main.

EDE & HOOPER, DEALERS IN MONUMENTS, HEAD STONES, Mantle Pieces, Grates, &c. Special designs furnished on application. Main St., Winnipeg.

RE THOMAS LONGBOTTOM, DECEASED. Pursuant to the Statute in that behalf, notice is hereby given that all creditors and persons having any claims or demands upon or against the estate of Thomas Longbottom, late of the Parish of St. John, in the county of Selkirk, Market Gardener, deceased, who died on or about the 12th day of September, 1882, intestate, and of whose personal estate and effects letters of administration were granted by the Court of Queen's Bench for the Province of Manitoba, in Probate, to Mary Ann Longbottom, the widow of the said intestate, are hereby required to send in full particulars of their claims and demands to the said Administratrix or to the undersigned, her solicitor, on or before the 25th day of October, 1882, and notice is hereby also given that after that date the said administratrix will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which the said administratrix shall then have had notice, and that she will not be liable for the assets or any part thereof so distributed to any person, of whose debt or claim she shall not then have had notice. Dated at Winnipeg, the 21st day of September, 1882. W. BIRCH CANAVAN,
Solicitor for the said Administratrix.

F. J. HOWE,

PRACTICAL SHIRT MAKER.

SIGN OF THE BIG SHIRT.

No. 2 McWILLIAM STREET, WINNIPEG.

THOS. W. TAYLOR,

BOOK BINDER, PAPER-RULER AND

BLANK BOOK MANUFACTURER.

OWEN ST., OPP. POST OFFICE, WINNIPEG

JOSEPH BARROWCLOUGH,

MATRASS WORKS,

11 JAMES ST. EAST, WINNIPEG.

now prepared for fall trade with large stock of material.

TO THE TRADE.

HODGSON, SUMNER & CO.

DRY GOODS,

SMALL WARES,

AND FANCY GOODS.

Special attention is invited to the extensive assortment of Small Wares and Fancy Goods, comprising full lines of Berlin Wools, Fingering Yarns, Embroidery Silks, Fillo-selles, Embroideries and Insertions, Briggs Paper Patterns, Dolls, Albums, Writing Desks, Work Boxes, Stationery, Heads, Table and Pocket Cutlery, Jewellery, Druggists Sundries, etc.

Princess St., Between McDermott and Bannatyne.
WHOLESALE ONLY.

LINKLATER & DESLAURIERS,

WHOLESALE DEALERS IN

Hardware, Stoves & Tinware

MANUFACTURERS OF

GALVANIZED IRON CORNICES.

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

520 & 522 MAIN STREET, WINNIPEG.

MONTREAL. THIBAudeau BROS. & CO.

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English, French

and American

FANCY AND STAPLE

DRY GOODS.

THISTLE STREET,

WINNIPEG.

"TECUMSEH HOUSE,"

DIRECTLY OPPOSITE C. P. R. STATION,

MAIN STREET, WINNIPEG.

H. W. SMITH & CO., PROPRIETORS.

STOBART, EDEN & CO.

GENERAL

WHOLESALE

IMPORTERS OF

British,

Foreign and

American

DRY GOODS!

412 MAIN STREET,

Will remove to new premises
on Queen Street next
January.

STOBART, EDEN & CO.**R. J. WHITLA & CO.**

IMPORTERS

—OF—

DRY GOODS!

An inspection of our large
and well selected stock is
respectfully solicited.

Full Lines of Fall and Winter Goods

Now in Store.

R. J. WHITLA & CO.

Cor. McDermott & Albert Sts. Winnipeg.

E. F. RADIGER & CO.

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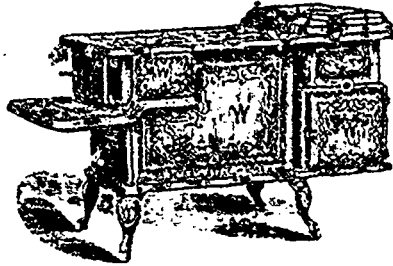
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WHOLESALE DEALERS

—IN—

WINES, SPIRITS AND CIGARS

477 MAIN STREET, WINNIPEG.

**MERRICK, ANDERSON & CO.**

Office, 243 Main St., Winnipeg.

WHOLESALE AGENTS

—FOR—

MOORE, ROBINSON & CO.

(LATE D. MOORE & CO.)

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

We also represent the following leading manufacturers:
Montreal Rolling Mills Co.—Nails, Shot, &c., &c.
F. F. Dalley & Co., Hamilton—Patent Medicines and
Extracts.

Smart & Shepherd, Brockville, Hardware.
Hamilton Industrial Works, Wringers and Washers.
J. W. Paterson & Co., Montreal, Roofing Felt, &c.

ROYAL

**AUCTION MART.**

T. J. E. SCOONES,

AUCTIONEER, APPRAISER & REAL ESTATE
AGENT.

OPPOSITE CITY HALL, WINNIPEG.

Late A. Harris, Son & Co.'s premises.
Sales of every description held in any part of the city or
Province.

T. P. MURRAY,

Takes this opportunity of thanking his numerous friends
and patrons in this city and Province for their support
in the past, and begs to inform them that he has associat-
ed with himself in partnership his late Manager,

MR. EDWARD LLOYD,

And that the business will in future be carried
on under the style and firm of

MURRAY, LLOYD & CO.

AUCTIONEERS

—AND—

GENERAL COMMISSION MERCHANTS.

OFFICES:

MAIN STREET, AND EUREKA SALE
ROOMS, PORTAGE AVE.,

WINNIPEG.

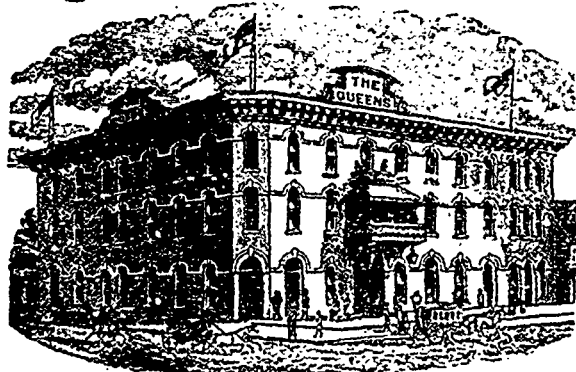
G. F. STEPHENS AND CO.,

Importers of and Wholesale Dealers in

FLAIN, FANCY AND PLATE

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

93 Portage Avenue, - - WINNIPEG.

THE QUEEN'S HOTEL,

Corner Queen and Notre Dame Sts.

Winnipeg, Man.

O'CONNOR & BROWN, PROPRIETORS.

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The Commercial

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

PUBLISHED BY GREEN & BOYCE—EVERY TUESDAY—\$2.00 PER ANNUM

VOL. 1.

WINNIPEG, OCTOBER 3, 1882.

NO. 1

The Commercial

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

ISSUED EVERY TUESDAY

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

ADVERTISING RATES.

1 month, weekly insertion.	\$0 30 per line.
3 months, do.	0 75 "
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Casual rates for all advertisements inserted for a less period than one month, or for all transient advertising, 10 cents per line each insertion.

Reading notices in news columns, 15 cents per line each insertion. Special location will be charged extra.

THE COMMERCIAL will be circulated extensively amongst wholesale and retail Merchants, Jobbers, Bankers, Brokers, Manufacturers, Hotel Keepers, Insurance and Loan Agencies throughout the entire Canadian North-West.

Book, Newspaper, Railroad, Commercial and Job Printing specialties.

Office, 16 James St. East.

GREEN & BOYCE,

Publishers.

WINNIPEG, Tuesday, Oct. 3, 1882.

WINNIPEG, OCT. 3, 1882.

LECHIE & Co., printers, have sold out to McPhillips & Co.

D. F. KNIGHT, Emerson, has sold his grocery business to Jas. Smith.

L. M. LEWIS, insurance agent, has admitted W. T. Kerly into partnership, forming the firm of Lewis & Kerley.

THE firm of Merritt & McGregor, grocers, is changed to Merritt & Munro, Mr. McGregor going out of the firm.

BAKER & HARRIS, forwarders, of the same city, have dissolved, and the business is now carried on by Baker & Champion.

WM. HUNTER, grocer, Portage Avenue, has taken H. Wilson into partnership. The new firm will be Hunter & Wilson.

J. D. CONKLIN, sewing machine agent, has admitted J. D. Burt as a partner, and the firm in future will be Conklin & Burt.

THE firm of Browne, Oldfield & Co., wholesale seed merchants have dissolved partnership, and W. H. Browne continues the business.

THE Hudson's Bay Company's Mill at Riding Mountain was destroyed by fire Sept. 25th, which created considerable local loss.

A. C. VAUGHAN has been admitted a partner of the firm of J. B. Powtress & Co., grocers, Portage la Prairie. The firm name will remain the same.

TRAILL & MAULSON, grain and produce merchants, have admitted Wm. Clark into partnership, and the firm will now be known as Traill, Maulson & Clark.

GEO. E. FULLTHORPE, grocer, has taken in Andrew Grant as partner, and the firm name is now Fullthorpe & Grant. They have opened their new premises at the corner of Main and James street.

J. W. JOHNSON, late of the American Hotel, has purchased the lease, goodwill and furniture of the Windsor Hotel from Messrs. Headley & Dunn for \$20,000, and will again enter into the business of hotel keeper.

THE firm of Gordon, Adamson & Co. have dissolved, and Mr. Gordon has retired from the business. The firm name is now R. Adamson & Co., with Mr. Adamson as managing partner. Mr. A. F. Campbell will act as manager of the Winnipeg office, where in the past he has made many friends.

The new arrangements of the G. P. Railway on their western line, which come in force on Saturday next, will be very acceptable to the travelling public, especially the attachment of a sleeper to the train going west. Only those who have made the journey to Regina in a mixed train from Brandon can fully appreciate the benefit the new arrangement will bring.

WINNIPEG, by degrees, is becoming a large monetary centre. We observe that the Equitable Loan Company, with a capital of two millions, has recently been established here. The concern has now been brought into active operation, and the board of directors comprise some of the most prominent and wealthy men in Winnipeg.

During the past week the Hudson's Bay Company have shipped from this city to their headquarters in London one hundred and seven bales of furs, value in all about \$150,000. These figures will no doubt seem fabulous to people at a distance, and still the Company's officers tell

us that their shipments this year are much smaller than they usually are.

An industry, which although limited in extent but nevertheless of some local value, is the broom factory of G. E. Manuel, on William Street, West, where every class of brooms and brushes are made from broom corn, and six hands are busily employed. This is the first factory of its class in Manitoba, and its success is a matter of certainty. Mr. Manuel is from Walkerton, Ont., and has many old friends in Winnipeg.

MR. STEWART MULVEY has purchased two acres of ground in St. Boniface west, and is about to commence the erection of an extensive brewery and malt house. The cost of construction of the same will not be less than \$25,000, and both are expected to be completed and in operation by the coming spring. In a country which will produce the finest barley on the American Continent, and where primo hops grow wild in profusion, such undertakings as this of Mr. Mulvey's cannot but prove successful and profitable investments.

The Street Railway has now reached the Post-office on Main street, and the construction is being rapidly pushed. In about two weeks the now pedestrian of Winnipeg can ride in the "horse car" from the Depot to the Hudson's Bay Stores, or rather from the Freight Dept. of the C.P.R. to the Custom House, and save many a weary mile of foot-travel. Early in the coming year it is expected that a track will be laid from the St. Boniface station over the Broadway Bridge, and connect on Main street, thus uniting the two cities with iron bands.

Some idea of the quantity of grain now ready for market may be had from the fact that Messrs. Jarvis & Berridge's steamer, the Cheyenne, is unable to bring anything like the quantity now waiting along the river bank between this and Emerson for transportation to Winnipeg, and it is doubtful if she will be able to accomplish this before the river freezes up. This firm have allowed their lumber business to suffer somewhat in order to overtake the grain transportation, but even a number of special trips will be insufficient to overtake the work, and a large proportion will doubtless have to reach the city by rail.



Hop Culture.

Year after year we hear of the failure of the hop crop in the eastern provinces and states, and in the latter it is being seriously discussed whether it will ever pay again to raise hops. So numerous and varied are the insect parasites which prey upon the vines, that great trouble and expense are necessary to save even a portion of a crop, and the whole is often lost in spite of the outlay of both.

In Manitoba every year thousands upon thousands of pounds of wild hops go to loss for want of any person to pick them, and the quality of these is as good as can be produced in the best eastern vine-ries. An old Pennsylvania hop raiser recently called at the office of THE COMMERCIAL and left us some fine samples which he had picked near Portage la Prairie. He remarked "Could we raise full crops of such hops as that in my State, even with the most careful cultivation, we should think we had a gold mine." He informed us also that he could not find a trace of any parasite that affected the hop here. He has since gone east with a strong desire to form a joint stock company for the raising of hops in Manitoba. Some of our Canadian hop farmers might look this matter up, and we might have a branch of husbandry and a valuable industry established in Manitoba.

Fuel for the North-West.

Industrial undertakings are now increasing so rapidly in the North-West, that a cheaper and greater supply of fuel must soon become an absolute necessity. The timber not suitable for lumbering purposes is but limited, and is all required for household purposes, while coal imported from the United States is rather expensive as yet to enable Manitobans to compete in general manufactures. The new freight rates on the Canadian Pacific Railway from Thunder Bay to the west, while giving a partial relief, do not by any means obviate the difficulty. We are pleased to see that an attempt is soon to be made by Mr. Pocock to open up the coal fields of the Souris Valley, and that this gentleman, who we understand is a practical miner, estimates that coal can soon be laid down in Winnipeg at \$8 a ton. Some scientific experts assert that the coal of this district is only a comparatively worthless lignite containing only 40 to 50 per cent. of carbon. Samples picked out near the surface of the ground have certainly been of this class, but the results of prospecting for coal on this Continent, or at least the portion of it between the Mississippi and Lake Superior on the east and the Rocky Mountains on the west, have proved that where this lignite is found near the surface, seams of bituminous coal containing a much larger percentage of carbon have invariably been met with at a greater depth. Such has been the experience of practical miners, although in several cases geologists and so-called scientific experts have prophesied other results. We have no doubt but the Souris fields will turn out similarly, and that the early opening up of railways into that district will furnish a plentiful supply of good bituminous coal for the manufacturers of Manitoba Cities.

A supply of Anthracite coal other than what comes from the United States seems not far distant, and it is to be hoped that it will soon be within our reach. The completion of a line of railway from Winnipeg to the Hudson's Bay Coast would open up a route for the coal of South Wales, by which vessels could discharge cargoes of the same within less than 700 miles of the Manitoba Capital. But we do not even require to cross the Atlantic for our Anthracite coal. In the North-East Territory, north west of Labrador lie some of the most extensive fields of this coal to be found in the world. Samples secured by prospectors show a quality equal to the finest found in Pennsylvania, while the supply is practically unlimited. The completion of a line to Hudson's Bay would be a big step towards opening up these vast fields, which would give to the North-West an unlimited supply of coal for every purpose, making cheap and abundant fuel without even taking into consideration the timber supply of this country.

The Hudson's Bay Route.

Every investigation regarding this Northern route between Europe and the American North-West reveals more of its practicability, and lessens the apparent difficulties regarding its establishment and effective working. The ocean portion of the route is gradually losing its terrors, and the great Bay of the North and the straits connecting it with the Atlantic are fast falling into line as a safe navigable inland sea, and a deep and shoalless channel, while their arctic properties are gradually vanishing under the sun of close investigation.

The proportion of the year in which the Hudson's Straits are open to navigation is variously estimated. Some who probably calculate upon the old system of sailing vessels limit it to three months; while others taking into consideration the advantages of improved steam navigation extend the term to six and even seven months. The first figure, doubtless represents the calculations of a day gone by, while the larger of the two latter represents the most sanguine estimate of the advanced party. Strong representations have been made to the Imperial Government of the necessity of a thorough survey of the Hudson's Bay and Straits by a ship of the Survey Department of the Royal Navy, and there is some hope that a ship of that class will spend the coming winter in these regions, which would thoroughly settle the controversy about the time which this route is open. Old residents of the Pacific Slope will remember how much good was accomplished for British Columbia by the surveys of the Straits of Juan de Fuca and other portions of that coast by H. M. Ship Plumper, and a few years of similar work by such a ship in the Hudson's Bay region would accomplish even greater good for the North-West, and would certainly reveal more astounding facts to the outside World.

What interests the people of Manitoba even more than the sea route is that of the construction of a railway from the capital to the Hudson's Bay coast. Two companies are already in the field for this undertaking, and both have their preliminary sur-

veys completed, and are ready to commence the work of construction in the coming spring. One company may be called purely Canadian, and is headed by such Montreal capitalists as Peter Reilpath, Geo. A. Drummond, and the Hon. Thos. Ryan, while Mr. D. McArthur of this city is the local director, and Mr. Geo. A. Bayne, C. E., constructing engineer. The other company includes several Scotch capitalists in Glasgow and Dundee, whose aim is to divert the future grain trade of the North-West from Liverpool to the Scotch ports. Mr. A. W. Ross is local director of this company and General T. L. Rosser constructing engineer. The former company have Churchill as their objective point on the Bay, where a fine natural harbor exists, while the latter company have fixed upon Port Nelson as a terminus, where Mr. H. E. Jukes, an experienced engineer, is now at work devising means to overcome the drawback of the want of a natural harbor.

The surveys of both companies traverse the Nelson Valley, the difference of northern terminus being the principal distinctive feature of each project. Either offer a route from the sea board to Winnipeg of less than 600 miles, and both can utilize Lake Winnipeg navigation, while neither present any great engineering difficulties, but are comparatively easy of construction.

The claims of these rival companies we shall not discuss. Both may go on with their work of construction, or a fusion of interests may take place. One thing is certain and that is that the opening of the route is a thing of the near future, which will give the City of Winnipeg a highway to Liverpool only 450 miles further than from New York across, and over 500 miles shorter than any route possessed by Chicago.

Civic Rivalry.

Rival cities like all other rivals have their jealousies, and such if they do not go beyond the limit of healthy emulation are productive of more or less good. Winnipeg, however, has other cities jealous of her exceptional prosperity, who allow their spleen to overrule their veracity if not their better judgment. This is particularly noticeable in the Minneapolis and St. Paul press, where a studied system of misrepresentation of the Canadian North-West in general, and Winnipeg in particular, has been carried on for the last year at least. The work is usually done by means of letters from irresponsible and anonymous correspondents, and according to the statements, calculations and predictions of some of these, the Manitoba Capital should have been by this time a desolation as complete as Nehemiah found on his return to Jerusalem:

Unfortunately for these prophets Winnipeg has increased at least 7,000 in population during the present year; the building operations for the year will represent an aggregate value of over \$10,000,000; her places of business have increased 40 per cent; her wholesale houses in the same ratio; and insolvencies have been fewer in proportion to her population than in any other city on this Continent. In 1881 her gross volume of mercantile and manufacturing business represented a value of a little over \$20,000,000, and 1882 promises to reach \$30,000,000.

Wool and Woollen Manufactures.

It is a fact admitted on all sides that the rich lands of the Red River Valley are not the most suited for the raising of sheep, and in fact their great productive power in cereal crops makes it folly to utilize them for any other purpose. As the work of railroad extension moves westward valley after valley is opened up, where nature seems to have made special efforts for the production of grazing lands. Next season the Canada Pacific will reach the base of the Rocky Mountains, and open up the Valley of the Bow and other rivers having their rise in this mountain range. Here the sheep raiser can find one of the finest countries in the World in which to carry on his operations, while he can send his products to an eastern market by direct rail route. Already the mountain lands of Montana are yielding immense returns in wool raising, and these lands are but a continuation of our Rocky Mountain district, and in many respects are inferior to our valleys for the purpose we speak of. We have no doubt therefore but wool will in the near future be a leading product of the North-West, and the question is shall this wool find its way in an unmanufactured state to Eastern markets? or shall it be intercepted in the growing cities of Manitoba and transformed into manufactured goods? We have no doubt but there is industrial enterprise sufficient in the Prairie Province to intercept this supply of raw material, and it seems that only the most unpardonable negligence could allow it to pass Rat Portage, where one of the best water powers on the American Continent gives for milling institutions advantages which are unsurpassed if equalled in any other portion of the Dominion of Canada.

At some future period we shall treat of this matter more fully.

The Present Lumber Demand.

From the whirl of machinery now to be heard along the river bank in this city, a person unacquainted with the state of business in Winnipeg would conclude that the supply of lumber turned out ought to meet any reasonable demand, even in a new and growing country like this. Inquiry into the matter however reveals a very different state of affairs. A COMMERCIAL representative has made some investigations of the facts and he finds that our lumber dealers and manufacturers are hard pushed to supply the demand in the city alone, while orders from the surrounding towns have to be left almost unattended to. The extraordinary amount of building now going on in the city and the quantity of lumber required therefore cannot be comprehended after a superficial survey of the principal buildings now constructing. The suburban proportion of the work although made up principally of smaller business buildings and residences causes a great demand for lumber which only those who visit the outlying portions of the city can form anything like an accurate approximation of. The crowded state of this branch of business has no doubt been aggravated by the long blockades caused by the snows and

still later by the floods of last spring. The supply from the South may be said to have been practically suspended for two months, and building operations during that interval were at a stand still. Making full allowance however for the exceptional circumstances of last spring the lumber trade is in an extra healthy state, with a heavy demand which will in all probability be a long lasting one.

The local supply of logs has filled but a small proportion of this season's demand, and heavy importations have had to be made from the United States, while in cut lumber the supply from the same locality has been equally heavy. At present the booms on the river are so crowded with logs that large quantities have to be hauled up upon the bank. Seldom have our mills had such a supply ahead, and it is being steadily added to while navigation remains open. We may expect therefore that these mills will have a late run this fall, and that their producing capacity will be tested to its fullest extent till very near the close of the present year. We find also that the arrangements at the different logging camps for the coming winter are on an extensive scale, and will furnish for next summer the largest supply of logs ever brought out in the North-West.

Unsafe Navigation.

As the investigation into the loss of the steamer Asia progresses, the outside world are astounded with the recklessness which characterizes navigation on the lakes, and many will doubtless wonder why accidents are not even more frequent than they have been.

It seems that the provisions of the Canadian marine laws are not lacking in strictness, and even the American press in their criticisms on the appalling catastrophe generally admit this. Strict as they are however they seem to be set at defiance by steamboat captains and owners, and the Asia on her last and fatal trip was a striking instance of this contempt for law. According to the charter under which she had previously sailed she was carrying at the time of foundering at least double her legal quota of passengers; and in fact this very certificate which the law says shall be posted in the most conspicuous part of the vessel, was not on board at the time of her loss. The life saving arrangements on board seem to have shared in the general system of reckless mismanagement which characterized everything else.

Out side of all these omissions which have come to light regarding the Asia it is evident that the class of vessels hitherto used in lake traffic do not possess the sea-worthiness which might be secured. We must bear in mind that our lakes are great inland seas, and crafts which sail them should possess all the qualifications for standing rough weather which are necessary in ocean-going vessels.

The people of Manitoba are deeply interested in the system of navigation on the lakes, as for some years it must be our channel of traffic to a great extent with the East. It is to our interest to cast in our influence for the securing of safe sailing for ourselves and transportation for our goods over this great high-way, and in any Dominion legislation upon this sub-

ject we shall expect to see the solid vote of Manitoba in favor of securing an improvement upon the evidently lax arrangements of the past.

Coal in Dakota.

Under this head the *American Mail and Export Journal* has an article estimating the extent of the coal fields of that territory. Of course the writer carefully avoids hinting at any mineral wealth on our side of the boundary line, although in his estimate he wanders significantly near to the British possessions, but never crosses into them. How accurate the estimate is we are not in a position to judge, but allowing a liberal discount, as is often necessary in Yankee transactions, we should be forced to the conclusion that at least a small share of the bituminous fuel would be found north of the forty-ninth parallel of latitude, owing to the fact that nearly all of the Mouse River country spoken of is in Canada.

We append the article, and our readers can judge for themselves. "A matter of unusual interest to the settlers of the great North-West is the matter of the fuel supply on the immense prairies where wood is almost unknown. Recent investigations show that the coal fields of Dakota are of immense extent, extending from the Missouri River on the east to its western boundary, and from the Black Hills on the south to the British Possessions on the north, making an area of 100,000 square miles of coal-bearing territory, besides a new district lately discovered in the Mouse River country, which promises a rich development. The *Bismarck Tribune* says of the recent discoveries: 'The total thickness of the different veins discovered is about twenty-four feet, making a coal-field containing 2,500,060,000 tons of available coal. The coal in this field is classified into four distinct veins—the upper vein three feet thick, the second vein four feet thick, the third, or Merriam vein from seven to sixteen feet thick, the fourth or "Boss" vein four feet thick. This vein has a solid sandstone roof of forty six feet in thickness. The different veins have a similar appearance, the lower veins containing the largest per cent of carbon and volatile matter.' The soil of Dakota is rich and fertile, but its growth has been very slow, owing to the scarcity of fuel. These discoveries, however, will obviate this difficulty, and throw open the fine farming lands for cultivation, and be the means of establishing substantial manufacturing industries."

THE Dominion Government paid out \$6,000,000 on the 13th of Sept. in redemption of 5 per cent. Dominion stocks.

IN WINNIPEG there are 751 different firms or individuals conducting separate businesses. Of these there are 42 which are only auxiliaries or branches, the parent firm being located elsewhere. The Province of Ontario supplies 23 of the 42; the Province of Quebec 7; the Maritime Provinces 4; Manitoba and N. W. T. 6; and the U. S. 2. The branches are principally representative establishments of wholesale and manufacturing concerns, and are valuable auxiliaries to the city's commerce.

Morris.

This thriving town is located at the terminus of the C. P. R. on the west side of the Red River. It has had a wondrously rapid growth. The citizens are anxious that a thorough practical shoemaker should locate in their town, also an additional butcher. In fact merchants or manufacturers of any class or kind will find Morris a good point to locate.

Mr. Fraser who has lately purchased the *Morris Herald* is pushing his paper and shouting the town in a way very acceptable to the citizens thereof and surrounding country.

Real Estate and Commerce go hand in hand, and the value of property is upon a solid basis,

Good business and residence building are being rapidly erected, and the town is assuming city like shape and dimensions.

Emerson.

The contract for the new bridge across the Red River, was awarded by that city's Council to the firm of Dean, Westbrook & Balfour. The superstructure of the bridge will be on the principle of the Louise bridge in this city, of wrought iron. The span will be 350 ft. long, with a roadway of eighteen feet clear. The superstructure will consist of one large centre pier, 28 feet wide and 100 long, with pile foundation. The abutment at either end will be built entirely on the bank, thus giving a clear channel on each side of the centre pier. This will give the ice a much better chance to move in the spring. A large ice-break will be built in front of the centre pier 20x100 feet long, and 40 feet above low water mark.

Work will be started at once, and the contractors expect to have it completed by March 1st, 1883.

The largest importation of glass ever made to Emerson arrived on Sept. 24, consigned to Walton & Bird, hardware merchants. There was a full car load, and it was for the Fairbanks, Burnham and Hepburn & Irwin buildings. The three largest sizes were 76 $\frac{3}{4}$ x116 inches, 87x110 and 68x110 inches. The glass is British polished plate, three eights of an inch thick, and was ordered direct from England. The freight on the whole from Montreal amounted to about \$750.00

Brandon.

Good weather has added much to the volume of trade done here during the week, and every class of business is in a healthy state.

The first shipment of new wheat was made by L. M. Fortier and Co. to the Ogilvie Milling Company this week. The quality was first-class, being Scotch Fife. The shippers are now erecting a fine elevator, of 50,000 bushels' capacity, and one similar will be erected shortly by Burnett and Johnson.

New wheat brings 75c. and oats 50c. Barley or buck-wheat have not yet put in an appearance. A rough estimate of the grain available for shipment this season would place the figures about 100,000 bushels. The quality so far is very good.

The purchase of a fire-engine and construction of a number of cisterns for fire

protection by the City Council, will be good news for insurance companies, and a lowering of premiums in Brandon may be expected. Another good move by the Council was the contract let to Fortier & Bucke, for a number of street lamps to light the city.

Among the business additions is a new weekly paper about to be issued by Charles Douglas, publisher of the *Emerson International*. Several new mercantile houses will be added as soon as Sheriff Richard's new block at the corner of Rosser Avenue and Sixth Street is completed. There is some talk of moving the Telegraph Office into this building, which would certainly be a great advantage to the business men of the city, as the present temporary office is very inconveniently located.

The most notable business change of the week is that which has taken place in the firm of Fisher and Co., of the Brandon Flouring Mills. Messrs. Fisher and Alexander retire from the business, and Messrs. Kelly and Sutherland continue the same.

The great work of city improvement is going on steadily.

The C.P.R. have shipped during the past week from this point 428 tons of freight, and received 2482 tons. The net receipts were \$27,195.00. These figures would indicate that Brandon is fast becoming an important railroad point.

Portage la Prairie.

A representation of THE COMMERCIAL visited this City during the past week, and was forcibly impressed with the number and magnitude of public and private improvements. Huge manufacturing concerns employing large numbers of hands have been completed within the past few weeks, and are now turning out their products. Chief among the lately established and new industries can be mentioned the Portage la Prairie Manufacturing Co., organized for the purpose of manufacturing biscuits, crackers, and confectionery, with a capital stock of \$60,000, of which Mr. P. V. Georgen is Pres.; S. R. Marlatt, Sec. of Board Directors; and Mr. W. P. Niles, Manager. The Board of Directors is composed of the above named gentlemen with the addition of Messrs. T. B. Miller, H. J. Le Roy, E. W. Snyder and J. A. Little.

Through the kindness of Mr. Niles, THE COMMERCIAL's man was shown through the extensive establishment of which he is the manager. Mr. Niles was formerly engaged in the same business at Bellville, Ont., as a member of the firm of Legate Abbott & Niles and has for the past few years been representing the well-known manufacturer of "Soda Apparatus," James W. Tufts, of Boston, and during that time travelled in Canada from Prince Edward Island to British Columbia; in the United States, from Maine to Oregon; also represented the same house in West Indies, Mexico, Central and South America; so that Mr. Niles' experience in selling goods must be of great value to the concern of which he is now the manager.

The Portage Manufacturing Co., occupy a large building 40 x 90 feet in area, with four flats and basement of same size. Also large

ovens and engine house attached. It is fitted up throughout with the very latest improved imported machinery, driven by 35 h. p. engine, for the manufacture of biscuits, crackers, cakes, candies and confectioneries. The first flat is used for offices, of which it might be said there are few better arranged or more elegantly fitted up in the entire North-West, also as wholesale ware room. The 2nd story is used as the biscuit factory proper. 3rd flat as the confectionary department, and is divided into 4 departments, drying room, gum room, starch room and boiling room. The factory has the capacity of using 100 barrels of flour per diem, and gives employment to about 60 hands. The building is fitted up with elevator and all the latest labor saving improvements.

Such a manufacturing establishment as this is of vast benefit to the merchants and dealers generally in this new country, besides giving employment to local labor and creating a home demand for flour and supplying manufactured necessities.

Another new departure in the manufacturing line is that established by Mr. S. Mellvanic, in the shape of a large Paper Mill, for the purpose of manufacturing building paper, wrapping paper, &c.

Mr. Mellvanic's mill has the large capacity of turning out 4 tons of paper per day, and owing to the large local supply of straw and other materials, he is able to produce an article equal in quality and price the same on the market here for less money than the same can be imported or brought from the east. He has erected a new building and fitted it up with the best make of machinery which he has imported from Beloit, Wis., U. S. Mr. Mellvanic intends in the near future to manufacture news or print paper, of which about 1,000 lbs. is used daily by the printers and publishers in the Canadian North-West. This industry gives employment to from 30 to 40 hands. Mr. Mellvanic has sufficient orders ahead to keep his mill running steady till Feb. 1883.

The Portage Milling Co. have erected a large flouring mill on the roller principle, with the capacity of turning out from 300 to 400 barrels per day, also an elevator in which can be stored 100,000 bushels of grain. The Capital Stock of the Company is \$100,000, and owned by men deeply interested in the advancement of Portage la Prairie. The new foundry and machine shop erected by E. H. G. G. Hay, Member of Local House, is enjoying a large patronage and turning out considerable work, especially for the P. W. & N. W. R. R. The manufacturing and mercantile interests of Portage la Prairie are decidedly on the increase, and in future issues of THE COMMERCIAL we will continue to show up her rapid advancement.

We acknowledge the receipt of the prize list of the Ninth Annual Exhibition of the Agricultural and Industrial Society of Portage la Prairie, to be held October 11, 12 and 13. From the large number and value of cash prizes offered we should judge that the exhibition will be a decided success. No part of the entire Canadian North-West is better settled and developed agriculturally than the country surrounding the Portage, and the agricultural product should make a good showing for 1882.

Winnipeg Wholesale Trade.

ROOTS AND SHOES.

There has been considerable life in this branch during the past week, and dealers have been sending out heavy consignments to the West and South-West. Trade all over is good, while the area of operations has extended very materially. One leading house reports a trade fully double in volume of what was done during the same time last year. Collections are easy and the trade altogether is in a healthy state. Quite a share of country has yet to be heard from for fall goods, and a continuance of the present state of affairs for weeks is expected.

DRUGS AND CHEMICALS.

Orders from the country are coming in freely, while the city trade remains steady. On the whole there has been a great improvement upon the previous week. Several new retailers have sent in orders from newly established points along the line of the Canadian Pacific Railway extension, thus a new field for trade is steadily opening in the West.

DRY GOODS.

A lively demand comes from the country in all directions, and new retail houses are springing up rapidly. The fall orders are now being sent out, and the week's trade will foot up to a large total, while a feeling of thorough confidence exists, owing to the fact that speculation in lands and town property has to a great extent ceased among country retailers, and their efforts are now concentrated on mercantile pursuits. The decrease in the old demand for English goods is more visible than ever this season and Canadian manufactures, especially in woollens are steadily taking their place even in old settled districts. One prominent house has done a business during the week at least seventy-five per cent. greater than the corresponding week of last year, and this is not the only instance of that class.

FISH.

There has been but little demand for fresh fish during the week, and the supply has been correspondingly small, only a few lots of lake trout and white fish having been delivered. Dried and smoked are also out of the market at present so far as demand is concerned. Canned oysters are selling freely, and consignments of some magnitude arrived in town during the week. Prices have held steady at 75c. for New York counts, 65c. for selects and 60c. for standards.

FRUIT.

A brisk demand for green fruits has kept up all week, and still keeps up. Apples have sold freely at \$4 to \$6, according to quality, and numerous consignments have been sent out to surrounding towns. Lemons, notwithstanding the lateness of the season, are still in good demand and prices have held firm all week at \$9.00 a case. California pear have sold from \$5.00 to \$7.00, and grapes \$3.00 to \$5.00, according to quality. There has been a good sale for fresh tomatoes, but the supply has been fully equal to the demand, and all purchases could be supplied.

WHEAT.

The chills of the week have stirred up this branch of business somewhat, but in wood prices

have eased owing to a better supply. The following are figures in car lots of coal. Egg \$15.30 on track; Stone and Chestnut \$15.60. Soft coal; Grate \$15.10; Steam \$12.50. Wood: \$7.00 to \$7.25 for dry poplar. Tamarac \$8.00 to \$8.50. One sale of 200 cords was made at \$8.00. Slabs. Oak \$7.00; Pine \$4.00.

FURS AND HIDES.

During the past week there has been a heavy demand both from Eastern Canada and the United States for dressed furs, and the supply fortunately was equally good. Green hides have been called for from numerous points, and our dealers have forwarded some heavy consignments. The supply has been ample so far, and a prospect of continued prosperity is now ahead. Prices ranged during the week as follows: Green hides 5c. to 7c.; Pelts 15c. to 40c.

The heaviest shipment of furs for the year have been made by the Hudson's Bay Company to London, England, during the week aggregating 107 bales, value in all for \$150,000.

FRUITURE.

Business is a little dull in this branch at present, and dealers state that the season's trade has not yet opened up. Numerous new retail houses have opened up at different points throughout the West, and a great number of applications for price lists have been received during the week. These applicants, however, do not seem inclined to make immediate purchases, but are waiting for a retail demand. Our dealers here anticipate a heavy trade during the month of October.

FARM MACHINERY.

This branch of trade is now narrowed down to threshers, wagons, sleds and winter vehicles. The returns for the sales of harvesters show that nearly 10 per cent. of the demands of retailers were not filled owing to the deficiency of supply. A few firms are doing well in the introductions of steam threshers, and others have heavy consignments of bob-sleds at present arriving.

GROCERIES.

This branch of business is now recovering from a short lull in the town demands, and trade has been steadily improving during the week. Orders from the country, especially from new points are on the increase, and confidence is general all over. Very little fluctuation is to be reported in staple goods, and prices hold steady. Sugars ranged: Bright yellow 9½c. to 10½c.; Granulated 11½c. to 11¾c.; Paris lumps 12½c. to 13½c. Green coffees are quoted at pretty reasonable figures. Rio 15c. to 18c.; Government Java 25c. to 27c.; Mocha 36c. A good demand existed for Rio and Java, but almost none for Mocha.

The most encouraging features in the week's transactions were the numerous opening stocks shipped to the West.

HARDWARE.

Business is in a very prosperous state in this branch and demands from new points are coming in lively. One house reports eight new accounts opened in one city, and two and three in several other towns. The greatest drawback has been the scarcity of goods to fill orders, which has caused no small amount of inconvenience. A feeling of perfect safety pervades the whole trade, and the prospect of the month of October is bright.

We learn that a local firm has successfully competed against leading Eastern houses, and secured a contract from the C. P. Railway Company for bar iron, representing over \$11,000.

LUMBER.

The demand in this branch is practically unlimited at present, and country orders have to be much delayed owing to the insufficient supply at hand. The immense demand in the city for building purposes keeps our manufacturers and importers busy, and this seems likely to continue for some time to come. The mills have a plentiful supply of logs on hand, and are taking full advantage of the same.

Prices have held firm as follows: Sheet piling \$28.00; Common dimension \$30.00 to \$32.00; Fencing \$28.00 to \$31.00; Stock \$33.00 to \$40.00; Flooring \$35.00 to \$45.00; Partition \$45.00 to \$50.00; Graded Clear \$50.00 to \$70.00; Shingles \$4.50 to \$6.00; Lath \$5.00.

WINES AND SPIRITS.

Wholesale dealers are not pressed with business in this line at present, although the trade is in a healthy state. The extension of a license law to Western portions of the Province has not added much to the demand from the country, as some outsiders predicted. Collections are reported good all over.

Mr. Jas. Austin, of the Winnipeg Electric Light Company, informs us that on Saturday Oct. 7th the Company will light up the city by electricity.

The fire record of the past week contains but one conflagration of any magnitude, namely, the burning of the stables of the North-Western Omnibus & Transfer Co., where quite a loss was sustained. Notwithstanding the inflammable nature of the building and its contents, the fire was kept from spreading.

The Industrial and Agricultural Exhibition which was held at Montreal last month closed on Sept. 23. Financially it was not a success, the receipts aggregating only \$20,000, or \$6,000 less than last year. The attendance was 25,000 less than 1881 and the total number only reached 60,000, though this was largely due to the bad weather. Montreal proposes to give the annual exhibition up and it will doubtless be arranged for other cities to take their turn. The Manitoba exhibits were examined with considerable interest and verified the favorable reports of Manitoba's fertility.

Members of Winnipeg's business men have expressed lately their satisfaction with the action of the Chicago, Milwaukee and St. Paul, and Chicago, St. Paul, Minneapolis and Omaha Railways in appointing Mr. Bell resident agent in Winnipeg. Last winter merchants and manufacturers experienced great inconvenience owing to not being able to ascertain the causes of delay in their freights from the East. This drawback will not now exist, as every attention will be given to inquiries regarding freight in transit. Both of these lines are to be commended for this arrangement, but to the Rock Island Company belongs the credit of introducing this system, as Mr. Fred. French has acted as their agent in Winnipeg for over two months, and we doubt not but this Company have found it profitable to pay a little attention to Manitoba business.

The Commercial

WINNIPEG, OCT. 3, 1882.

WITH this first issue of THE COMMERCIAL commences our efforts in the interests of the financial, mercantile and manufacturing classes of Manitoba and the North-West. It is customary with the advent of a new journal to insert a lengthy article defining the path to be pursued, and giving pledges of principles to be supported. Such a course we shall not adopt, as we should only be compelled to give repetitions of what is contained in our prospectus of Sept. 16th, in which we have clearly outlined the province to which the efforts and influence of THE COMMERCIAL will be confined. Our work must be one of organization, by which we can reduce the record of the scattered elements of North-Western trade to a regular system, and in securing this end no labor, pains or expense will be spared. The difficulties in the way of accomplishing such a work in a new country can be properly estimated by the business classes for whom we expend our efforts, and the value of such a work fully appreciated by them.

We must take this opportunity of returning our thanks to those to whom we have already applied for support. The generous manner in which our appeal has been received, and the liberal responses made to it, make us feel truly hopeful as to the future of THE COMMERCIAL. We are already convinced that our journal meets the wants of the North-West, and no effort on our part shall be wanting to retain that support and patronage which to us is so encouraging in the beginning of our journalistic career in this new country.

Respectfully,

THE PUBLISHERS.

THE FARM MACHINERY SUPPLY.

IN the North-West, where agriculture will ever remain the foundation upon which the development of the country must rest, it is important to know where the supply of machinery necessary for the great pursuit now comes from and is likely to come from in the future. Hitherto this supply has come almost entirely from Ontario and the Mississippi Valley States, and it is interesting to note the proportion coming from each of these sources. In reaching figures on this point, we shall not take

into consideration machinery brought into the country by emigrants for their own use, but shall depend upon the facts supplied by dealers who import the goods as merchandise. Nor shall we go into details regarding every class of machines and implements, but shall accept those on plows and harvesters, as an index to the trade generally.

Under the head of plows we include every class of implements known by that name, and of these during the year 1882 there have been imported into Manitoba about 9,500, a little over 2,900 of which were Canadian manufactured, and 6,600 American. Under the head of harvesters we include self-binders, reapers, mowers, and all machines used in cutting down crop; and of these during the present year over 2,900 have been imported, over 2,000 of which were made in Canada and nearly 900 in the United States.

In comparing these figures with those of 1881, we find a very great increase in the proportion of Canadian harvesting machinery for the present year, while in plows the increase is so small, that the American goods may be said to hold their ground. Such results must have some very strong reasons as to how they have been reached, and inquiry reveals two very potent ones, besides a number of minor ones which affect the matter more or less. The first of these strong reasons is to be found in the alacrity with which American makers filled orders for plows during the days of the blockades and floods last spring, but a still more powerful one is to be found in the fact, that the plows made at the factories of the Mississippi Valley are intended for a prairie country like our own, while those made formerly by Ontario houses, were better adapted to bush-cleared lands of the province in which they were manufactured. In plows therefore, Canadian makers started into the North-West trade with the difficulty of a special market to make for, while the regular goods of their American competitors filled the bill for the Manitoba trade at once. In harvesting machinery neither of these two difficulties are against Ontario. The importation of these goods takes place at a season when blockades are unknown, and traffic on western lines is at its minimum; while soil and lay of land affect such machines but little, compared with plows; and in fact on this latter point Ontario has rather an advantage, as its small grain, while much in-

ferior in quality to what can be procured in the North-West, is usually much stronger in straw and heavier to cut, than that of the Western States, for which market the machinery makers of the Mississippi Valley cater mainly.

The whole question of our supply of farm machinery when carefully studied proves clearly the ability of Ontario manufacturers to compete with American competitors in the Manitoba market, under the present national policy of the Dominion Government, even where under a disadvantage, while on anything like equal footing they are steadily gaining upon, and crowding out the goods of their opponents across the line.

To those who are interested in the industrial development of Manitoba the above facts and figures must carry their special import, and show not only the necessity for but the practicability of establishing machinery and especially plow factories in this province. If a difference in soil and general topography of our country has given American manufactures so much advantage, as to enable them to compete with those of Ontario and carry the burden of an import duty; the advantages should be much greater for manufacturers here, who would have neither freights nor duty to contend with, and who would have around them the greatest field in the World for their produce besides having the advantages to be gained by practical personal observation of the real wants of the country.

As yet the manufacture of farm machinery or implements in Manitoba is confined to practical men of limited means, if we except the Harvester Works of Messrs. Chalmers & Carney at Emerson. The loose funds of the capitalist have not yet found their way into this channel, although it would be difficult to find an industrial investment where better returns could be secured for such. Mechanical skill is not deficient in this province, and its union with capital is all that is necessary in this instance to secure profit to both, and accomplish a great public good. The objections of the chronic obstructionist will have to be encountered no doubt, but these have been met and overcome in every great and successful undertaking, especially in new countries, where the necessities of the situation have often made successful schemes that in older localities would

have been considered commercial madness. John Deere the great plow manufacturer of the Mississippi Valley hammered an anvil for his daily bread, and lived long in obscurity and comparative poverty, until capital united with his mechanical genius raised him to fame and wealth. Oliver of South-Bend, Indiana, whose plow factory is now the largest in the World, was at one time considered a hazy brained blacksmith, afflicted with a harmless monomania in the manufacture of chilled iron plows. Deeres and Olivers are not wanting in this prairie province, and capital added to the skill of such must produce large returns to both.

WINNIPEG AS A WHOLESALE CENTER.

The fact that the North-West now demands a depot for wholesale supplies is admitted on all sides, even by those who are most interested in opposing such a state of affairs, and opinions are equally unanimous as to where that depot should be located.

For a few years to come we must submit to considerable inconvenience and delay in our freights from the East; and it is evident that all temporary measures of relief in this line will prove comparatively valueless, and that direct railway communication with the eastern provinces through the Dominion of Canada itself must be complete before any lasting relief can be had from these evils.

Such a state of affairs, while annoying and inconvenient to business men generally, allows really an advantage to wholesale dealers in Winnipeg. Such can afford to carry heavy stocks. Retailers now find it convenient and profitable to purchase near home and thus secure a speedy supply. This fact is being fast realized by eastern houses, who, as a means of protecting their own interests, are beginning to establish resident local agents in the Manitoba capital, some of whom even carry stocks of smaller and lighter classes of goods. Such competition is to the benefit of the retailer and furnishes him with a wider market.

The importance of this city as a wholesale center may be more accurately approximated by an increase in the number of houses since the opening of the present year. In January last the number of wholesale houses of every description was about fifty, and a large

proportion of these were only partially wholesale, and were heavily engaged in retail business. At present the number is over seventy-five, which are purely wholesale, and new concerns are only kept from locating for want of buildings. For the spring trade only some thirty-eight travelling agents went out from Winnipeg to represent every branch of her wholesale trade, while for the fall trade over sixty went out, and the number is steadily on the increase. When we add to these figures the fact that every wholesale house in the city has made a large increase in the volume of its business during the present season, several having doubled their trade within a year, we may feel certain that the importance of the Manitoba Capital as a wholesale center is fully recognized by those most interested.

A TRAVELLER'S UNION.

The itinerant mercantile man has been the subject of much literature both on this continent and in Europe--from the bagman of Dickens down to the irrepressible drummer of the Western States.

In Canada we have in the commercial traveller the happy medium between the exclusive animal of England, who refuses to associate with almost any person outside of what he cauntly terms "The Cloth," and the commercial annoyance of some portions of the United States, who bores and annoys his patrons, and is often the horror of any social gathering he may happen to drop into. Our commercial men are men of sense and good judgment, and evidently know well the import of the old adage "Union is Strength," and how to apply it for their mutual benefit.

We find in the Maritime Provinces an association of commercial travellers while Montreal has another and Ontario two. Each of these associations have an insurance system, which provides for the heirs of members in case of death, or an alimint in case of injury by accident. Whole rooms with library advantages at their headquarters are among the other commendable arrangements. The Toronto Commercial Traveller's Association has a system of mutual insurance, which is one of the finest on the American continent, and the Montreal and London associations have similar systems very little inferior. It is high time therefore that some move be made to form a Commercial

Traveller's Union in Manitoba with its head quarters in Winnipeg. The organization could not at first assume the pretensions of its eastern fellows, but the members of the profession are now sufficiently numerous in the North-West to lay the foundation of what may yet be a great institution.

The benefits of such associations are evident if we compare the standing of commercial men in localities where they exist and where they do not. In England the commercial man is the honored guest in the family of his best customer. In our own country he is an individual respected and generally esteemed, while in a great portion of the United States especially in the West he is graded a shade above the lightning-rod pedlar, and looked upon by many as a perfect Sam Slick in tricking and subterfuges.

The fact that associations exist in England and Canada and none in the Western States will not fully account for this difference; but we believe no better system than the formation of a union can be adopted for raising the standing of the members of the profession in the public estimation. We hope therefore that some move for the formation of a union for the North-West will soon be made. Over sixty travelling men go out regularly from Winnipeg, and if we take into consideration those from Eastern points who travel this country over one hundred members could be gathered together. This is certainly a good start.

MUTUAL INSURANCE.

AN effort is likely soon to be made for the organization of a mutual fire insurance association in Winnipeg, the full particulars regarding which we are not yet at liberty to publish, but which we nevertheless believe will be based upon solid principles, and well calculated to meet local demands.

In view of this movement it is in place to say something about the practicability as well as the dangers of mutual insurance.

The skeptic on the mutual principle has no difficulty in finding numerous instances where attempts to establish such institutions have ended in signal failure, and a few cases where they have brought upon innocent parties heavy pecuniary loss. These instances are specially numerous in the Western States, where so many mutual associations have been floated

without guarantees of any kind, and the payment or non-payment of claims depended upon the promptitude or perhaps the credulity of outside members. There are another class of mutual associations however, whose success in many instances prove their practicability of working. In such a guarantee by the insurer, in lieu of the paid up capital of a stock company, while the association in every other respect is conducted upon the mutual principal. The fact that such concerns have no stock on which to pay dividends is a proof that their expenses of management must be less than of old line companies, provided they are economically and judiciously managed, while the guarantee fund supplies a portion of, if not all the safety of a regular paid up capital. Such associations are practically a compromise between the old stock system and the reckless style of institutions, which have brought the mutual principle into so much disrepute, and experience of their working power, that they are really worthy of the serious consideration of those desiring to secure cheap and reliable insurance against fire loss.

There is nothing which tends more towards making a field for these mutual associations than the unfair discrimination which stock companies frequently make in their premium rates. For instance manufacturing concerns where steam power is used invariably pay a very high premium, while mercantile stocks are taken in at very low rates. So far as danger is concerned this principal is correct, but if precaution against fire is taken into consideration, it is radically wrong, as no class are more careful to guard against fire than manufacturers. Then the temptation to incendiarism is nothing with manufacturers, though often great to mercantile men. A manufacturer if paid the last dollar of his loss by fire, must lose many weeks or even months before he can again have his business running, while mercantile concerns can be reorganized in a few days or weeks at the farthest. The moral risk in manufacturing insurance is therefore nothing, and this fact we fear is not fully recognized by insurance companies generally. Among such classes of business men therefore mutual insurance associations have sprung up and in almost every case have proved successful. In other branches of business, therefore, mutual insurance is worth a trial.

BUILDING AND LOAN SOCIETIES.

What has now become the Province of Manitoba has a strange connection with the early history of building societies. Though the death of Lord Selkirk undoubtedly took place in 1820, and Brabrook gives 1825 as the date of the founding by Lord Selkirk at Kircudbright, in Scotland, of the first "menage," or building society, there is little doubt that the intrepid philanthropist who found a new home for the victims of the Highland clearances was one and the same man as he who first taught his fellow-countrymen the value of co-operation in the erection of houses and the promotion of improvements upon their lands.

The year 1846, which saw the engrafting of the investment idea upon the co-operative principle in England also saw the first legislative acknowledgment of building societies in Canada. In that year, what was then called the old Province of Canada passed a general Act under which any twenty persons could constitute themselves a building society "for the purpose of raising by small periodical subscriptions a fund to enable the members thereof to obtain unencumbered freehold or leasehold property." This general Act was suggested by the incorporation during the previous year of "certain persons for such purposes in the city of Montreal," as is stated in the preamble of the old Act, a curious provision of which was that a society might receive from any member by way of bonus on any share, a sum of money, without being subject to the penalties imposed by the usury laws. Shortly after this Lower Canada also passed a general Act. New Brunswick followed in 1847 and two years later the canny Nova Scotians made up their minds that their province should not be behind the age. These Acts were all similar in the provisions which they made, and are the Acts under which, especially in the Maritime Provinces, building societies seem to have been incorporated; at least such is the opinion of Mr. Garland, Clerk of Statistics in the Finance Department, through whose hands have passed the returns rendered to the Dominion Government. The Acts passed since then, except the Consolidating Act of the Province of Canada, have continued the original principle with few amendments and additions.

In 1865 the legislature of the late

Province of Canada passed an Act calling for returns, but in 1863, for some reason or another, the municipal returns included returns of the building societies. In that year there were eleven societies with an aggregate capital of \$1,208,072.26. Then, as now, the Canada Permanent was the largest of these institutions, its capital being \$664,428. The Freehold was second on the list with a capital of \$133,570.82, or about thirteen thousand dollars more than the Montreal society, as far as can be ascertained, the original company in Canada. At that period, eighteen fiscal years ago, the assets of those eleven societies were \$1,846,956.39. The returns showed that four of the eleven companies carried on a savings bank business and had \$365,825.46 on deposit. The balance of profits on hand was \$179,366.52, the proportion of which to the capital shows that the business of the companies must have been far from unprofitable. These eleven societies were all "permanent," and in addition to them there were "terminable" societies, similar to the parent institutions in England, whose capital amounted to \$873,872.45. The allied capital, therefore, of the societies, permanent and terminable, amounted to \$2,720,828.84, or about one-twelfth part of the capital alone possessed by the companies operating in 1881.

Up till the year 1873 building societies in Canada had not been invested with the privilege of issuing debentures, the Act for this purpose having been passed in 1874, or the same year as that in which the English Act was promoted. In the decade 1863-73 the companies had increased to twenty-three in number with a capital of \$6,376,281.58; deposits, \$2,869,381.51; balance of profits of the year last past, \$340,660.85; balance of profits of previous years, \$916,962.26. Among the total assets amounting to \$10,54,482.16 were mortgages of \$9,224,160.91. The impetus given to building societies by the power to issue debentures can only be estimated by statistics. In 1880 there were in the Dominion eighty companies with a capital stock of \$24,495,975.26, and other liabilities to shareholders making a total of liabilities to stockholders of \$31,942,406.47. Besides these, there were the ordinary liabilities, such as deposits, \$11,713,633.37, debentures payable in Britain \$22,968,108.74, the total of such liabilities being \$36,575,062.04; making a grand total indebtedness of \$68,517,-

468.51. Against this indebtedness was placed \$56,612,200.46 in mortgages upon real estate and other securities, making a grand total of \$69,988,635.26. The total value of real estate under mortgage in Ontario was then \$112,612,157.32, against an official assessment of the real estate of the Province amounting to \$509,294,610.50. For the year 1881 the figures promise to be even more remarkable, though the returns just issued by the Government are not yet complete. For the Province of Ontario and Quebec alone the liabilities of the companies to stockholders is \$33,540,087.63; to the public, \$38,424,929.41; or a grand total of \$71,965,017.04, against \$66,764,299.40 in 1880, the figures already given being reduced to these figures by the liquidation of companies and other modifying causes. The total assets rose from \$68,263,396.96 in 1880, this total also being modified slightly from the original returns, to \$73,906,638.10. During the year 1881, dividends amounting to \$12,120,328.21 were declared. New loans of \$19,419,566.16 were effected. Borrowers paid back \$15,950,237.98. Deposits to the amount of \$18,309,344.13 were received and \$17,055,786.63 was paid back to depositors. The value of real estate under mortgage in Ontario rose to \$129,506,029.99, in Quebec \$3,480,665.16; or a grand total of \$132,986,695.15. These figures show that in the year 1881 the amount of property under mortgage in the Province of Ontario was increased by no less a sum than seventeen millions of dollars.

Such an array of figures must show to the veriest child in finance that the building society is a potent factor in the industrial life of Canada. About two years ago the two great daily journals of Canada engaged in a lengthy controversy regarding building societies, the *Globe* taking the view that they are purely beneficent channels of fertilizing capital, and the *Mail* denouncing them as incorporated harpies. The truth, as usual, lies between the two extremes and shines more upon the side of the shield exposed by the *Globe* than that held up by the *Mail*. In the development of a country, if rapid progress is to be made, the hewer of wood and the drawer of water must avail himself of the results, the capital, accumulated by those who have already drawn their water and hewn their wood. Borrowed capital is like an axe, the danger arising from the

use of which lies in the handling of it, not in the axe itself. The man who mortgages his farm cannot till the soil with the document, and if he mis-spends the proceeds he cannot expect to refund the money when payment becomes due. In Ontario, when the better part of a life had to be spent before money could be secured in any amount, the energy to apply that money was, in many cases, lacking, though the will may have existed. But taking that pessimist view which is most extreme in regard to building societies, the fact remains undoubted that they have in by far the majority of cases brought relief, and great relief, to the borrower. "That they have themselves prospered," says one who knows the working of building societies in Canada, "is no proof that they have not done good; though it was sure to make them objects of envy, which is the food of demagogism and the poison of democracy." In a new country like Manitoba, where the soil is rich beyond compare, the land cheap and prepared by nature for tillage, the building and loan society should be a good friend to the earnest, persevering man of limited means. The battle which he is called upon to wage before he can fight his way from poverty into affluence is one of a few years and not of a life time. Even these few years he can shorten by equipping himself with the best of weapons, which he can hire from the building societies and save himself the labor of forging. That the settler of Manitoba recognizes this is apparent from the fact that no less a sum than \$5,000,000 has been advanced during the past twelve months by the companies doing business in Manitoba. A partial list of these companies is: Manitoba Mortgage and Investment Co., Ltd.; Dundee Mortgage, Trust and Investment Co.; British Canadian Loan and Investment Co.; Manitoba Investment Association; Manitoba and North-West Loan Co.; London and Canadian Loan and Agency Co.; Real Estate Loan and Debenture Co.; Freehold Loan and Savings Co.; Canada Permanent; Canada Landed Credit Co.; National Investment Co. of Canada; Hamilton Provident Society, etc. These companies are fairly liberal in their dealings, as they advance one-half on the value of farm lands, and one-third on excellent city property. A correspondent of the *Times* the other day complained of the rate of interest asked by the companies, which at present is 10

per cent. But the rate of interest is simply regulated by the law of supply and demand. So great is the demand for money at present, that some of the companies have exhausted their supply, and have to transfer applications to other offices. Dr. Orton once introduced a Bill into the House of Commons fixing the maximum rate of interest to be collected by a building society at 7 per cent.; but to its credit it may be said that the House declined to legislate upon the lines of Mosaic tradition. There is no use legislating to make water run either down or up-hill—and the price of money is like water. If it meet with an impediment it will rise, if there be none it will gather momentum downwards. To talk about its being desirable to fix a limit to the rate of interest is to waste time in discussing what is impracticable in the very aggravated form of being impossible, for the rate of interest is the financial barometer, which has no effect upon, but is itself merely an indication of, the weather. It is also customary to complain of the incidental charges; but these charges are disbursements, and even the applicant for a loan does not care to work for nothing. For searching and guaranteeing the title lawyers charge $\frac{1}{2}$ per cent. up to \$5,000, and $\frac{1}{4}$ per cent. thereafter. For valuing a property the expert's fee is \$5.00, a sum small enough for skilled knowledge which is not constantly employed. The grumbling against building societies upon such scores as these is not creditable to the good sense of those who raise the wail, for it implies a desire to obtain for nothing that which no one is willing to give for nothing—work. As the building society exists in Manitoba it is a friend to the many as well as to itself; when it becomes a friend to itself alone it is because the borrower has ceased to be his own friend. The building society exists upon the good will of its patrons, to maintain which it would be impossible were its operations conducted upon other than enlightened and straightforward principles—the only principles conducive to the welfare alike of individual and corporation.

We have been asked for statistics regarding the traffic on our North-Western lakes and rivers, and at some period in the near future we shall take up this important subject.

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16 JAMES STREET, EAST, WINNIPEG, MAN.

THE MARKETS.

WINNIPEG.

GRAIN AND PROVISIONS.

The new crop is beginning to find its way into town, and during the past week our millers and grain dealers have been receiving considerable. The hardest grades of wheat seem to show up best in quality, while softer samples as a rule are much lighter, and have evidently suffered not a little from the dryness of the past season. Prices for Scotch life have ranged from 85c. upwards, some choice lots bringing 90c. Lower grades are but little in demand, and have not in any case reached the lowest of these figures. Our millers are anxious to secure any quantity of the finest grades, but do not care about touching soft qualities.

OATS

have been coming in freely, and as a rule are not very heavy, although several lots have tested 39 pounds and over. There is both a brisk demand and a plentiful supply of this cereal, and prices during the week have ranged from 50c. up to 55c. for choice lots.

BARLEY

has not yet put in an appearance, but several samples of the new crop which have been shown are of excellent quality, coming up well in plumpness, and preserving a good bright color. There have been no transactions of any magnitude, and consequently no prices to quote.

FLOUR.

The local demand in this line is good, while the filling of foreign orders hangs somewhat until a larger supply of new wheat is available. Prices have held steady during the week at \$3.60 for Patents, Baker's \$2.80 and Trader's \$2.00 per hundred.

SHORTS

are in slow demand at \$12.00 a ton, with sales light.

BRAN.

The demand for this is improving and some talk about heavy contracts for the coming winter has passed. Prices are steady at \$10.00 a ton.

BUTTER.

A steady demand exists for the better grades of Ontario consignments, and even inferior qualities show some life. The receipts from the East have not been heavy during the past week, but somewhere about sixteen car loads are now in course of transit. Prime Ontario grades ranged from 26c. to 28c. and inferior qualities from 18c. to 24c. Fresh butter from local dairies finds quick sale at 30c., and some choice lots have brought over that figure.

EGGS

are limited in supply, and sell freely at 27c.

HAMS

are in fair demand both for city and country trade, and have sold from 19c. to 20c. during the week.

BACON.

Clear bacon has ranged from 16c. to 18c. and smoked 18c. to 20c. The demand has not been heavy, and shows no improvement.

MESS PORK

has held steady at \$21.00, only a few sales having been made during the week under that figure.

CORNERED BEEF

has had a very limited range, \$19.50 being the lowest and \$20.00 the highest figures. The demand is steady but not brisk.

MINNEAPOLIS MARKET.

GRAIN AND FLOUR.

Monday opened with good receipts in wheat and grain generally, and trading was but limited.

WHEAT was in fair demand and sold as follows: No. 1, hard, \$1.05 to \$1.07; No. 2, hard, \$1.00 to \$1.02; No. 1, \$1.00 to \$1.02.

CORN was quiet and ranged 67c. to 68c. for No. 2, and rejected 63c. to 65c.

OATS were not much in demand and sold: No. 2, white, 34c. to 35c.; No. 2, mixed, 33c. to 34c. Rejected, 28c. to 32c.

BARLEY was quiet, No 2 quotable at 73c. to 75c.; No. 3 selling, 50c. to 55c., and No. 4.45c. to 50c.

FLOUR.—The quotations to-day were \$6.50 to \$7.25 for patents; Straight's \$5.75 to \$6.50; Clear's \$5.50 to \$6.00, and low grades \$2.75 to \$3.70.

BRAN was quoted \$7.50 to \$8.00 a ton, free on board in bulk.

SHORTS ranged from \$11.00 to \$12.00 a ton, according to quality, with few sales.

Tuesday brought a continuance of liberal receipts of grain and prices ranged lower all round.

WHEAT sold as follows: No. 1, hard, \$1.04 to \$1.07; No. 2, hard, 99c. to \$1.00; No. 1, 99c. to \$1.00.

CORN was quoted 67c. and 68c. for No. 2, and rejected 63c. to 65c. No sales were made.

OATS were rather firmer and sold 34c. to 35c. for No. 2, white; No. 2, mixed, 33c. to 34c.; rejected 28c. to 32c.

BARLEY, No. 2, 73c. to 75c. No. 3, 60c. to 65c.; rejected, 36c. to 45c.

FLOUR, Patent's, \$6.50 to \$7.25; Straight's, \$5.75 to \$6.25; Clear's, \$5.50 to \$6.00; low grades, \$2.75 to \$3.50.

BRAN remained unchanged at yesterday's figures.

SHORTS sold \$10.50 to \$12.00 a ton, free on board

Wednesday's receipts of wheat were light, but prices did not advance and ranged during the day at \$1.02 to \$1.03 for No. 1, hard; No. 2, hard, 96c. to \$1.00; No. 1, 96c. to \$1.00.

CORN was offered at 65c. but no trading was done at this figure, buyers evidently expecting soon to have lower prices.

OATS held prett' steady with a fair demand. No. 2, white, 34c. to 35c.; No. 2, 33c. to 34c. rejected, 28c. to 32c.

FLOUR.—Patent's were quoted at \$6.50 to \$7.25; Straight's, \$5.75 to \$6.25; Clear's, \$5.50 to \$6.00, and low grades \$2.75 to \$3.50. There were few fluctuations and trading was rather slow.

BRAN was quotable at \$7.25 to \$7.50, free on board in bulk.

SHORTS were quoted at \$10.50 to \$12.00, according to quality. Offerings were free, but demand weak.

The receipts of wheat on Thursday were much heavier than for some days previous, and purchasers took advantage to break down the hitherto strained market. A decline of about two cents. was the consequence, while corn, oats, and other grain, although they held steady in prices were rather weak.

Wheat sold, No. 1 hard, 99c. to \$1.00; No. 2 hard, 94c. to 95c.; No. 1, 94c. to 95c. A few fine samples brought slightly higher figures.

CORN was neglected, and no sales were reported. No. 2 was quoted at 65c.

OATS were slow in sale, and were quoted at 34c. to 35c. for No. 2 white; No. 2 mixed, 33c. to 34c.; rejected 28c. to 32c.

FLOUR quotations were, Patents, \$6.50c. to \$7.25; Straights, \$5.65 to \$6.25; Clear's \$5.50 to \$6.00; low grades, \$2.75 to \$3.50.

BRAN was quoted at \$7.50 to \$7.75 a ton free on board in bulk, and in sacks, \$9.50 to \$9.75.

SHORTS ranged from \$10.00 to \$11.50 according to quality, with free offerings and few sales at those figures.

Receipts of grain on Friday were fair and prices ruled a little weak.

WHEAT, No. 1 hard, 98c. to 99c.; No. 2 hard, 93c. to 95c.; No. 1, 93c. to 95c.

CORN was quoted 67c. to 68c. for No. 2; rejected 63c. to 65c.; no sales.

OATS were in fair demand at 34c. to 35c. for No. 2 white; No. 2 mixed, 34c.; rejected 28c. to 32c.

FLOUR prices were the same as on Thursday, while bran and shorts also held steady at the figures of the previous day.

CHICAGO GRAIN MARKET.

Last week opened with a dull feeling, and Liverpool reports were not of a nature to make improvements. Monday produced no great fluctuations and prices ranged as follows:

WHEAT opened at \$1.03½, rose to \$1.04 and closed at \$1.03.

CORN opened at 64½c., gradually weakened and closed at 64c.

OATS opened at 31½c., remained dead and closed at 31c. bid.

PORK opened at \$21.45, rose to \$21.52½, eased off and closed at \$21.47½.

LARD opened at \$12.50, held firm and closed at \$12.57½.

Thursday's market was much more nervous, especially in corn, where a heavy break in prices took place.

WHEAT opened at \$1.04, fell to \$1.02½ and closed at \$1.03.

CORN opened at 64c., declined rapidly and closed at 61½c.

OATS opened weak at 31c., fell to 30½c. and closed at that figure.

PORK was rather weaker than the day previous, opened at \$21.25, rose to \$21.27½, fell to \$21.20 and closed at \$21.25.

LARD was not in heavy demand; opened at \$12.50, fell to \$12.40 and closed at \$12.42½.

Wednesday brought a general fall in prices all round in grain, although receipts were not at all heavy.

WHEAT opened heavy at \$1.01½, fell slowly and closed at \$1.01.

CORN opened at 61c., never sold above that figure, gradually fell and closed at 59½c.

OATS opened at 30½c., remained stationary and closed at the same figure.

PORK was very lifeless. Opened at \$21.00, fell to \$20.97½ and closed at the opening figure.

LARD opened at \$12.35, dropped to \$12.00, recovered again and reached \$12.55, at which figure it closed.

Thursday brought a decided improvement in wheat, and prices rallied a little under a brisk demand by speculators. Corn and oats were both weaker, and the former experienced another drop. Pork also opened weak and declined a little from Wednesday's figures, while lard remained firm, and made a slight advance in price.

WHEAT opened at \$1.04½, advanced ½c., fell back again, and closed at the opening figures.

CORN opened at 59c., declined to 57½c., rallied again, and closed at the opening figure.

OATS opened at 30½c. and showed weakness at first. Later a firmer feeling developed, and prices advanced to 31½c. at which they closed.

PORK opened weak at \$20.90, but later advanced to \$21.30, and closed at that figure.

LARD opened \$12.55, held firm all day, and advanced to \$12.62½ at which figure it closed.

Friday's markets were firm all round, prices having evidently touched bottom.

WHEAT opened at \$1.06½, declined to \$1.05, recovered and closed at \$1.06.

CORN opened at 60c., fell to 58½c. and closed firm at that figure.

OATS opened at 31½c. eased off ½ and closed at 31½c.

PORK opened at \$21.32½, rose steadily to \$21.52½ and closed at that figure.

LARD opened at \$12.60, advanced to \$12.75, at which it closed.

Friday. —Wheat opened at \$1.06 advanced to \$1.08 and closed at that figure

CORN opened at 57½c. advanced to 58½c. and closed at 58c.

OATS opened at 31½c. declined to and closed at 31c.

PORK opened at \$21.32½ held weak and closed at \$21.30

LARD opened at \$12.70 dropped to \$12.60, rose again and closed at \$12.70.

Saturday. —Wheat opened firm at \$1.07½ and closed at \$1.07½.

CORN held steady and closed at 57½.

OATS varied but little from Friday's figures and closed weak at 31½.

PORK sold as high as \$21.45 and closed at \$21.37½.

LARD ranged from \$12.50 to \$12.70 and closed at the former figures.

MINNEAPOLIS.

Friday. —Wheat. —No. 1 hard, 98c. to 99c.; No. 2 hard, 93c. to 95c.; No. 1, 93c. to 95c.

CORN was quoted No. 2, 66c. to 67c.; rejected 63c. to 65c.

OATS. —No. 2 white, 34c. to 35c.; rejected 28c. to 32c.

FLOUR.—Patents \$6.50 to \$7.25; straights \$7.75 to \$6.50; clears \$5.50 to \$6.00; low grades \$2.50 to \$3.50.

BRAN.—Free on board, \$7.50 to \$7.75 a ton.

SHORTS.—\$10.00 to \$12.00 a ton.

Saturday. —Wheat opened weak, and sold ½ cent. below yesterday's quotations. Corn as nominal at yesterday's quotations. Oats held at Friday's figures, and pork and lard were unchanged.

TORONTO.

The prices of breadstuffs have sympathized with the general weakness during the week, and have been on the decline more or less. The quantity of grain on sight and in prospect on this side of the Atlantic had its share in producing the weak effect, but the reports from Liverpool are not encouraging, and European generally were of a quiet tone. Beerholm's of Wednesday reported wheat and maize slow. Cargoes off the coast, 42s. for red winter; California, 43s. 6d. Prices in English country markets generally lower, and French very quiet.

Prices in this city on Thursday were as follows: Fall wheat, new, \$1.14 to \$1.15; spring, \$1.20; barley, 63c. to 76c. for prime; oats, 42c. to 46c.; rye, 60c. to 65c. Flour sold, superior, \$5.00; extra, \$4.90.

Friday produced but little change, and European advices were not of a cheering tone. Flour held at the figures of yesterday, showing some weakness. Wheat and oats were practically unchanged.

Saturday still developed a weak feeling, and European advices were unchanged in tone.

STOCK MARKET.

WEDNESDAY. —Montreal sellers, 209½; Ontario 127½ and 126½; Toronto sellers, 191½; Merchants' sellers, 129½; Commerce, 142½ and 141½, transactions, 5 at 141½, Imperial, sellers, 142; Federal, 151½ and 151½, transactions 10, at 151; 10, 40, 10, 30, at 151½; Dominion, 206½ and 206, transactions, 50, 33, at 207½, 100, 101 at 206½, 100 at 206½, 10 at 206½ and 200 at 207, delivery 30 days after board; Standard, 112½ and 112½, 40 at 112½; Hamilton sellers, 119, British America sellers, 129.

The succeeding days of the week displayed but few fluctuations.

MONTREAL.

Heavy receipts in flour produced a weakness on Wednesday and a dull market generally. Superior quoted \$5.50 to \$5.55; extra, \$5.30

to \$5.35; superfine, \$4.70 to \$4.80; strong bakers, \$6.00 to \$7.50; middlings, \$3.55 to \$3.70.

WHEAT, white winter, \$1.11 to \$1.12; red winter, \$1.07; Oats, 37c. to 39c.; barley, 65c. to 75c.

PROVISIONS. —Butter, western, 17c. to 18c.; E. T., 20c. to 21c.; pork, \$24.50; ham, 15c. to 16c.; lard, 15c.

Thursday made scarcely any changes in prices, and a dull feeling still existed. Friday and Saturday were also dull, and prices remained unchanged with the exception of oats, which made a trifling advance. Liverpool advices were not encouraging, and the week closed with no prospect of an advance in prices.

STOCK MARKET.

Wednesday's quotations were as follows: Montreal, 210½ and 210, sales, 25 at 210; Ontario Bank, 129 and 127; Banque du Peuple, 88½ and 87, sales 10 at 87½; Molson's Bank, 130 and 129, sales 90 at 126; Bank of Toronto, 191 and 190½, sales, 25 at 190½, 16 at 190½; Bank Jacques Cartier, 119 and 115; Merchants' Bank, 130 and 129½, sales 25 at 129½, 10 at 129½; Union Bank asked 95; Bank of Commerce, 142½ and 142, sales 50 at 142, 50 at 142½; Exchange Bank, 180 and 175; Federal Bank, 154.

A dull feeling was prevalent for the balance of the week. Montreal, Merchants, Toronto, Commerce, Federal and Standard made slight advances, while Dominion experienced a marked decline.

TORONTO.

Special Despatch to The Commercial.

MONDAY, Oct. 2. —Market to-day decided y inactive and weak all round.

GRAIN AND PROVISIONS. —Flour is dropping steadily. Sales of superior extra commenced at \$4.87, but fell to \$4.80. Other grades were merely nominal in quotations, no sales of magnitude being made.

WHEAT was very weak and dropped several cents from Saturday's prices. New fall No. 2 down to 95c. and sales were few. New red winter sold at \$1.00 and new spring on the streets \$1.02 to \$1.08. Oats very weak, with sales reported at 40c. Barley inactive, except street sales, from which source last week's receipts reach 6,500 bushels; sales reported at 55c. for No. 3. Peas sold on street at 70c., and rye 65c. to 68c.

BUTTER was wanted for shipment at 16½c. to 17c. but holders refused to sell. Choice dairy for local use quoted 18c. to 20c. Clear bacon was held at 14c.

STOCK IN STORE. —Flour, 1497 bbls.; Fall Wheat, 20922 bu.; Spring, 2700 bu.; Oats, 3000 bu.; Barley, 46887 bu.; Peas, 4025 bu.; Rye, 5284 bu. Two cargoes of Barley shipped by lake.

TORONTO BANK STOCKS. —Montreal, 210½; Merchants, 130½; Bank of Commerce, 143, sales at 142½ and 143½; Imperial, 144½, sales 144½ and 145; Federal, 155½, sales from 153½ to 155½; Dominion, 209½, sales 207½ and 208; Standard, 112½; Hamilton, 117; Ontario and Molson's not quoted; Toronto offered 192; Ontario and Qu'Appelle wanted at 196; no sellers.

MONTREAL.

Special Despatch to The Commercial.

MONDAY, Oct. 2. —Market to-day weak, but steady.

GRAIN AND PROVISIONS. Flour sold: extra, \$5.25; cut down superfine, \$4.25; extra superior quoted at \$5.40 to \$5.50, but no demand; fine, \$3.75 to \$4.00; new white wheat quoted \$1.08; new red, \$1.04, with demand very limited; barley ranged 60c. to 75c.; rye 65c. to 67½; oats, 37c. to 38c. Buyers are evidently holding off expecting lower prices.

Stocks.—Montreal, 211; Merchants', 130; Federal, 155½; Dominion, 209½; Bank of Commerce, 143. Standard, Ontario, Molson's and Banque du Peuple not quoted. Market altogether has an upward tendency to-day.

CHICAGO.

Special Despatch to The Commercial.

MONDAY OCT. 2ND. —Through some defect in wires our regular Chicago telegrams have not reached us at our hour of going to press. A special via St. Paul gives. Market steady. Wheat sold at \$1.07½; Corn 58½c. Oats slow in sale at Saturdays prices.

PORK had an upward tendency and lard showed no material change since Saturday.

MINNEAPOLIS.

Special Despatch to The Commercial.

MONDAY, Oct. 2.—A slow market to-day, with heavy receipts of wheat.

FLOUR sold, patents, \$6.50 to \$7.25; straights, \$5.70 to \$6.20; low grades, \$2.60 to \$3.50.

WHEAT, No. 1 hard held steady at 98c to 99c. No. 2 hard and No. 1 plain about 4c. below.

CORN was nominal at 67½c., with no sales to report.

OATS ruled weak at the same figures as on Saturday.

WINNIPEG MONETARY MARKET.

There has been an active demand for money during the entire week. In the early days of it the reports of a stringency in Montreal caused a slight disposition with bankers here to put a restriction on loans, but no material changes of system have been made, and short time loans are freely accepted. An early advance in rates seems probable, which, however, is caused purely by a healthy demand for money both here and in the Eastern cities. First-class paper has been accepted at from 7 to 8 per cent. and ordinary mercantile from 9 to 12.

Mortgage loans on farm property have been effected at from 9 to 12 per cent., only choice investments being placed at the last figure. There is freeness in mercantile paper at short dates, owing no doubt to the scarcity of demands for renewals, and the improvement in the promptitude with which paper generally is being met.

An important change in the banking circle of the city is the dissolution of the firm of Gordon, Adamson & Co. Mr. Wm. Gordon has retired from the business, which is now conducted under the firm name of R. Adamson & Co., with Mr. R. Adamson as managing partner.

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WILSON BROS., Law Printers & Stationers,
65 PORTAGE AVE., WINNIPEG.

NOTICE OF DISSOLUTION.

THE FIRM OF

GORDON, ADAMSON & CO.

Has this day been dissolved by mutual consent.
Dated 5th September, 1882.

WILLIAM GORDON,
ROBERT ADAMSON.

Witness, John S. Ewart.

The business of the late firm will be continued by Mr. Adamson under the style and firm ROBERT ADAMSON & CO.

On Wheels.

RAILROAD NOTES.

H. C. Davis, assistant general passenger agent of the Manitoba Company, is confined to his home by illness.

The St. P., M. & M. R. Road's freight department is in a splendid working condition. Freight is now transmitted from St. Paul to St. Vincent in from 2 to 4 days.

Considerable grain and hay is being shipped over the Manitoba South-western R. R. the past week to this city. The business of the road is looking up and a good fall traffic is predicted.

The C. P. R. South-western reached Morris on Thursday evening, amid general rejoicing. It is proposed to devote Oct. 13th, the last day of the coming county exhibition, to a special celebration of the event.

Work on the passenger station of the C. P. R. will be proceeded with shortly. The Company's desire to have the work on the shops pushed has done something to prevent their pressing work on the station. When work is begun a sufficient number of men will be put on to get it out of the way in a short time.

The C. P. R. have made the following changes in their time-card. The alterations are not very important in some particulars. The morning train for the South leaves five minutes later than now. The Rat Portage train leaves half an hour later than now. The train for the west leaves fifteen minutes later than at present, and has sleepers attached. Instead of becoming a mixed west of Brandon as it is now, it runs through to Regina as a passenger, reaching that point at 2.30 a. m.

The Portage, Westbourne, & North Western Railway are now operating two complete regular mixed trains between Portage la Prairie and Gladstone. A distance of 35 miles. They have let the contract for the construction of the balance of the 50 miles of road necessary to the securing of their land grant, and before the expiration of the time allotted, Dec. 1st, 1882, will have complied with all the Government requirements. They have at present over 200 men at work, and are pushing things with characteristic North Western enterprise.

A new railroad which will run on the South side of the Assiniboine River from Winnipeg to Portage la Prairie and from thence South West into the Souris district is now receiving considerable attention and assuming shape. The road will be known as the Winnipeg, Portage la Prairie and Souris R. R. and will open up and develop considerable new territory heretofore untapped by any railroad enterprise. The Company have been promised over \$1,000,000 in bonuses from the district through which they propose to pass. The principal projectors of the scheme are Messrs. A. W. Ross, C. S. Drummond, Col. Kennedy, Duncan McArthur, A. G. B. Kaunatya, also Robert Wattson M. P., Dr. Cowan M. P. and Sheriff Setter of Portage la Prairie. During the present season the Company will make the necessary surveys, let contracts, and get out timber so as to be ready to commence the building of the road early in the coming spring.



Canadian Pacific R'y Co.

TRAIN SERVICE.

ON AND AFTER AUGUST 14th TRAINS WILL

RUN AS FOLLOWS:

Leaves Winnipeg for St. Vincent	A.M.	P.M.
Arrive at St. Vincent	7.30	17.35
Leave St. Vincent for Winnipeg	10.40	10.28
Arrive at Winnipeg	3.45	4.20
*Daily except Mondays.		
†Daily except Saturdays.		
Leave Winnipeg for Broadview	8.00 a.m.	
Arrive at Brandon	2.30 p.m.	
Leave Brandon	3.00 p.m.	
Arrive at Broadview	11.30 p.m.	
Leave Broadview for Winnipeg	3.00 a.m.	
Arrive at Brandon	11.05 a.m.	
Leave Brandon	11.45 a.m.	
Arrive at Winnipeg	6.15 p.m.	
Daily except Sundays.		
Leave Winnipeg for Stonewall	8.15 a.m.	
Arrive at Stonewall	9.35 a.m.	
Leave Stonewall for Winnipeg	12.30 p.m.	
Arrive at Winnipeg	4.50 p.m.	
Daily except Sundays.		

Trains run on Winnipeg 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 lines 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 time.

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

GOING EAST.

Express trains leave Minneapolis at 1.00 p.m. and 8.00 p.m.; and St. Paul, 1.45 p.m. and 8.45 p.m.; arriving in Chicago at 7.00 a.m. and 2.00 p.m.

COMING WEST.

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

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

GOING SOUTHWEST.

The Chicago 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.

Michigan Central.

EASTWARD.

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

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

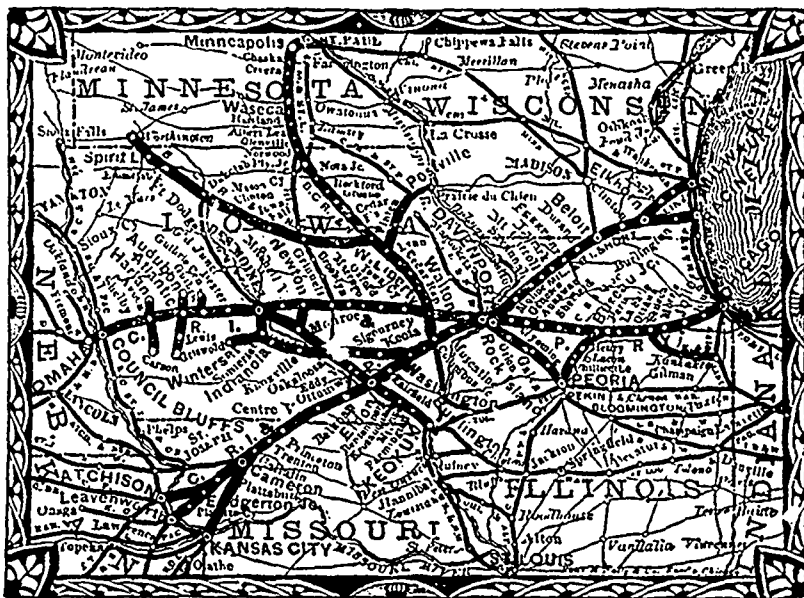
WESTWARD.

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

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

Dining cars on trains for breakfast and supper.

MAP OF THE



ALBERT LEA ROUTE.

The favorite route from the North to Chicago and the East. Chicago fast express leaves Minneapolis at 6.20 p. m. daily, arriving at Chicago 3 p. m. next day. This is a solid train, consisting of Pullman Cars, Coaches and Baggage Cars, running through without change. Trains leaving Minneapolis at 3.30 p. m. and 7.55 a. m., connect through to Chicago via the C., R. I. & P. Ry.

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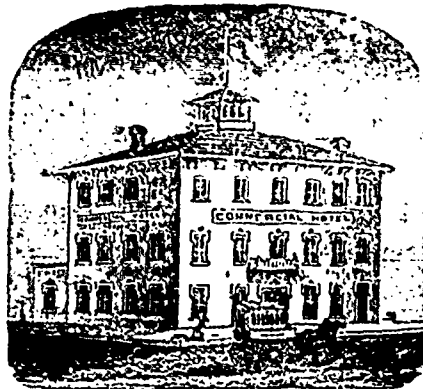
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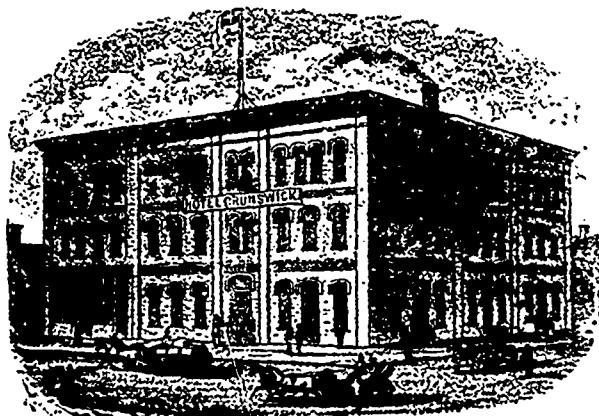
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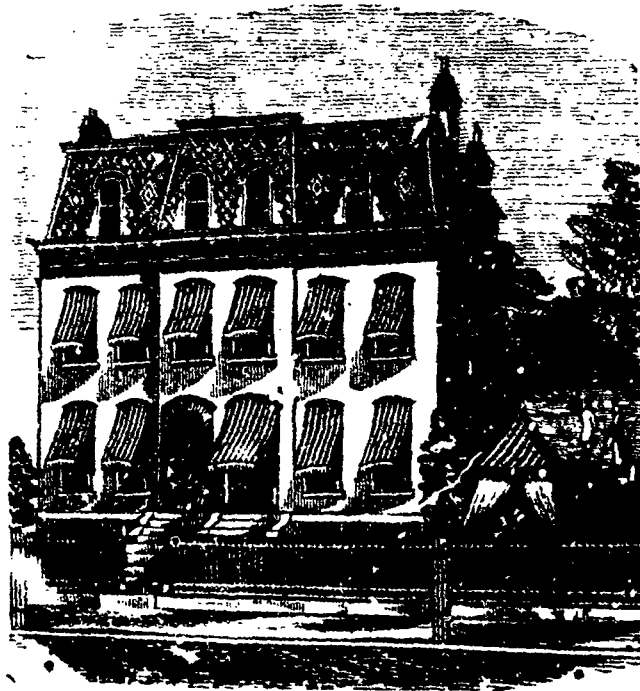
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THE FRANK WORK IS ALL OF IRON—Iron Beam, Iron Wheels; strong and durable in construction, and of lighter draft to the team (carrying the driver on an easy seat, where he has full view of work and control of team) than the ordinary hand-plow.
ITS SUPERIOR WORK over that done by the ordinary hand-plow will pay its cost in a single season, by reason of the uniform depth attained, and the freedom from unplowed spots, as the plow is locked firmly in the ground and can not be thrown out by hard spots or rank growth of weeds or vines.
TWENTY PER CENT. MORE WORK can be accomplished daily than by any other system.
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