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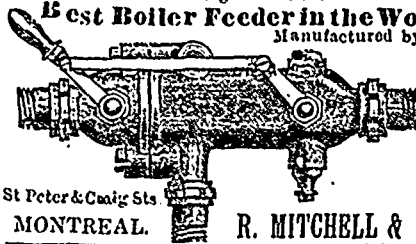
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VOL. 5:

WINNIPEG, NOVEMBER 9TH, 1886.

No. 7.

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WINNIPEG, NOVEMBER 9, 1886.

WM. MORRISON will establish a lumber yard at Birtle.

WINKS & Co., jewellers, Winnipeg, will give up business.

MRS. R. E. VIDAL, small grocer, Winnipeg, has assigned.

M. TURRIFF has opened a real estate office at Rapid City.

J. BUCHANAN has opened a stock of boots and shoes at Neepawa.

W. W. WADE, lumber dealer, Boissevain, has moved to Deloraine.

D. McDONALD has opened a bakery and restaurant at Edmonton, Sask.

F. & J. SKELDING, hardware dealers, Neepawa, have assigned in trust.

THE opening of the Saskatchewan coal mines has greatly improved business at Medicine Hat.

— BROWN has opened a butcher shop at Oak Lake, Man.

A LOAD of apples was taken from Calgary to Edmonton lately, where they sold for \$12 per barrel.

REGULAR trains are now running over the extensions lately completed on the two South-western lines.

WM. ALEXANDER, dry goods dealer, Winnipeg, is selling off his stock and will give up business here.

FRASER & Co.'s saw mill at Edmonton has been closed for the season, after cutting 270,000 feet of lumber.

GOLDSMIDT, FLINDT & RENDELL, general storekeepers, Shellmouth, Man., are said to be giving up business.

SMITH & BURTON will open an exclusively wholesale grocery business in Brandon. They expect to be ready for business about the 20th inst.

THE Regina Board of Trade is agitating for the establishment of stock yards at that place. The Board has also decided to expend \$200 in improving the trail to Wood Mountain.

THE Northwest Central Railway scheme has not been entirely abandoned yet, it would appear. Some New York capitalists interested in the project, were said to be looking over the ground last week.

ABOUT 130 tons of fish were taken on Lake Winnipeg, up to the commencement of the close season, on October 5th. Preparations are now being made for the winter catch, which is usually the busiest season.

It is estimated that about 10,000 immigrants settled in Manitoba and the territories during the past season. Nearly all of these were of the most desirable classes, consisting of Scotch, English, Irish, German and Scandinavians.

A REPORTER of the Emerson Times has been interviewing the merchants of that town, with the result that business is said to be much better than it has been for years. The Emerson wheat market has been an active one this season, and trade in consequence has been given quite a "boom."

A DAILY edition of the Brandon Sun is now issued.

The estimated number of cattle in the Maple Creek district is 15,000 head.

F. F. NELSON, general storekeeper, Port Moody, will give up business.

WOOD & BABBITT, general storekeepers, Spal-luncheon, have been succeeded by E. C. Cargill & Co.

W. H. FRASER, late of the firm of Gatliff & Fraser, lumber dealers, Emerson, has gone to Edmonton, where he will go into business with his brother in the saw mill.

Frank Dick of Calgary has received a consignment of B. C. lumber and shingles from the new mills at the Beaver. He says he expects to be able to lay down lumber cheaper than it has ever before been done in Calgary.

THE Macleod Gazette says: There appears to have been a considerable falling off in the price of beef cattle since this time last year. We have heard of recent sales in the Calgary district at from \$38 to \$40 per head. Last year the prices ranged from \$50 to \$60. From present indications the prices will be still lower before they are higher.

THE grist mill at Stonewall, owned by Rutherford & Co., and the mill at Balmoral, owned by Geo. Buckpitt, will both be changed to the roller process. The bonus by-law granting \$4,000 each to the owners of the respective mills, having been endorsed by a large majority of the electors of Rockwood, within which municipality the mills are situated.

THE Calgary Tribune says: James Hallam, manager of the Toronto Hide and Wool Co., of Winnipeg, has just returned from a trip to British Columbia, where he purchased about 3,000 hides, from the firm of Hull, Trounce & Co., of Kamloops. This will be the first shipment of hides from that Province to Eastern Canada. Formerly the B. C. hides were sent into the San Francisco markets. This is probably the largest single purchase of hides from any one butchering firm in Canada. Mr. Hallam also bought several car-loads of wool in and around Calgary.

In referring to the negotiations for the purchase by the C. P. Ry. Co. of the Northwestern Ry. to give the former Company direct connection with New York, *Bradstreet's* says: "It will furnish New York, Philadelphia and other eastern seaports in the States with another route to the Pacific, shorter, it is alleged, than any of those now existing, by more than 100 miles." The control of the Northwestern would also bring the C.P.R. into direct competition with the Grand Trunk, for the traffic between the United States and Ontario cities, *Bradstreet's* adds: "The general public in Canada are beginning to look ahead to the practical amalgamation of the two great Canadian railways as only a question of time."

At the late half-yearly meeting of the Grand Trunk Railway Co., held in London, England, Sir Henry Tyler announced that there had been a very gratifying increase in the traffic receipts since June 30th. He stated that the prolonged competition which the Company had been compelled to endure had to a great extent passed away. Trade was much better both in Canada and the United States, better rates were obtained, and the outlook was in every respect encouraging. In regard to the Canadian Pacific Railway, Sir Henry remarked that the Grand Trunk was not afraid of the Canadian Pacific, or any other rival. He expressed himself in favor of a pooling arrangement between the two roads. They were negotiating with the Northern Pacific, he said, for business between Duluth and Lake Huron.

THE *Medicine Hat Times* is authority for the statement that Count D'Hezies will locate 250,000 Hungarians in Manitoba and the Northwest during the next two years. There is probably a little mistake of at least one cipher too many added to the number. If half that is said about the Hungarians be true, the planting of 250,000 of them in Manitoba would be a deplorable catastrophe for the country. The Hungarian communities in the mining regions of Pennsylvania are noted for their wretchedness, squalor and low state of morality. Perhaps those intended for settlement in the Northwest may belong to the agricultural class, and therefore probably of a higher order than those from the mining districts of Hungary. The Hungarians now in this country, however, seem to belong to the mining population, as they have been employed at the Saskatchewan coal mine.

ABOUT the middle of last month an emigration bureau was opened in London, England, under the auspices of the Colonial office, for the purpose of supplying intending emigrants with "trustworthy" information regarding the British Colonies. This action on the part of the Imperial authorities betokens the interest which is being taken in regard to the colonies generally, and emigration in particular. No doubt an effort will be made to turn the tide of emigration from Britain into the colonies in preference to foreign countries. At the same time it is doubtful if a department carried on under the control of the British Government, can furnish as trustworthy information in regard to the respective colonies, as could be done by agencies

under the control of the colonies themselves. It is just as important that it should be known what classes of people are not wanted, as it is what classes are wanted. In many other matters of detail, the information furnished by the colonies themselves should be the most reliable, and from past experience it is not likely that any of the colonies would be anxious for the immigration of undesirable persons; that is, persons who would not find their condition in life and prospects bettered by coming to the colonies.

RAPID CITY has received a new lease of life. The Saskatchewan & Western Railway has been completed to that point, and the people are consequently jubilant. Rapid City is one of the oldest towns in Manitoba, and at one time was one of the busiest little places in the Northwest. In the early days of the settlement of the western portion of the Province, consequent upon the prospect of an early commencement of the C.P.R., Rapid City was founded on the banks of the Little Saskatchewan River, at a point likely to be available as a crossing for the railway. The old survey lines of the great transcontinental railway of the future intersected the district, and as the land around seemed admirably adapted for farming purposes, the rush of population soon filled up the district. Rapid City soon grew to the proportions of a bustling little town, the young metropolis of a district stretching from Portage la Prairie on the east, to the borders of settlement to the west. The merchants did a lively trade, small stores sometimes taking in several hundred dollars in a single day. Everything looked bright, and the place was looked upon as a great city in embryo. But severe trials were in store for the inhabitants of the town and vicinity, and all their bright hopes were to be rudely dispelled. The C.P.R. passed into the hands of the syndicate, and the road was built twenty-five miles south of Rapid City. Other calamities followed rapidly. The Northwestern Railway passed through the district twenty miles to the north, and the rival town of Minnedosa was thus given a "boom." Rapid City was thus reduced to the status of a mere stopping place half-way between two railways. To make matters worse a good many of the surrounding farmers sold out to speculators during the "boom," or mortgaged their farms and took up second homesteads in more distant districts. Still the people held out bravely, and their hopes were somewhat revived by the commencement of work on the Souris & Rocky Mountain Railway, which was to pass through the town. This road was subsequently abandoned, and the hopes of the people were once more left drooping. Then the Northwest Central scheme came up, and the people were kept between alternate hope and despair, as the prospects for this road seemed favorable or unfavorable. During last spring a number of the business men of the town gave up hope and started for new fields. But just when things appeared the darkest, relief came from an unexpected quarter. The Saskatchewan & Western Railway was started from Minnedosa, and in a couple of months' time the road was completed to Rapid City. It is the intention of the promoters to continue the road on westward

next summer, thus cutting out the Northwest Central, and it is believed the latter scheme will be abandoned, at least for the present. In addition to the railway, a large roller flour mill has been started and will soon be running, and a woolen mill will be operated in connection with the former mill. The people who left the town are returning, and everything once more looks bright. The people of Rapid City have the best wishes of THE COMMERCIAL in their newly-found prosperity.

THE great argument in favor of granting representation to the Northwest Territories in the Dominion Parliament, was found in the statement, that men who were familiar with the situation in the territories would be sent to Ottawa, where they would find scope for their special knowledge to the advantage of the country. It was claimed, and not without good reason from past experiences, that Ottawa legislators were notorious for their lack of practical information in regard to Northwestern affairs. It could hardly be expected that members of Parliament, representing constituencies in Eastern Canada, would possess information which would enable them to legislate for such a vast area of country as is included within the territories, without committing many grave mistakes. The Northwest is now going through that stage of its existence when it requires special care in matters of legislation, to lay the foundations for its future greatness. Its many and diversified interests require treatment from skilled hands; its great natural resources require the guardianship of men specially familiar with the same, to insure of their proper development; its great political problems require the assistance of men practically acquainted with the geography and history of the country, that they may be dealt with intelligently and in the best interests of all concerned. It is therefore clearly the duty of the people of the territories, that they should select from among themselves, men who are noted for their thorough acquaintance with the subjects affecting the country, to act as their representatives at Ottawa. Above all choose men of broad views and good judgement, who will be the least susceptible to party influences, and party bickerings; men who have no axes to grind, no private ends to attain, and no personal vanity to gratify. In the face of all that has been said in this direction, it is perhaps strange, that already there has been some agitation in favor of bringing out an Eastern politician at the forthcoming elections, to represent a territorial constituency in the Canadian Parliament. The conservatives of Prince Albert have taken the first step toward such an end, and it is understood that they have invited Hon. Thomas White, of Montreal, to accept the nomination for that district. It is said that the local candidate would be willing to withdraw in favor of Mr. White, and that in the event of the latter gentleman accepting the nomination, there would be no opposition. From the action of the conservatives of Prince Albert, it would appear that in that district at least, the election will be mainly influenced by the party bickerings of Old Canada. It is to be hoped, however, that the good sense of the people will ultimately prevail, and that, leaving aside party strifes with which they have nothing in common, they will unite in electing some good local man, who may be relied upon to represent the constituency intelligently and with as much freedom from party bias as possible. If the local candidate at Prince Albert be the right man; it should be seen that he remain in the field, even in opposition to a Dominion Minister. If not, a man should be substituted who could properly fill the position and who would hold it against all outsiders.

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# The Commercial

WINNIPEG, NOVEMBER 9, 1880.

## THE FUTURE OF THE RAILWAYS.

The railway question is one of the chief problems of the day. Without railways a country could never hope for great commercial development. The locomotive may justly be considered the greatest power in opening up the fields for commerce and industry, as well as a potent force in extending the influences of modern civilization. The introduction of railways into India has brought the Hindus into competition with the wheat growers of North America, for the markets of Great Britain and Europe. The lack of railway communication in Russia has to a great extent shut out a large and productive portion of that country from the markets of the world, and as a result thousands of tons of wheat lie moulding in the granaries, whilst the people are kept in a state of dejection and misery. A line of railway across the northern half of North America, has opened up a new region almost as large as Europe, and transferred it from the domination of the primitive savage to be a home for civilized mankind, where the arts of peace may flourish, and tribal strife make place for bustling industry.

Notwithstanding the wonders that have been accomplished in various parts of the civilized globe with the aid of the locomotive, there yet remains a great deal to be done before the railway age shall have reached the heights of its glory. The land of the Pharaohs of old has been successfully invaded by the iron horse, but the great Dark Continent, as a whole, remains yet to be illuminated by the lurid glare of the locomotive headlight. The islands of Japan, which occupy the same relative position to Asia as the British Isles do to Europe, have made giant strides in the march of progress since the commencement of railway construction in that country, but in the adjoining continent the influence of railways has hardly yet been felt. The same may be said of South America and Northern and Eastern Europe. In our own continent the vigor and enterprise of life in the new world has found ample scope in pushing forward aggressive schemes of railway construction. America may be considered the home of railway enterprise, and the place

where railways have accomplished their grandest achievements, and where their greatest powers are felt. But even here there are new fields to conquer, stupendous obstacles to be overcome, and vast areas of country to be opened to civilization. In the northern and western portions of the continent the next quarter of a century promises to exceed all previous eras in the work of railway construction.

But whilst all this progress has been made in extending the usefulness and influence of the railways, other questions of quite a different nature have been developed. Though the railways are absolutely necessary to the commercial and industrial development of a country, it has been found that in the hands of private corporations, they have been used as the means of doing many grievous wrongs to individuals and communities. This is the aspect of the railway question which is engrossing so much attention at the present day. The vast railway interests which have been developed in several of the leading commercial countries of the world, render the problem of how to control the railways to the benefit of all and to the injury of none, a question of the most vital importance to the state. The railways have attained such a power that they are enabled to ruin individuals and communities, or build up others as the case may be, by the employment of methods too well known to require explanation.

Several plans have been proposed by those who have made a special study of the railway problem, as a means of enforcing a system of railway supervision, through which the desired end could be attained. The extreme view of legislative control is, that the government of a state should own the railways and operate them for the general public good. Other writers think that the government should enforce a system of laws as to common carriers, through a special bureau provided for that purpose. This bureau of railway commissioners should have power to decide and enforce all questions relating to the railways.

This railway question is one which is receiving attention in Canada, as well as in other leading commercial countries. We have in this country two of the most powerful railway corporations in existence, and the influence of these corporations is frequently made manifest in a way that is not at all pleasing to some of

our people. At the last Parliament of Canada a commission was appointed to enquire into the railway question with a view of future legislative enactment providing for greater control of the railways. This commission have been gathering up information on the subject, and have discovered, among others, the following grievances against the railways:—

Special rates given to individuals, to the detriment of others in the same lines of business, who are thus unable to compete with their more fortunate rivals.

Too great a difference in the rates between competitive points and places not so designated, whereby the latter are seriously handicapped.

Excessive freight rates between points not enjoying competition, to such an extent that lines of business have sometimes to be abandoned.

It is also considered a grievance requiring enforced remedy, that local business is sometimes neglected in order to push through traffic from competing points, and local rates have been shown to be excessive in comparison with through rates.

It is argued that the railroads should not be allowed to charge more for a short haul than for a longer haul, the latter including the former. This last principle has been enunciated in the Reagan bill. This bill would also prohibit the formation of combinations inimical to the public, and would compel the publicity of rates.

The difficulty of dealing with the railway problem is made clear as the question is looked into. Not only would the vast railway interests of the country have to be contended with, in submitting any measure for greater government control, but strong opposition would be encountered from those great commercial centres now enjoying special privileges from the railways. For instance, the question of a greater equalization of rates between competing points and points not so considered, would meet with opposition from the competing points. The same opposition would be called forth against the principle, that more should not be charged for a short haul than for a longer haul. As the great commercial centres of the country are the points which derive the benefit from these anomalies in railway rates, the opposition which could be put forth against a government equalization of rates, would be a strong one. Whilst therefore, it is admitted that additional

railway legislation in the interests of the general public is required, the difficulties in the way of providing the same to the satisfaction of all are so great that the final outcome is extremely doubtful.

### BRITISH IRON AND STEEL INDUSTRY.

The *Chicago Journal of Commerce* publishes the lengthy address of the president of the British Iron and Steel Institute, under the startling heading, "England's glory departing—America's growing supremacy in iron and steel production." After dealing with home matters of interest to the members of the institute, the president refers in his address to what he terms "the marvellous development in recent years of the iron and steel-making resources of the United States." Statistics collected by the secretary of the Institute went to show that the make of pig iron in the United States had increased from 2,741,000 tons in 1879, to 4,623,000 tons in 1882, or an increase between these dates of 70 per cent.

The present aggregate capacity of all the pig iron works was estimated at 9,960,000 tons, or about 300 per cent greater than the actual output of 1879. Though the capacity of production has greatly increased since 1882, it would appear that the actual output has not so increased. Indeed, in 1885, the total production of pig iron amounted to but 4,529,000 tons, showing a slight decrease in comparison with 1882.

In 1879 the total make of Bessemer steel in the United States amounted to 928,000 tons, and in 1885 to 1,701,000 tons, or an increase of 83 per cent. As in the case of pig iron, the capacity of production was very much greater than the output, being estimated at 4,102,000 tons, or 141 per cent. greater than the production. Twelve converters were in course of construction during the present year, which would add about 600,000 tons, or 40 per cent. to the steel producing capacity of the country. In addition eight works were in course of construction on the Clappe-Griffith principle, and eighteen open-hearth furnaces were being established, which would bring the total increase in producing capacity for the year up to nearly 1,000,000 tons.

On the other hand in Great Britain, though there had been an increase in the means of producing pig iron, there had been a decrease in the actual production. For instance, the make of pig iron for 1880, exceeded that of 1885 by 500,000

tons. In Britain there was a great increase in the production of Bessemer steel between 1879 and 1882, but since the latter year there has been a gradual decrease, as shown by the following: Production of ingots for 1879, 834,000 tons; for 1882, 1,673,000 tons; and 1885, 1,300,000 tons. Returns from nine steel works showed the output to be less than one-third of the capacity. The total number of Bessemer steel converters is placed at 119, and open-hearth furnaces at 246, with an estimated annual capacity of 2,630,000 tons for the former, and 1,250,000 tons for the latter. The remarkable increase in the producing power seems hardly in keeping with the demand for the product, but it is accounted for from the fact that the tendency has been to cheapen the cost of production by producing a large output from a given plant. Where a few years ago 10,000 to 15,000 tons was considered a large annual yield from one converter, now 40,000 to 45,000 tons is frequently obtained.

The production of steel in the United States increased from 15,262 tons in 1865, to 1,945,095 tons in 1882. For 1886 it is estimated that the production of pig iron, steel and steel rails, will be greater than ever before. More than half of the iron and steel produced in the country has been used in the construction and equipment of railways. As the railway mileage of the United States is greater than all the rest of the world, the surprising development of the iron and steel industries is not to be wondered at.

### MANITOBA IRON ORE DEPOSITS.

It was stated at the recent meeting of the British Iron and Steel Institute, that within a few years the United States would very probably experience considerable difficulty in meeting their requirements for high class Bessemer ores. It is said that the quantity of such ores so far discovered is far from abundant, and that in consequence of this Bessemer steel makers in the United States have had to search for foreign supplies of ores. They are now importing large quantities annually from Europe, and it is estimated that in the course of the next two or three years it will be necessary to import an amount equal to 2,000,000 tons at least. Importations of foreign ores into the United States now come principally from Spain, and may also be drawn from Algiers and Elba, though it is said the

quantity remaining in all these places is limited.

If these statements be true, and there is no reason to doubt their accuracy, they should prove of significance to those interested in the mineral deposits of this nature in Manitoba. The vast and rapidly increasing demand for steel in the United States make it of the utmost importance that this demand should be supplied as cheaply as possible, and from the most convenient sources. It is also fair to infer that from the immense investment of capital in the manufacture of iron and steel in the United States, no effort or expense will be spared to keep these furnaces employed. Mr. Swank, general manager of the American Iron and Steel Association says: "We consume to-day one-fourth of all the pig iron and one-third of all the steel which the world produces."

This vast consumption and rapidly increasing demand for the products of iron ore, together with the apparent fact that the supply of the raw material required is to be had in but limited quantities, make it imperative that hitherto untouched deposits of the ore should be brought into requisition. This brings us to the main point, namely, that vast fields of iron ore are known to abound in the northern part of this Province. In the country shortly to be opened up by the construction of the Hudson's Bay Ry., there are said to exist unlimited quantities of iron ore. Other fields exist on Lake Winnipeg, and within easy water communication with this city. Tests of the ore from the Lake Winnipeg district have already been made, and the result is said to have been very satisfactory, showing the ore to be well adapted to the manufacture of Bessemer steel. The demand for iron and steel comes principally for railway construction, and as the Northwest (both American and Canadian) will be the main seat of railway building for the next fifty years, these deposits would appear to be in the very place where they are most wanted. Experts who have examined the iron deposits of Manitoba, claim that they are very rich, and easily worked, whilst they are now readily accessible by deep-water navigation, and can also be reached at little expense by a short line of railway from this city. With these favorable features it would appear that in the near future the Lake Winnipeg district must become the centre of a great iron industry.



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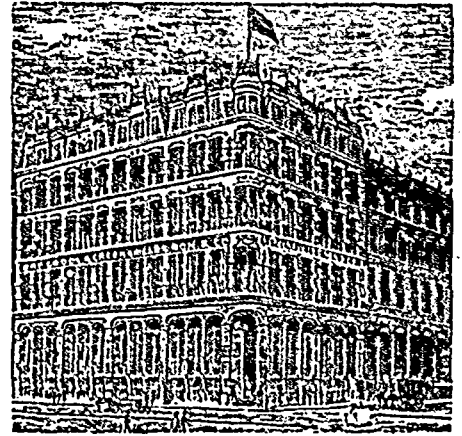
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WINNIPEG

## WINNIPEG MONEY MARKET

There was quite a stir at the banks during the early part of last week as is usually the case about the 4th of the month. A considerable amount of paper fell due and was tolerably well met, probably an average of 70 per cent. being taken up. Aside from the regular commercial business, there was a steady demand from grain circles. Money has been plentiful and readily obtained at from 7 per cent. for first-class to 9 per cent. for small promiscuous advances. In the mortgage loan line, payments of interest on farm properties have commenced to come in freely, though there is not a great deal of new business doing. Some loans are being made on city properties, at from 7 to 10 per cent.

## WINNIPEG WHOLESALE TRADE

The cold weather which set in toward the close of last week, came too late to have any perceptible influence on the wholesale trade. If the coolness continues, as it in all probability will do, its influence on the dry goods and clothing branches will soon be made apparent. In the city in retail trade in these lines there was quite a little livening up on Friday, but the wholesale branches remained quiet. The provision and grocery branches were steady, both in regard to demand and prices. Lumber, hardware and building lines give evidence of settling down to the winters quiet.

## BOOTS AND SHOES

There is no change to note in this branch. Everything continues quiet and the sorting trade has not yet put in an appearance.

## CLOTHING

Little may be said of this branch in addition to what has been already noted in the general introduction. Dealers are anxious for a continuation of the cool weather which set in on Friday, to start up the sorting trade. Of course it will take a considerable spell of such weather to move the trade, as stocks held by retailers have not yet been drawn upon to any extent.

## DRY GOODS

Dealers are looking for a brisk sorting movement in a short time, now that winter weather cannot hold off much longer. In the meantime trade continues quiet in every department, and without change in special features.

## DRUGS AND CHEMICALS

In this branch trade continues steady and fairly active. Quotations are as follows: Howard's quinine, 90c to \$1; German quinine, 80 to 90c; opium, \$4 to \$4.50; morphia, \$2 to \$2.50; iodine, \$4.25 to \$4.50; bromide potassium, 60 to 65c; American camphor, 40 to 45c; English camphor, 45 to 50c; glycerine, 25 to 35c; tartaric acid, 70 to 75c; cream of tartar, 35 to 40c; bleaching powder, per keg \$8 to \$10; bicarb soda, \$4.50 to \$5; sal soda, \$2.25 to \$2.50; soda ash, \$3 to \$3.25; chlorate potash, 30 to 35c; alum, \$3 to \$3.75; copperas, \$3 to \$3.25; sulphur, flour, \$4 to \$4.50; sulphur, roll, \$4 to \$4.25; American blue vitrol, 6 to 8c.

## FURS

A movement may soon be expected in the fur trade. Prices have not yet been regularly fixed but present indications point to the following range of values: Beaver, per lb, \$2.50 to \$4.00; bear, per skin, \$5.00 to \$20.00;

bear, cub, per skin, \$1.00 to \$6.00; otter, per skin, \$5.00 to \$10.00; mink, per skin, 30 to 90c; martin, per skin, 60c to \$2.00; fisher, per skin, \$1.00 to \$9.00; lynx, per skin, \$1.00 to \$3.00; racoon, per skin, 40 to 60c; skunk, p skin, 40-60-80; muskrat, per skin, 1 to 5c.

## FISH AND GAME

Game has commenced to come in more freely. Fish quotations are: Lake Winnipeg white, 6c; Lake Superior trout, 9c; pickerel, 3c; salmon, 18c; cod, 10c; Haddock, 10c; Halibut, 17c; Flounders, 15. Oysters, standards, 45c per can; selects, 55c per can; bulk oysters, \$2.35 to \$2.65 per gal. Cured fish are quoted; Labrador herrings, \$1.30 per pail; mackerel, \$1.30 kit; finen haddids, 12½c per pound; codfish, 6c per pound; bloaters, \$3.00 per box; salt white, 10c per pound.

## FRUITS

Jamaica oranges are easier. First consignments of Floridas were received last week. California grapes about out of the market. California pears quoted lower. A consignment of Ontario pears have arrived and are held at \$1.50 per basket of 20 lbs. Florida oranges \$8 to \$8.50; Jamaica oranges, \$7.50 to \$8.00 per box. Winter apples, \$3.75 to \$4.50 per bbl, for good stock. Lemons, \$8.00 to \$9.50 per box; California pears, \$5.00 barrel; Malaga grapes, \$8 to \$8.50 per keg; Ontario grapes 10 to 12½c; Cranberries, \$11 to \$12 per bbl; Citron, \$1.50 to \$2 per dozen; Figs, 50lb sacks, 12½c; Golden dates, 12c; peanuts, roasted, 18c; raw, 15c; walnuts, 15 to 20c; almonds 15 to 20c; filberts 13 to 15c. Dried fruits are quoted as follows: valencia raisins \$3.15 to \$2.25; London layers \$3.75 to \$3.90; black crown \$5 to \$5.25; black baskets, ¼ boxes, \$1.30. Apple cider is worth \$10 a barrel; sweet potatoes, \$8.25 per barrel.

## FUEL

Quotations are as follows; Best tamarac wood, \$1.75, with some poor selling at \$4.25; sound poplar, \$3.50; poor, \$3.25. Prices for car lots on track. Coal on track sells at \$9.75 for anthracite, \$10.75 for smithy, and \$7.25 for American soft.

## GROCERIES

About the usual steady trade doing and with the quotations unaltered, which are as follows: Canned tomatoes, at \$3.50; corn \$3.25 to \$3.50; peas, \$3.75; yellow sugar 6½ to 7c; granulated 7½ to 8c; lump sugar, 9 to 9½c; Coffees, Rios, 12 to 13½c; Government Java, 28c, other Javas, 22c; Mochas, 31 to 34c. New season's teas are now quoted as follows: Japan seaso 1886-7, 25 to 45c; Congous, 1886-7, 20 to 60c; Indian teas, 35 to 50c. Old range, Moyune gunpowder, 25 to 70c; panfried Japan 23 to 45c, basket-fired, 25 to 40c; Ping Svey young hyson, 25 to 35c; Moyune young hyson, 25 to 50c; Season's congous, 1885-6, 20 to 55c. Syrups, corn \$2.00 to \$2.35; sugar, cane, \$1.85 to \$2.00; T. & B. tobacco, \$10.

## HIDES

Some lots have been coming in from the far west. Prices are unchanged and are as follows: Steers, Winnipeg inspection, No. 1 7c; No. 2, 6c; cows, No. 1, 7c; No. 2, 6c; bulls, 5c; cal, fine haired real veal, 7 to 13 pound skins, No. 1, 10c; No. 2, 8c. Sheep pelts, 30 to 65c. Tal low 3½c per lb.

## HARDWARE AND METALS

There is no change to report in the local markets. Prices for iron and metals continue firm at first hands, and it is expected that spring stocks will show a considerable advance in prices. Quotations are as follows, Cut nails, 10d and larger \$3.35 to \$3.75; I. C. tin plates, \$5.50 to \$5.75; I. C. tin plates, double, \$11 to \$11.50; Canada plates, \$3.50 to \$3.75; sheet iron, \$3 to \$4.50, according to grade; iron pipe, 50 to 55 per cent. off list prices; ingot tin, 28 to 30c per lb., according to quality; bar iron \$2.50 to \$3 per 100 lb; shot, 6½ to 7c a lb; tarred felt, \$2.60 to \$2.85 per 100 lbs; barbed wire 7 to 7½c.

## LEATHER AND FINDINGS

Trade continues steady and in fair volume and prices are unchanged and as follows: Spanish sole, 28 to 32c; slaughtered sole, 33 to 35c; French calf, first choice, \$1.35 to \$1.50; Canada Calf 90 to \$1.00; French kip \$1 to \$1.10; B Z kip, 85 to 90c; slaughter kip, 55 to 75c; No 1, wax upper, 45 to 50c; grain upper, 55c; harness leather, 33 to 35c for plump stock. American oak sole, 45 to 60c; buffalo, 17 to 22c a foot; cordovar, 25 to 27c; pebble, 21 to 23c; colored linings 12c.

## LUMBER

There has been a fair call for the the season, and some lots have been going to the country in addition to the demand from the city. However, there were not wanting indications that the trade for the season is nearly over, and last week appeared to be the winding up of active business for the next few months.

## PAINTS, OILS AND COLORS

There has been a livening up in this line, and the past week has shown a fairly active trade, but this is looked upon as of short-lived duration, and merely the last effort of the season. Quotations are as follows: Turpentine 75c; harness oil, \$1.10; Neatsfoot oil, \$1.50; linseed oil, raw 68c per gal., boiled 71c; seal oil steam refined, \$1.10; castor, 1½c per lb; lard No. 1, \$1.25 per gal; olive, \$1.00 to \$2.00, according to quality; machine oils, block 25 to 40c; oleine, 40c; fine qualities, 50 to 75c. Coal oils, silver star, 26c; headlight, 28c; water white, 30c. American oils, Eocene, 36c; water white, 33c; sunlight, 30c; Eldorado, machine, 56c. Calcined plaster, \$3.75 per bbl; Portland cement, \$4.75; white lead, genuine, \$7.00; No. 1 \$6.50; No. 2 \$6.00; window glass, first break, \$2.25.

## WINES AND SPIRITS

A moderate business continues to be done, with prices steady as follows: Gooderam & Wort's five year old, \$2.40; 7 year old, \$3; old rye, \$1.75; Jules Robin brandy, \$4.50; Bisquet Debonche & Co., \$4.75; Martell, \$6.50; Hennessy, \$6.50; DeKuyper gin, \$3.50; Port wine, \$2.50 and upwards; Sherry \$2.50 and upwards; Jamaica rum, \$4.00 to \$4.50; DeKuyper red gir, \$11 per case; DeKuyper green gin, \$6.50 per case; Tom Gin, \$9.00 to \$10.00; Martel and Hennessy's brandy, \$13.50 per case of 12 bottles.

## WOOL

There is now only an odd lot occasionally coming in. Prices have not been altered and are as follows: Leicester and Cotswold, washed, 14c to 16c; cotted and broken, washed, 12c; unwashed 8c to 11c; unwashed and tags off, 10 to 12c; Montana sheep, unwashed, 11 to 12c.

## THE MARKETS

## WINNIPEG

## WHEAT

The continued easy feeling in outside markets had a depressing influence upon dealers here. The announcement made by the C.P.R. Co. that no more freight would be received for shipment by the lake route, also had a depressing effect upon the market, and was the cause of much dissatisfaction. Many dealers had been buying freely with the belief that they would be able to ship by the lake route right up to the close of navigation, but owing to the refusal of the company to receive further consignments by the lake, they will be obliged to ship by the all-rail route and pay a higher rate. The difference between the two routes is 7c. per hundred in favor of the lake route, though elevator charges and insurance will reduce the amount some, but still leaving a margin in favor of the water transit. This gave an unmistakably easier tendency to prices, and unless outside markets show a firmer feeling, prices here may go a trifle lower. In car lots there was nothing doing on the spot, and at outside points prices remained about the same. At the mills farmers' loads continued to bring 62c for No. 1 hard, and 59c for No. 2 hard and 1 northern.

## FLOUR

The outgoing movement continues steady and in fairly good proportion, the eastern demand for Manitoba grades of flour keeping up well. Prices for broken lots here, f.o.b. are: Patents \$2.40; strong bakers', \$1.90; XXXX, \$1.29 to \$1.36; superfine, 90c to \$1.00.

## BRAN AND SHORTS

Prices for these products have gone way up, closing quotations being as high as \$11 for bran and \$14 for shorts.

## BARLEY.

No transactions have been heard of in this grain.

## OATS

Prices were firm at the commencement of last week, but later seemed to be somewhat easier. One car lot of bagged sold at 46c, which seemed to be about the top price. At the close 42c seemed to be about the average price paid. Receipts of cars were not so liberal, the high prices paid at outside points for western shipment cutting off supplies. However, there is not likely to be any shortage here for some time at least, as stocks held in the city, aided by farmers' deliveries will be ample for the demand.

## OATMEAL

Prices remain at last weeks' quotations of \$2.50 for standard and \$2.75 for granulated, in small lots.

## POTATOES

Seemed to be somewhat scarce last week. The principal source of supply is from deliveries by farmers, which bring 40c.

## CHEESE

Ontario cheese seems to be the only thing in the market, and is held at 13 to 14c.

## EGGS.

Lots of fresh have been taken steadily as fast as they came in, at 22c, and more wanted. Some pickled have sold at the same figures when fresh were out of the market. The supply of these latter is said to be ample for all anticipated requirements.

## BUTTER

Has been coming in fairly freely, but a great deal of the supply is not such as is wanted. Really good butter is not by any means too plentiful. There has been some improvement in receipts at this market during the past year, but there is yet plenty of room for far greater

improvement for the future. The fact remains, that the bulk of receipts of what is called good butter here, and which brings 18 to 19c, should not grade over a medium quality, and not a very good medium at that. Although the supply of butter, or rather grease, is plentiful, some dealers think that it will be necessary to import a quantity of high grades from the east, to supply the demand for such qualities. The pick of receipts here bring 20c, and what is called good sells at 18 to 19c, with mediums held at from 14c upwards.

## BACON

Prices have held steady for all grades except spiced roll, which is quoted 1c lower. Prices are: Long clear, 8½ to 9c; breakfast bacon, 12c; spiced roll, 11c.

## HAMS

Have not altered in price and plain is still quoted at 15c.

## LARD

Has sold in 20 lb pails at \$2.15 to \$2.25; 3 lb pails have sold at 43c each, and 5 lb pails at 65c each.

## DRESSED MEATS

Receipts of country dressed pork have not yet been very heavy, but the cool weather will likely increase supplies rapidly. The bulk of the dressed pork offered has arrived here live and been prepared for the market in the city. Packers pay 5½c for country dressed, and 5½c for city dressed, with the tendency of prices likely easier. Beef sides sell at 5½ to 6½c, with 4½ to 5½c paid for country dressed. Mutton 9c.

## LIVE STOCK

Hogs have held firm at 4c off cars at which price mixed lots have been steadily taken. Some choice lots have brought 4½c. Beef cattle easp at 27 to 3c, and 5 per cent. off, off cars.

## MINNEAPOLIS.

The wheat market has been dull and inactive, the past week, some heavy speculators having gone hunting, while others have apparently stopped to rest and spit on their hands. It has been hard to lift the market three cents and the fellows who are holding it up have been staggering under the load for several days, waiting for the small fry to come in and relieve them, but the commission men say trade is very dull, hence it is apparent that the speculative fever is not raging to any great extent at present. The thousands who bought wheat last year with the idea of winning enough to pay for holiday presents, seem to be saving their money, this year, either to wait until the last year, or because they have decided that a small amount of hard cash will buy more than a large amount of expected profits.

The leading feature of the week was the small increase reported in the visible supply, but there was a strong feeling that the figures were manipulated and but little weight was attached to them as a price making factor. Receipts here and at Duluth continue very heavy, with no signs of a cessation of free marketing throughout the tributary region. There is every indication that the visible supply, now larger than was ever known at this date, will continue for two months or more to exceed all previous records.

The highest and lowest wheat prices by grade on change during the week ending Nov. 3, closing prices, and the prices one year ago were:

WHEAT—	Highest.	Lowest.	Closing.	Nov. 4. 1885.
No. 1 hard	72½	71½	72	29½
"1 northern	70½	69½	70	84½
"2 "	68½	67½	68	80

Futures were rather more active and at times were on the boom, but closed dull, with December 1 hard quoted at 75c, and January at 73½c. December 1 northern closed at 71½c and January at 73c. Coarse grains were easy, corn closing at 35 to 36c, oats at 24 to 26c, barley at 42 to 52c, and rye at 44 to 46c, all by sample.

MILLSTUFF.—The market is well sold ahead and the demand is rather ahead of production, hence the market is firm, with an advancing tendency. Bulk bran closed at \$8.25 to \$8.50 and shorts at \$9.50 to \$10 per ton.

FLOUR.—There is very little life in the market, owing to the reluctance of millers to make large sales at prices now offering. They expect higher freights soon and prefer to store or consign, for the present, rather than accept low prices and take the risk of a rise in rates which would cut margins down. Patents are selling well, bakers' slowly, and lower grades are dull.

Quotations at the mills for car or round lots are: Patents, \$4.15 to \$4.25; straights, \$3.90 to \$4.15; first bakers', \$3.30 to \$3.50; second bakers', \$2.80 to \$3.00; low grades, \$1.70 to \$1.90, in bags; red dog, \$1.30 to \$1.40, in bags.

These quotations are on flour in barrels, except as stated. The rule is to discount 25c per bbl for 250 and 140 lb jute bags, 20c for 98 lb cotton sacks, 15c for 49 lb cotton sacks, 10c for 24½ lb cotton sacks. In half barrels, the extra charge is 30c per bbl.—Northwest Miller.

## Carberry.

Carberry, located 105 miles west of Winnipeg, is one of the lively and progressive little towns of Manitoba, and one of the best grain towns of the province. This is evidenced from the fact that there are five elevators and warehouses located at this point. The town is situated in what is known as the plains district of Manitoba. To the south of the place the soil is rather light, and sand ridges abound, but to the north the country is much superior as an agricultural district. In the immediate vicinity of the town the crops on the light soil were rather poor, but a short distance away they were much better, and the average for the district would not look so bad, considering the long spell of dry weather. Carberry is noted for the excellence of its hotels, and though no liquors are sold in the town, the meals obtained here are the best procurable in the province outside of Winnipeg. The Pacific and Atlantic express trains both stop here thirty minutes, during which time the passengers take dinner at the Western Hotel. The business men of Carberry are remarkable for their uniform courtesy, which may be accounted for to some extent from the fact that they all take THE COMMERCIAL. The business institutions number some thirty-three in all, and the population of the place is in the neighborhood of 300.

The *Morden News* thus sums up the progress of that town for the past seasons: Increase in population, 172. Increase in number of buildings, 57. Value of new buildings and additions, \$52,200.

The C.P.R. lands in the vicinity of Calgary are being rapidly taken up. The sales for the last three months were: August, 2,548 acres at \$4 per acre; September, 800 acres at \$8 per acre; October, 960 acres at \$3.50 per acre.

### An Innocent Drummer.

He bade his wife a tearful good-bye.

"My love, my only one. The time will soon be here when I shall be in a position to snap my fingers at fate and let up as my own boss. Then we shall have no more of these cruel partings."

"And you will be true to me?"

"As I always am," he responded.

"You did not forget to put that photo you had especially taken for me in my 'gripsack,' did you?"

"Oh, dear no! Are you sure you will look at it sometime, love?"

"You wicked doubter; you know I should be wretched without at least such a precious resemblance of my pet to look at daily, nightly."

Draw the veil of charity over his grief and the treachery of one in whom he had such unbounded confidence.

In brief, she, his only love, his pet, his wife, had secretly planned to make him "wretched." She had taken that photograph from his gripsack, and was gloating over his misery when he should discover that only memory remained to him, for the time being, of his darling's looks.

"The dear fellow, how he will scold me for the trick," she thought; "but I will send him the photo in the very first letter." Thus appeasing her conscience, she waited for his letter.

It came from Chicago.

"My heart's delight," it began. "Got here O. K. this A. M. Have been wrestling with the trade all day, and a tough time I've had of it! Weary and fagged I have retired to my room, shut out the gilded atmosphere of sin that envelopes this terrible city, and taken from my satchel your sweet picture. It is before me as I write. I shall kiss it when I have said my evening prayers. It will rest under my pillow. It is my one solace until I hold you, my sweet wife, in these faithful arms again."

Thus far had she read, then she toppled over on the floor.

What comfort she found there it is hard to say; but a great determination rose within the stricken wife, who went out an hour later and sought a telegraph office.

Her husband had been saying his prayers abroad that evening, and when he got to his hotel about midnight his spiritual emotions received a rude shock by a telegram from his "only love." It was elaborate for a dispatch; but under the circumstances one could not expect an outraged wife to transmit her feeling by the slow mail. The dispatch said:

"You are no longer the only drummer who is not a liar, as you have always claimed. Let the fraternity make you their chief in the art. Had you taken the pains to look for the photo you say your prayers to you would have discovered that I had—to tease you—removed it. My faith in you is dead, dead!"

The husband clutched his hair.

"What the devil did I write to her, anyway?" he muttered.

"By Jove! I must have been piling on the taffy. That's what a man gets for trying to make a woman feel good! Poor little dear what a fume she must be in! Lucky for me she gave her grievance away. What geese

women are! Bless her little noddle, her faith shall be resurrected."

After a while his face cleared:

Forthwith he telegraphed to a knowing friend.

"Send me, first mail, photo of my wife. Beg, borrow, steal it somehow. Mum's the word. Will write particulars.

About a week later a drummer, in dignified martyrdom stood face to face with a stern but very wept-out wife.

She expected to see him meek and humble, but he gazed upon her with scorn, and then passed on to his room in crushing silence.

She was amazed. With quick impulse she followed, thanking Heaven he had not locked her out.

"Well," she began, with wavering courage, "what have you to say for yourself?"

Coldly, cruelly he looked at her.

"I?" he queried.

"Woman, if it were not for the overmastering love I bear for you, I should never, never look upon you more."

His face convulsed with tragic suffering that was balm heart to her to witness, but she only sneered.

"Can you explain the deception you tried to practice upon me?"

"Can you obliterate the insult put upon your husband in that unwomanly dispatch? A woman with so little confidence in her husband would better live alone. For my part, I am not only disgusted but disenchanted."

He turned sorrowfully away and bowed his face in his hands. She approached him and laid the letter which had caused her grief, right under his eyes.

"Read that. Knowing you had no picture of mine, what was I to think?"

"What any intelligent, right minded wife would have thought; you would have said to yourself: 'He is incapable of deceit; he has my picture, somehow.'"

But you did not have it.

He looked at her with sad, resigned sorrow. His lips quivered as he murmured: "Oh, woman! without an atom of faith!" Then he put his hand in his pocket and produced her photograph.

"Oh! Darling! Forgive me! You had my picture! This old thing taken long before we were engaged! Why, I didn't know you ever had one of these!"

The restored confidence made her pretty blue eyes swim in tearful joy. She put her arms around him, asking his pardon, caressing even his coat collar.

"My dear," said he, looking into her face with grave but loving reproach, "let this be a warning. Never doubt me again, no matter what appearances may be. I can always look you squarely in the eyes and say, I am innocent."

And she believed him.—*Ex.*

SARCASTIC OLD THING.—Husband—I have been making my will, my dear, leaving you everything, with ah-full power to re-marry—

Wife—Oh, darling, never.

Husband—Yes, love; and (with a sardonic chuckle) in that case I shall feel assured there will be at least one who will daily deplore my death.

### Hard Times.

It is seldom that a time comes that there are not many who say, these are hard times. The cry has been heard frequently and long and loud the past two or three years; but are the times hard, or have they been so? "Hard times," like most other expressions, is a relative term. They may be hard as compared to a time when they were better; they may be very good when compared with others that were worse. It is worth the while of the croakers to compare things of the present sometimes, with those of a less prosperous period of the past. Let us take for instance, a period about the close of the eighteenth century. Professor Thomson of Harvard, in discussing the subject of wages, mentions some interesting facts on the subject. He said, that in 1793 the Schuylkill and Susquehanna Canal Co., advertised for workingmen, offering \$5 a month for the winter months and \$6 a month for summer months with board and lodging. In 1794, in a debate in the lower house of Congress, it was brought out that soldiers received the enormous sum of \$3 a month. In 1797, a Rhode Island farmer paid a good farm hand \$3 a month by the year, and those who put in the eight busy months got \$5 a month. Women hired out as help for the princely sum of twenty-five cents a month and board. Even as late as 1829, there was little improvement in wages. People who labor ought certainly to get fair wages; all, indeed, that the business will justify paying them, but it will save some unreasonableness, perhaps, if they would all reflect upon the extremely low wages that were paid universally, not such a long time ago. It may be said without a particle of hesitation, that laborers in the United States get better wages to-day, than any ever got in the whole world before.—*Leather Gazette.*

### An Illegal Tax.

A wholesale firm in Cincinnati, have pushed to a successful termination in the Courts of Louisville, Ky., a case which is of general interest to the merchants of the country. They brought a suit to recover money paid by them to the City of Louisville as license for their traveling men who visited Louisville for the purpose of selling goods. The discrimination against non residents was so flagrant that the firm concluded to test the matter in the higher courts. The amount of the license demanded was \$100 in the case of each salesman. The result gained in the Court of Appeals is as follows: Opinion of the Court by Chief Justice Pryor, reversing:

1. An ordinance of City of Louisville which provided that any person who conducts his principal place of business without the city, and shall offer to sell goods by sample within the city, shall be required to obtain annual license therefor, and shall be required to pay for such license a sum not required to be paid by persons having their principal place of business within the city discriminates against the residents of other States, and is, therefore, in violation of the Federal Constitution. The fact that the ordinance discriminates against residents of this State outside of the city as well as against residents of other States does not add to its validity.

2. One who, under a mistaken view as to the validity of the ordinance, has paid to a city a sum of money required by the ordinance to be paid for a license to do business, is entitled to recover the money back, the ordinance being invalid.

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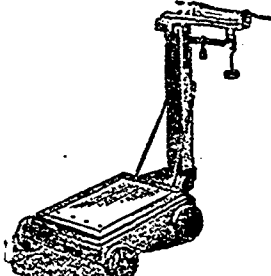
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**EASTERN MARKETS.**

**CHICAGO**

The wheat market opened rather tame on Monday. Although Northwestern receipts were much heavier for the previous week, and exports lighter, the visible supply statement made this morning showed an increase of but 880,181 bushels. This was subsequently explained by the statement that a mistake had been made in the report for the previous week, whereby the increase was represented as much larger than it really was. Though the increase last week was really greater than 880,181 bushels, yet it was necessary to reduce the amount to that figure to even up the error for the previous week. Wheat opened at Saturday prices, advanced 3c, receded 3c, advanced to the top again, closing 3c lower. Pork advanced 15c and lard 5c, but prices went back to near the start. Closing prices were:

	Nov.	Dec.
Wheat	73 1/2	75 1/4
Corn	30 1/2	31
Oats	26	27
Pork	9.10	9.12 1/2
Lard	5.85	5.87 1/2

There was no session on Tuesday, owing to the November elections. On Wednesday the wheat market opened weak and dropped 3c. May was the most active option at about 82c, at which figure heavy buying orders were placed. Pork advanced 22 1/2c, owing to buying by shorts and the strikes at the stock yards. Lard went up 7 1/2 to 12 1/2c. Last prices were slightly easier. Closing prices were:

	Nov.	Dec.
Wheat	73 1/2	75 1/4
Corn	30 1/2	31
Oats	26 1/2	27
Pork	9.25	9.27 1/2
Lard	5.95	6.00

December wheat opened at 74 1/2c on Thursday. January was quoted at 75 1/2 and May at 81 1/2. These were the top prices for the day, the tendency being lower throughout. There were no breaks in prices, but the market appeared to be heavy. The ruling feature was the heavy receipts in the Northwest, and the probability that there would be no let up for some time. In comparison with the large amount of wheat pouring in at the back door, the exports appeared but a diminutive stream. Packers were not offering provisions, and those who wished to purchase had to bid for it, consequently there was a momentary excitement and higher prices, which however did not long hold out. Closing prices were:

	Nov.	Dec.
Wheat	73	74 1/2
Corn	30 1/2	31
Oats	26 1/2	27 1/2
Pork	9.30	9.30
Lard	5.92 1/2	5.97 1/2

On Friday wheat prices opened at closing figures for the previous day, and continued between 74 1/2c and 74 3/4c during the day for December. Trading was very quiet throughout. Corn was active and strong, showing a gain of 1/2 to 3/4c. Oats were quiet, but a fraction higher. The difficulties at the stock yards have commenced to tell on the provision trade. January pork was the principal option. This opened 10 cents higher at \$10.25, sold up 10c and reacted to the start. January lard closed 2 1/2c higher,

at \$6.05. There was a fair demand for cash products. Green hams sold freely at 8c, and lard tierces at 6c. In the afternoon pork was 5 to 7 1/2c lower. Closing prices were:

	Nov.	Dec.
Wheat	73 1/2	74 1/2
Corn	30 1/2	31
Oats	26 1/2	27 1/2
Pork	9.35	9.35
Lard	5.95	6.07 1/2

On Saturday wheat opened at an advance of 1/2c, and advanced a few notches. Trading was light and the predominating features of the market unchanged. Cables were unimportant, and few outside buying orders were on hand. Prices closed at about the start. Provisions were weak all around and closed considerably lower. Closing prices were:

	Nov.	Dec.
Wheat	73 1/2	74 1/2
Corn	30 1/2	31
Oats	26 1/2	27 1/2
Pork	9.20	9.22 1/2
Lard	5.85	5.85

**TORONTO.**

**STOCKS**

Bank stocks appear to have been rather unsettled during the week, and there was some increase in the amount of business doing. The following statement will show the relative condition of prices, as compared with the previous week. Montreal quotations on Oct. 27th are for rd.

	Oct. 27.		Nov. 3.	
	ASKED.	BID.	ASKED.	BID.
Montreal	225 1/2	227 1/2	234 1/2	232 1/2
Ontario	120	119	113 1/2	112
Toronto	210	208 1/2	210 1/2	209 1/2
Merchants	181 1/2	180 1/2	181 1/2	180 1/2
Commerce	126 1/2	126 1/2	126 1/2	126
Imperial	133	137 1/2	—	137 1/2
Federal	111 1/2	111	109	108 1/2
Dominion	210 1/2	210 1/2	210 1/2	215 1/2
Standard	120 1/2	120	120 1/2	120 1/2
Hamilton	—	130	—	130 1/2
Northwest Land	67	66	68	65 1/2
C.P.R. Bonds	106	104 1/2	106	104 1/2
do Stocks	—	—	—	—

**WHEAT**

Offerings have continued to be made very lightly, and it would appear that farmers are holding their grain for higher prices. The feeling here has been rather stronger, noted principally in an improved demand, at steady prices. At the close prices stood about as follows: No. 2 fall, 75c; No. 2 red winter, 76c; spring was scarce. A consignment of No. 1 sold at 79 1/2c.

**FLOUR**

Quiet and quoted: superior extra, \$3.50; extra, \$3.40. Spring extra, \$3.10, f.o.b.

**OATMEAL**

Offered in cars at \$3.70 to \$3.75. Broken lots quoted at \$4.00 to \$4.25.

**OATS**

Quiet and easy at 30 1/2c to 32 1/2c, the latter for choice milling, bagged.

**BARLEY**

No. 1 scarce and readily taken at 61 to 61 1/2c; No. 2 56 to 57c; extra No. 3, 53c.

**PEAS**

Inactive, at 51 to 52c.

**POTATOES**

Cars brought 55c on track, but at the close were lower, at 52c. On the street bags sold at 65 to 75c.

**APPLES**

Car lots sold at \$1.35 to \$2 per bbl. Prices on the market rule from \$1.25 to \$2, according to quality.

**POULTRY**

Box lots have begun to offer very freely, and

have sold at 35 to 45c per pair for fowl; at 45 to 55c for ducks; at 6 to 7c per lb for geese and 10 to 11c for turkeys; when really good, but this has been but seldom; so outside prices may be taken as exceptional.

**BUTTER**

Choice still in active demand. Selections from lots of dairy take at 17 to 18c, and choice 15 to 16c. Shipping lots, with poor thrown out, have sold at 11 to 13c. Stocks of such grades are large and continually accumulating. Common dull at 8 to 9c. Rolls not offered yet. Pound rolls on market 22 to 24c.

**CHEESE**

Sales only in small lots, of choice, made at 12c. Provincial cheese markets show few transactions, and buyers and sellers apart in prices.

**EGGS**

Prices steady at 17 1/2 to 18c, with street prices at 18 to 20c.

**PORK**

Inactive at easy prices, with small lots selling at \$14.

**BACON**

Very little either offered or wanted and prices have been easy at 8 to 8 1/2c for long clear and 7 1/2 to 8c for the little Cumberland obtainable. Rolls quiet at 9 to 9 1/2c, and backs and bellies at 10 to 10 1/2c.

**HAMS**

The demand slack and the few smoked going off have been selling at 12c.

**LARD**

Has shown scarcely any change and little or no Canadian in the market. Tins and pails have ranged from 9 1/2 to 10 1/2c, and the tinnets held about 9 1/2c.

**DRESSED HOGS**

Offerings have been fair and prices unsettled, standing at the close at from \$5.50 to \$5.75, with a few choice going at \$6.

**LIVE STOCK**

Hogs weighing from 160 to 225 lbs and medium fat, have been in demand, at \$4 to \$4.25. Good mixed lots brought \$3.75 to \$4.00. Light, heavy and stores dull. Picked butchers' cattle bring 3 1/2 to 3 3/4c, choice 3 1/2 to 3 3/4c, good 3c, common, 2 1/2 to 2 3/4c.

**HIDES AND WOOL**

Hides, No. 1 inspected steers, \$9; No. 1 inspected cows, \$8.50; No. 2 inspected, \$7.50; No. 3 inspected, \$5; calfskins, green, 11 to 13c; calfskins, cured, 13 to 14c; calfskins, dry, 11 to 13c; sheepskins, green, 65 to 75c; wool, super, 22 to 23c; extra super, 27 to 28c; wool pickings, 9 to 10c; tallow, rough, 2c; rendered, 4 1/2 to 4 3/4c.

**DULUTH WHEAT MARKET**

The market opened quiet on Monday and prices were easy. Receipts for the previous week were posted as follows: 841,355 bushels, shipments, 248,385 bushels. There were over 8,000,000 bushels in store on Saturday night. After Tuesday's rest the markets did not seem to recover, and Wednesday and Thursday were dull and easy. There appeared to be little export demand. Friday continued dull. Receipts for the week will average over 200 cars daily, which shows an increase over the previous week. Closing prices for No. 1 hard on each day were:

	Cash	Dec.	May
Monday	75 1/2	78	85
Tuesday	—	—	—
Wednesday	73 1/2	75 1/2	82 1/2
Thursday	73	75	—
Friday	72 1/2	75	82
Saturday	73 1/2	75 1/2	82 1/2

Grain buyers have been established at Rapid City since the opening of that point to railway communication.



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If you want to furnish your customers with the very best goods obtainable, order and insist on having Coffees roasted and packed by

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**JOHN B. MATHER, 42 McDermott Street, Winnipeg.**

Respectfully yours, CHASE & SANBORN.

**Boston.                      Montreal.                      Chicago.**

#### Oak Lake.

Oak Lake, the fourth station beyond Brandon on the C.P.R., is a point which has made considerable progress of late. Last spring several new lines of business were established here, and as the crops have turned out very good this season, a large trade is expected by the merchants. The country around Oak Lake suffered less severely from the drought than many portions of the country, owing to the nature of the soil, and the average yield of grain for the district will show up very well, though in some individual instances the yield will be very light. The principal industry of Oak Lake is the roller flour mill, established last season by D. Moore & Son. The mill has a capacity of 150 barrels per day, and is fitted throughout with the most modern machinery. The mill was first put in operation in April last. Among the lines of business established in the place during the year are: H. Sharp, harnessmaker; Thos. Moore, blacksmith; Wm. Thompson, Clifton House and livery; I. Horseman, hardware dealer. H. W. Todd, grocer, has added boots and shoes to his business. Oak Lake has a population of 100, and the business institutions number eleven all told.

#### Viriden.

The name of this place has been familiar in Manitoba since the summer of 1882, though the location of the place dates back one year previous to the time named. During the fall of 1881 this place was the end of construction on the C.P.R., and was known as Gopher Creek. It was a pretty lively place in those days, though made up of canvass "buildings" entirely. With the extension of the railway west-

ward in the spring of 1882, the inhabitants "folded their tents like the Arabs and silently stole away." Gopher Creek thus ceased to exist, but in the meantime the land in the vicinity had been rapidly taken up by incoming settlers, and soon a new town of a more substantial character commenced to spring up in the place of the one which had so suddenly disappeared. Since that time the place has grown steadily, until now it has a population of about 250, and business institutions to the number of over fifty. The town is located 48 miles west of Brandon and 180 from Winnipeg.

Viriden has grown to be a grain point of considerable importance, and there are now two large elevators at the station for handling the crops. There is also a roller flour mill, capable of turning out 100 barrels daily. The mill was first put in operation early last spring by Willing & Dier, but it has since passed into the hands of Koester, Craig & Co., who will operate during the fall and winter to the extent of the capacity of the mill. The crops in the vicinity in some instances had been very poor, owing to the drought, but others have had very fair returns from fields adjoining a neighbor who was much less fortunate. This would go to show that in dry seasons a great deal depends upon the class of farming, and farmers should therefore always exercise care in cultivating the soil. Though in ordinary years they might have a fair return from imperfect cultivation, yet in dry seasons like the past their crops would be likely to prove a failure.

There have been several new lines of business established in Viriden during the past season, among these being J. G. Phillon, who has opened a general store. W. G. Elworthy has also opened a general store, as successor to J. Selkirk. Geo. H. Jamieson succeeded G. A. Knox in the merchant tailor line. Other merchants contemplate enlarging their premises next season. Frame & Miller, hardware dealers, will build new brick premises in the spring. W. Elliott, of the Viriden House, has lately added

additional commercial accommodation to his premises. Sargeant & Gifford, butchers, have shipped half a dozen cars of hogs to Montreal this season. Stevens & Palmer, lumber dealers, report that the farmers in the vicinity have been doing considerable building during the summer. Viriden, like all live western towns, supports a local paper, called the *Advance*.

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**Business East.****ONTARIO.**

John D. Groh, hotelkeeper, Kossuth, is dead.  
 John Miller, butcher, Waterloo, has sold out.  
 Thos. Fowler, butcher, Sarnia, has gone away.  
 H. Morton, jeweler, Hastings, has sold out.  
 Angus McPherson, grain dealer, Dutton, is dead.  
 D. P. McDonald, grocer, Wallaceburg, is dead.  
 R. B. Tait furniture dealer, Oakville, reported left.  
 Port Arthur Lumber Co., Port Arthur; mill burned.  
 T. J. Parsons, grocer, Omemece, has moved to Toronto.  
 Jas. McGowan, hotelkeeper, Lucknow, was burned out.  
 G. Whitten, jr., grocer, Fingal; stock damaged by fire.  
 J. Calvert, hotelkeeper, Holstein, has assigned in trust.  
 Smith & Co., dry goods, Dundas, have gone out of business.  
 Wm. R. Bell, shoes, Hamilton, has removed to Zimmerman.  
 Jno. Davey, harness maker, Millbrook, has assigned in trust.  
 Fulton Bros., saw mill, Fingal; office and residence burned.  
 Thompson & Palmer, hotelkeeper, Rat Portage have assigned.  
 John McAteer, hotelkeeper, Guelph, has sold out to Chas. Schmuck.  
 Madill & Hoar, druggists, Toronto, have dissolved; Hoar continues.  
 Toronto Mucilage Manufacturing Co., Toronto, have assigned in trust.  
 Jas. Ferguson, grocer, Exeter; stock under seizure, and business closed.  
 Rothschilds & Co., wholesale jewellers, Toronto, have assigned in trust.  
 R. G. Cotton, grocer and shoe dealer, Lakelfield, has sold out shoe business.  
 Birley & Graham, grocers, Paris, have dissolved; Geo. F. Birley continues.  
 William Robertson, harness maker, Hamilton, has sold out to Willard Bros.  
 Bowers & Parkhill, tailors, Toronto, have dissolved; A. C. Bowers continues.  
 Jas. S. Thompson, general storekeeper, Zimmerman, has sold out to W. R. Bell.  
 Coats & Smith, harness makers, Napance, have dissolved; R. I. Smith continues.  
 McGowan & Clark, cigar manufacturers, Kingston, have dissolved; Clark retires.  
 C. D. Newton, grocer, Toronto, has admitted Hargrave, and style now Newton & Hargrave.  
 H. Mead, druggist, Trenton and Brighton, has sold out Trenton business to J. H. Dickey.

**QUEBEC.**

D. Connor, clothing, Bedford, is offering to compromise.  
 E. Frechette & Bros., tobacconists, Quebec, have dissolved.  
 Edmond A. Rocheleau, dry goods, Three Rivers, is dead.  
 Moïse Champagne, dry goods, Lanoric, has assigned in trust.  
 J. A. Lavigne, general storekeeper, Trois Pistoles, have assigned.

M. R. McCracken, grocer, Huntingdon; called meeting of creditors.

Chapelaine & Duhamel, general storekeepers, St. Ours; demand of assignment made on them.

**NOVA SCOTIA.**

Woodruff Dunbar, blacksmith, Brighton, is dead.

D. R. Hisler, grocer, Halifax, is moving to Truro.

G. P. Henry & Co., victualers, Halifax, have dissolved.

W. H. Murphy, grocer, Acadia Mines, was burned out.

Jas. Munro & Sons, dealers in stoves, Pictou, are selling out.

A. Keith & Son, brewers, Halifax; Donald C. Keith is dead.

D. C. Ferguson, photographer, Windsor, has removed to Halifax.

Wm. McCiell & Co., general storekeepers, Pictou, have dissolved.

Wm. Moody & Co. dry goods dealers, Halifax; Wm. Moody is dead.

**NEW BRUNSWICK.**

A. W. Atkinson, general storekeeper, Dorchester, has assigned.

**British Columbia.**

New York Counts cost 10c each at Vancouver.

New Westminster will shortly be lighted with gas.

The C.P.R. was opened into New Westminster on Nov. 2nd.

The rate of insurance on stocks in stores at Vancouver, is 10 per cent., on from two-thirds to three-fourths of the value.

The arrangements for lighting by electricity for household purposes on the Edison system, are being pushed forward at Victoria.

The Douglas fir, of British Columbia, is also known commercially under the appellation of "Oregon pine." It grows to a height of some 270 feet, and the trunk is not only very valuable for ordinary lumber, but has a special usefulness for ships' masts and spars, of which cargoes are made up for all parts of the world. Among the ports constantly supplied direct from British Columbia are Marseilles, Sydney, Hong-Kong, Calcutta, besides the naval dock-yards of Great Britain.

**Items of Interest.**

A telephone system is being erected at Banff.

Rabbits are so abundant in the scrub all over the province, there is no sport in shooting them.

J. H. Ruddell has sold two quarter sections of land in 4-6 near Morden for \$1,500. In 1882 one of the quarters sold for \$2,000.

The Portage la Prairie public schools will be kept open by private subscriptions, and a committee has been appointed to manage school affairs.

The Indians of the Bird Tail reserve have probably heard the saying that "music hath charms to soothe the savage breast." They have procured a fine organ for their church and are extremely proud of the acquisition.

Eight teams were at Regina from Saskatoon last week to do their trading and make their winter purchases. They made heavy purchases in town and have probably left in the neighborhood of \$1,000 in the hands of Regina merchants.

**Moosomin.**

Moosomin, situated on the C.P.R., in the territory of Assiniboia, and just beyond the western boundary of Manitoba, is one of the rising towns of the Northwest. This town started on its career in the summer of 1882, when the Dominion lands office was located here, a tent being used, in the absence of something better, for an office. Several other tents were soon located in the vicinity during the summer. The lands office was subsequently moved to another point, but the town continued to improve, and during the following year experienced quite a "building" boom. During the past two or three years the place has been looked upon as one of the solid and most prosperous towns of the country. The land in the vicinity is well settled upon by a good class of farmers, and this year the crops have turned out fairly satisfactory. The drought did damage to some crops, but on the whole the yield has been very good, and the quality of the grain excellent. The soil in the district surrounding the town is first class in every respect. The country is undulating, well watered and with plenty of hay land, and patches of scrub and small trees in places. A considerable area of land has been brought under cultivation, and next season the acreage under crop will be considerably increased.

The settlement to the south of Moosomin extends away to the Moose Mountain district. Here the Moose Mountain Trading Co. have erected a 75-barrel flour mill during the past summer. The company also have a saw mill, for which they obtain logs in the Moose Mountains, and they also carry on a general store business. A considerable trade is done between Moosomin and the Moose Mountain settlement. The grain trade of Moosomin has steadily extended, and is now handled through a large elevator. During the past summer a roller flour mill of 125-barrel capacity, has been in course of construction, and will soon be completed and put in operation. A change in the proprietorship has prevented the completion of the mill at an earlier date. It is intended to erect an elevator in connection with the mill.

Quite a business has been done in shipping hogs from this place, during the summer, Messrs. Ingles & Smith, butchers, having forwarded several cars to Montreal. The one thing Moosomin was most in need of at the time of our visit, was a good hotel, the accommodation in this respect not being up to the requirements of the place. Several new business institutions have lately been established in the town, among these being a lumber yard, by W. H. Barton. A private bank is also about to be opened. Moosomin now has a population of about 200, and its business institutions number about forty. The Moosomin Courier, the local paper, has lately completed its second year of publication, and has celebrated this event by coming out in enlarged and improved form.

Grain and Milling Notes

Grains are coming down in price at Edmonton, according to the Bulletin. Oats now bring 60c, barley 50c, and wheat 90c.

Gov. Pierce, of Dakota, in revised figures, places the total wheat crop of the territory at 23,000,000 bus. against 28,000,000 bus. last year.

Wm. Brown, an experienced miller, is negotiating for the purchase of the Emerson grist mill, and if his negotiations are successful will fit up the mill in first-class shape and operate it.

The \$5,000 bonus by law in aid of the establishment of a roller mill at Shoal Lake, Man., has been carried by a large majority. It is understood the mill will be gone on with at once.

H. J. Brinkman of the Willford & Northway Mfg Co., of Minneapolis was last week issued a patent on the middlings purifier of his invention. The machine is described as a purifier with vertical frame supported upon hangers, and means for vibrating frame; series of inclined screens carried by frame; corrugated plates secured to the frame over the screens; valves arranged below the plates, and means for producing a current of air through the screens.

Fire at Calgary.

A serious conflagration took place at Calgary on Sunday morning. The following were burned out: I. G. Baker & Co., loss \$50,000 - insurance \$15,000; Glen estate, loss \$16,000 on buildings - no insurance; S. Parish & Son, provisions, loss \$5,000 insurance \$2,000; Massey Manufacturing Co., loss on building and stock \$5,000 - no insurance; J. L. Lamont, tin-smith, loss \$1,000 no insurance; J. Donohue, Athletic Hotel, loss \$8,000 - insurance \$1,000; C. Nerbergall, Sherman House, loss \$5,000 - insurance \$1,000; - McLean, of Portage la Prairie, owner of the Mountain View Hotel, loss \$2,000 - insurance not known; J. Straube, gunsmith, loss \$2,000 - no insurance; Dunn & Linham, packing house, loss \$1,500 - no insurance; M. P. McNeil, Pullman Saloon, loss \$5,000 - insurance \$2,000; Cary & Co., Union Hotel, loss \$1,500 - no insurance; J. Burch, store and owner Union Hotel, loss \$3,500 - insurance \$700; Denham & Bethune, hotel, loss on contents \$1,000 - no insurance; J. H. Radway, owner above hotel, loss \$1,200 - insurance \$400; A. McIntyre, boots and shoes and fruit, loss on stock \$200 - no insurance; Wm. Hunter, dwelling and McIntyre's store - loss \$1,000, no insurance. T. Sorrett, baker - loss \$1,500, insurance unknown. J. Ellis, general merchant - damage to stock \$400, fully insured. Jas. Grant loss on dwelling and store occupied by J. Ellis, \$1,300; no insurance. Jas. Mortimer, baker - loss \$1,300; insurance \$400. Pearson & White, Hub saloon - loss on contents, \$150; no insurance. George Murdoch, saddler loss on building and stock \$2,000; insurance \$1,500. Jas. Freeze & Co., general merchants - damage to stock \$400. J. J. Pat. son & Co., boots and shoes - damage to stock, \$500. H. McLeod, Central hotel - damage \$500. The losses though individually small foot up to a considerable amount. The portion of the town burned is mainly the street facing the railway, and not the best business portion.

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