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# THE COMMERCIAL

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

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

VOL. II.

WINNIPEG, NOVEMBER 20 1883.

NO. 8.

## The Commercial

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

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127 Office, 16 James St. East.

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Publisher

WINNIPEG, NOVEMBER 20, 1883.

It is proposed to start a pump factory in Crystal City.

JAMES WHITE has leased the livery business at Clearwater.

J. SMALL, miller, Crystal City, has sold out to C. R. Lundy.

HARRY KILLER, dry goods, Emerson, has assigned in trust.

TWEED & SMALL, loan agents, Crystal City, have dissolved.

S. R. MARLATT has sold his Gladstone lumber yard to J. Law.

R. & J. ALLEN have erected a commodious store at Cartwright.

Job C. THOMPSON has opened out in the fur business at 427 Main street.

HOLMES & STUBBS are retiring from the lumber business at Rat Portage.

The material seized by the sheriff at the Argyle gold mine realized \$130.50.

A. D. JONES, general store, Emerson, has been closed up by the assignee.

G. S. HUSTON, Crystal City, has sold his business to Allert & McWilliams.

W. A. RUSSELL, formerly of Morris, has gone into the milling business in Oregon.

Mr. BROSE is having the Morris flour and grist mill put into good running order.

THE Great Northwest Telegraph Company have completed their line to Minnedosa.

MR. GARRET, late of Pomeroy has leased Frank Craig's blacksmithing business at Nelson.

W. J. CORRIGAN, lumber, etc., Whitemouth, is advertised to be sold out by the sheriff.

JAMES BUSHELL has opened a neatly fitted up tobacconist store on Main St. near McDermott.

R. B. DONKIN has purchased the grocery store lately owned by Jas. Gore, at Rat Portage.

GOLD SEAL JONES has sold out his oyster and fish business in Winnipeg to N. W. Bradstock.

COLEMAN & McLEAN, lumber, Morris, have dissolved. Thos. Coleman will continue the house alone.

A DAILY mail service is to be established on the Manitoba and Northwestern Railway between Portage la Prairie and Gladstone, Woodside and Westbourne.

GRAND TRUNK railway receipts for the week ending Nov. 10th were \$385,227, an increase of \$10,000 over the same week last year.

THE Russel grist mill at Shell River is now completed and on operation. This will be a great advantage to the farmers in that district.

JERRY ROBINSON & Co. have opened a branch store at Gretna. R. Foster, hardware merchant, and Andrew Kersch, tinware, have also opened up there.

THE bank statement for October for the Provinces of Ontario, Quebec, Nova Scotia and New Brunswick shows the total liabilities to be \$147,250,000, assets \$231,000,000.

THE old and well-known firm of Willing & Williamson, wholesale publishers and stationery, Toronto, have assigned with liabilities of \$63,000. The assets are nominally as much.

THE bylaw to issue \$500,000 city debentures was voted on by the people of Winnipeg last week and defeated by a majority of 401. There

were 10 votes recorded in its favor and 441 against.

AT the Birtle land agency during the year ending Oct. 31st, 1883, there were taken up 798 homesteads and 503 pre-emptions. There were 39,652 acres sold. The total receipts of the office amounted to \$97,016.19.

THE aggregate capital of all the joint stock banks of Great Britain and Ireland amounts to £68,737,710. The aggregate market value of that capital is estimated at £186,465,000, or about 168 per cent. premium.

IT appears from evidence which has come out in a suit, now in progress, that before the failure of the Consolidated Bank took place, false returns of its condition were sent to the Government. In 1877 there was a discrepancy of \$798,331, and in 1878 of \$1,123,784.

THE Winnipeg Bottling Company have secured the agency for Besley's Waukegan ales. They have received the first consignment of these that has ever been brought to the Northwest, and in a few days will place them on the market. This company are showing commendable enterprise in their business.

THE early frost this year caught the corn planted in north Dakota, making it serviceable only as fodder. Some parties have recently sent to Russia for seed of a variety which is said to mature in sixty days, which will be tested next season. How would it work in Manitoba?

THE *Mark Lane Express*, in its weekly review of the British grain trade says: There has been some severe frosts and the position of the wheat crop is exceedingly favorable as a result of one of the finest times ever known. The tendency of wheat and flour is downwards; barley is slow; foreign wheat off coast stands dropping; sales are only possible when concessions are made to buyers.

THE superintendent of the C.P.R. commercial telegraph department has made arrangements to open offices for commercial business at the following points west of Calgary, viz.:—22nd, 24th, 26th, 27th, 29th and 31st sidings. The last mentioned siding will be a division station. Bahama, Cassils, Calley, Farrar, Gull Lake, Irvine, Langevin, Shepard and Shackmore have been closed for the winter.

## Business East.

## ONTARIO.

C. J. Armstrong, hardware, Aurora, has given up business.

Jas. McCabe, hotel, Barrie, has moved to Collingwood.

F. R. Ball's sawmill, Hawtrey, has been destroyed by fire.

Mrs. S. Barker, dry goods, Toronto, has gone out of business.

W. H. Hill, general store, Beachville, is reported away.

Wm. Urquhart, general store, Dunvegan, has assigned in trust.

Mrs. M. E. Diamond, Grocer, Napanee, has removed to Peterboro.

George A. Wells, dry goods, Lindsay, is about closing out there.

F. Dover, hardware, Haliburton, is about closing out his business there.

Calder & Munroe, furniture, Brantford, have sold their stock by auction and the place is closed.

Avery & Campbell, general store, Middlemis, have dissolved. The business will be continued by Campbell & McLachlin.

A recent fire in Brussels burned out the following business men:—Struthers & Powell, general store; H. Dennis, harness; W. Ainley, furniture; A. Veale, spring beds; W. Brass-hill, butche; W. Nithingale & Co., dry goods; Mrs. W. Long, furniture.

## QUEBEC.

Varin & Bastien, contractors, Montreal, have dissolved.

C. H. Mutter, grocer, Sherbrooke, has sold out to McDonald Bros.

Côté & Co., leather dealers, St. Hyacinthe, has assigned in trust.

Marshall & Henry, general store, Huntingdon, are about dissolving.

Jos. F. Morrisette, books, Montreal, is advertised to be sold out by the bailiff.

Reid & Rish, lumber and general store, South Stukely, are selling-off the stock and contemplate dissolving.

Dixon, Sons, & Hay, general merchants, Montreal, have dissolved. M. Hay, retiring. The business will be continued by J. A. Dixon, under the style of Dixon, Sons & Co.

## NOVA SCOTIA.

David Falconer, flour merchant, Halifax, has assigned.

Edward T. Messenger, general store, Wilmot, has assigned in trust.

J. H. Nisbet, grocer, Halifax has compromised with his creditors.

## NEW BRUNSWICK.

M. Blackhall, livery, St. John, has assigned.

Jas. DeLmond, grocer, Chatham, has been sold out by the sheriff.

W. B. Howard, general store, Chatham, is offering to compromise with his creditors at 25c on the dollar.

## PRINCE EDWARD ISLAND.

Henry Coombs, general store, Charlottetown, has failed.

## General Notes.

THE iron and steel bridges under contract for the C.P.R. aggregate 7,000,000 pounds in weight.

THE lumber production of Minneapolis mills for the past three years was as follows:—1881, 230,403,800 feet; 1882, 312,239,800 feet; 1883, to Nov. 1, 302,131,300 feet.

LAST year Arizona produced over 17,000,000 pounds of copper. The increase this year so far has been 38 per cent. The output this year will probably be not less than 25,000,000 pounds.

THE rye crop of Europe in 1883, based on the report of an average crop by the Vienna Congress is 838,240,370 bushels. The average crop for the past seven years has been 1,032,985,345 bushels.

To remove screws which were originally driven into wood with a hammer, or which have rusted in, heat any piece of iron and hold it on the head of the screw a few minutes, when extraction will be found easy.

THE first shipment of Oregon wheat east by the lakes was recently from Duluth, Minn. It consisted of 12,000 bus., shipped on the Quebec, which cleared for Sarnia. It will be reshipped from Montreal for Liverpool.

THE late harvest in Italy, according to official announcement is rated at ninety-three per cent. of an average crop. The yield in Sardinia is better than elsewhere, being rated there at 114 per cent. The total crop of wheat and other milling grain amounts to about 127,000,000 bus.

DURING the present season the Erie Canal has transported about 36,000,000 bushels of grain and seed, 55,000,000 feet of lumber, 50,000,000 staves, 36,000,000 tons of coal, and millions of pounds of merchandise. With these figures in view it can scarcely be claimed that canals are out of date.

THE Chicago *Journal of Com. merce* in its last review says: There is little or nothing to refer to as indicating any particular change in the business skies. The same cautious hand-to-mouth policy prevails. A great variety of straws continue to indicate the fitful changes in the wind, but there is nothing to indicate any settled recovery.

THE postal money order business of the United States, for the fiscal year ended June 30, 1883, exhibits a total of all kinds issued during the year of 9,273,882, of an aggregate value of \$125,047,238. The increase in the value of the domestic orders issued over those issued during the preceding fiscal year was \$3,955,980, or 3.46 per cent.

THE total lumber cut of Duluth mills amount to about 175,000,000 feet with some 50,000,000 feet of logs hung up in the streams. The lumbermen are somewhat reticent concerning their intended log cut, but the visible preparations indicate that the coming crop will greatly exceed last years. It will have to be unless some of the mills lay idle next season.

THE American *Manufacturer* says: In Boston steel nails are quoted \$1.00 per keg higher than iron nails. Patent iron steel nails are quoted same as iron nails. It is now certain that the iron nail will within a year have active competition. It remains to be seen whether it will

be routed as completely as was the iron nail; or, indeed, whether it will be routed at all.

Belgium is credited with being the most productive in agriculture of any country in the world. The average yield of wheat is 27.9 bus.; rye, 25.4; oats, 42.4; barley, 35.1; buckwheat, 24.9; potatoes, 194 bus. per acre. It will be seen that in most of these the average is more than twice that of Michigan. The population of this little area is 5,713,913.

A MONTHLY line of steamers has lately been established, and is running between Trieste, Austria, and Brazil, touching at the South American ports of Pernambuco, Bahia, Rio de Janeiro, and Santos, and at the European ports of Cadiz, Gibraltar, Naples and Palermo. The products of Austro Hungarian flour mills are among the leading articles shipped by this line to South America. A steamer leaves Trieste on the 10th of each month.

AN exchange says there is on exhibition at San Luis Obispo an ear of corn grown in the exact form of the hand of a child, showing the wrist, hand, hand, thumb and fingers, all perfect except the little finger, which is double. It is covered with small grains of corn to near the tips of the fingers, which are bare prongs of cob, giving the appearance of a hand clad with a mitt. In total length it is 5½ inches, and 3 inches broad across the palm.

THE Grand Trunk have just introduced on their road a new engine which the company claim is the best locomotive in America. It was built in Portland, Maine. The cylinders are 22 inches in diameter, the driving wheels 7 feet, and the engine weighs 60 tons. On the trial trip last Monday it made the run between Hamilton and Paris, up the heavy grade near Copetown, with fourteen cars, at the rate of 45 miles an hour. With the same number of cars two engines are required to pull a train up this grade. The engineer is confident that this locomotive has the speed of a mile in considerably less than a minute.

## Foreign Wheat and Flour Markets.

The export demand for flour in Boston is rather better with some large sales reported. Domestic inquiry for patents is good, and there is a better tone all around. Quotations: Patents, \$7.20; straights, \$6.40@6.70; \$6.40@6.70; first bakers', \$3.70@5.90; red dog, \$2.50@2.75, in bags.

Latest Glasgow advices say there is no quotable alteration in prices, but the demand continues very slow for all classes. Buyers only operate sparingly, and confine their attention mostly to lots on spot, or near at hand. The weather has been wet and boisterous the past few days, but as harvest is now completed, no damage will result. Imports this week are considerably heavier, viz.: From U. S. and Canada, 23,916 280 lbs. bags; Continental, etc., 11,430 280 lbs. bags; while our exports amounted to 14,946 280 lbs. bags. Quotations: patents, \$7.29 per bbl.; straights, \$6.72; first bakers', \$5.96; second bakers', \$4.20; best low grades, \$3.53; red dog, \$3.10.

The New York *Produce Exchange Reporter*, in a table showing the fluctuations of flour from day to day last week, reports a net decline of

30 cts. on Minnesota patents and straights, and an advance of 35 cts. on first bakers', but local millers who receive New York quotations by telegraph daily, say that the market there has been very steady and that no such fluctuations occurred.

The price of May wheat in London is equivalent to about 93 cts. per bushel for that option in Milwaukee.

The stock of wheat (in flour and wheat) in Liverpool on Oct. 31, was equal to over 8,350,000 bus., or 2,000,000 bus. larger than three months earlier, on July 31. Yet with all this enormous amount in one market, a cable was lately received by Franklin, Edson & Co., of New York, stating that the stock of breadstuffs in the United Kingdom was equal to only nine week's consumption. Late cables report the stock of wheat and flour in London as equal to 10,000,000 bus.

The following table exhibits the weekly imports of flour, wheat and corn in the United Kingdom on the dates named:

Articles.	Week ending Oct. 27, 1883.	Week ending Oct. 28, 1882.
Flour, bbls.	165,000@170,000	110,000@115,000
Wheat, qrs.	275,000@280,000	400,000@405,000
Corn, qrs.	140,000@445,000	25,000@30,000

The stock of flour in Chicago is reported at 39,767 bbls., against 48,074 bbls. one month ago, and 47,705 bbls. one year ago.

The visible supply of wheat on the dates named was as follows:

	Oct. 27, 1883.	Oct. 28, 1882.
Wheat, bus.	30,616,382	30,308,426
Corn, bus.	10,531,544	11,263,344
Oats, bus.	5,366,341	5,139,038
Barley, bus.	1,891,884	1,609,001
Rye, bus.	2,274,614	2,311,376
	Oct. 28, 1882.	Oct. 29, 1881.
Wheat, bus.	16,078,308	21,252,578
Corn, bus.	3,389,145	26,449,095
Oats, bus.	4,186,419	4,365,769
Barley, bus.	2,139,919	2,656,375
Rye, bus.	948,793	1,256,184

The exports of flour from eight American ports from Sept. 1, 1883, to Nov. 2, 1883, were 1,447,883 bbls.; wheat, 13,843,554 bus.

It is almost certain that the wheat surplus in Oregon and Washington will be a hundred thousand tons less than the estimate.

Bulls keep harping upon the 200,000,000 shortage in Europe as though it were actually so. They forget that this estimate was made up by parties interested in the trade, and that part of this Vienna estimate has already been proven to be false. The official report of the wheat crop of France is 50,000,000 bushels larger than the figures allowed by this Vienna Congress. Some New York houses engaged in the foreign grain trade say that the situation is changing abroad. The farmers' deliveries in England have decreased 20,000 quarters in two weeks. The continental houses claim that this holds true in France. The pressure of Russian and Indian wheat is said to be much less, and Indian wheat is called poor in keeping qualities, and fresh arrivals have to be sold promptly.

The Duluth market has been 1 to 3 cents higher the past week than Minneapolis.

The Australian and New Zealand wheat and flour markets are reported dull and weak.

The crop prospects in Australia are unusually good and large exports are prophesied for next season.

California and Oregon flour and wheat markets are dull, with no change in quotations.

### How Bananas are Raised.

As everybody knows who has eaten a banana, the luscious pulp is seedless. The plants are propagated from other plants, so that the stock is not likely to run out. The plant requires for vigorous growth a deep rich soil, abundantly watered. With these conditions present there is said to be no risk of a crop in the hot regions where alone the fruit is produced. Nine months after a cutting has been planted a purple bud appears in the centre of the unfolding leaves that shoot out from the head of the parent stem. The stem on which the bud appears grows rapidly from the main stalk. As the bud increases in weight the stem bends downward by a graceful curve, on the extremity of which this bud continues to grow, till the purple blossoms falling off, little shoots appear as the embryo fruit. Each fruit has a yellow blossom at its outward extremity. At the end of from three to four months the fruit has grown to maturity, and is picked long enough before it is "dead ripe" to preserve it in marketable condition. From the roots of the parent stock other shoots appear, which are trimmed out or left to grow, as the cultivator may deem best. A single stalk therefore, bears only one bunch or crop as its life work. Spaniards have a religious reverence for the banana, believing it to be the fruit of which Adam partook.

The fruit has long been regarded as extremely nutritious. It is recommended above all others for invalids who are unable to swallow harder food. An estimate of Humboldt claims that 44,000 pounds of bananas can be produced on the soil that would be required for 1,000 pounds of potatoes, and that the same area that would be required to raise wheat enough for one man would produce enough bananas to feed twenty-five men.—*Ex.*

### Barbed Wire.

The barb-wire market is not in a satisfactory condition so far as manufacturers of that commodity are concerned. Prices have reached a point where but little margin of profit for manufacturing is left. In fact barb fencing is now only a trifle more expensive than plain wire fencing. It is needless to say that consumers are greatly benefited by this state of affairs. The sales are, as may be expected, very large for this season of the year. Good authorities assert that more miles of this kind of fencing will be erected this year than in any previous year since the invention of barbed wire; hence, according to the old saying, what is meat for the farmer is poison for the manufacturer.

It might be a profitable, although an exceedingly delicate task to trace out the causes which have brought about the present disturbed condition of the barbed-wire market. The moonshiners are no doubt chargeable with no small share of the trouble, but their power for evil has been greatly overrated. It is safe to say

that the licensees controlling the patents had the power in their own hands to uphold the market, and that they have not done so is more their own fault than that of any one else. Why they did not do so is a matter which they must answer for themselves. The losses attending such failure falls necessarily upon themselves. Had there been more unanimity of sentiment, more confidence in each other and more liberality, there would have been little trouble it seems to us, in maintaining prices at a point where all could have realized liberal profits. It was not necessary nor expedient that, to keep prices up as high as they were when the combination started out. Probably, had the margin of profit been less, much of the trouble which subsequently accrued would have been obviated.

It will require excellent judgment and a radical change in the attitude of the manufacturers towards each other to reform the market.

The unfavorable decisions in the Missouri and Iowa cases have helped to complicate matters, encouraging the moonshiners, and giving an impetus to those who were engaged in litigation over the patents elsewhere. So far as the barb-wire suits are concerned, it would be unwise to indulge in any prophecy as to the final results. Law-suits are proverbially uncertain affairs, and nothing in the present litigation may be considered decisive, save it be a decision of the United States Supreme Court upon the merits of the case.

In the meantime, as consumers can get protected wire at bottom figures, they will not likely incur the risks of a lawsuit by buying infringing wire. At least those who do so are very foolish, and may have occasion some day to repent their folly, as did the infringers of the dental-vulcanite patents.—*Industrial World.*

### Action of Acids on Tinware.

Francis P. Hall reports the result of experiments on the action of vegetable acids—acetic, tartaric and citric acids—on lead and tin. The results were rather negative in their tendency, and seem hardly to bear out the assertions that are made respecting the danger of lead poisoning from tinned goods. The most danger is from the solder, and from the action of the acids on the tin itself. The corrosion does not appear to increase as regularly as is supposed with the strength of these acids; but it was found that corrosion, in the case of canned fruit, takes place very rapidly after the can is opened, so that a can when opened, should be emptied at once. Mr. Hall's analysis of bright tinfoil failed in every case to show enough lead impurity to justify the charge of intended adulteration, even in the worst-looking ware from the five-cent stores. Terne plate, used for roofing, is known to contain large quantities of lead, but no one with his eyes open is ever likely to buy it for genuine tin. Tin-foil, which is used for enveloping various kinds of food, is in some cases pure tin, in other cases heavily adulterated. Specimens used for wrapping different kinds of compressed yeast were pure. The worst specimen (89.87 per cent. lead) was embossed, and on a very fashionable cake of chocolate.



# The Commercial

WINNIPEG, NOVEMBER 20, 1883.

## RECIPROCITY WITH THE UNITED STATES.

The article upon the above subject in last issue of THE COMMERCIAL seems to have awakened the ire of our local morning paper, the *Free Press*, and in its issue of Saturday last protectionists in general, and THE COMMERCIAL which the writer of the article ranks among them, come in for the full measure of wrath. While accusing this journal of producing an anomalous article the *Free Press* has itself produced a maze of anomaly that is impossible of explanation, unless we rank our contemporary with the Irishman who was unable to define his political opinions, but could state, without doubt, that he was "agin the government."

The *Press*, while belaboring protection with a right good will, lets its readers clearly understand that it is only the protection enforced by the present Dominion Government that it has to complain of, and protection applied by any other Government, and particularly the Government of the United States, although more prohibitory in its provisions than our own, is what the Northwest wants at present. Our contemporary has adopted the "*Similia similibus curantur*" of the homoeopathist, and in its endeavors to kick the whole Canadian tariff of some twenty-five per cent. to smash, adopts the method of advocating reciprocity that would practically place the country under a sixty per cent. tariff. Regarding a system of reciprocity that would open Canada to American imports, and close them against those of Europe, the *Press* says, "and why not, since the United States are willing to open their markets to us while closing them against Europeans?" and further on, in apparent surprise, asks, "will THE COMMERCIAL explain why such a system would not prove profitable for Canada?" To explain such a matter to the satisfaction of a journal which clings to free trade with one hand, and grasps with the other a sixty per cent. tariff in preference to a twenty-five per cent., is certainly beyond the power of THE COMMERCIAL or any other journal which reasons trade questions upon a purely trade basis, and is an undertaking which must be left to the manipulators of political legerdemain, who are so useful to journals like the *Press*. But to the student of commercial economy

there is no difficulty in exposing the absurdity of the course advocated by the *Press*. While the United States may contain fifty millions of people and be a great industrial nation, it is still too small for the five millions of Canada to bury all their trade hopes in to the exclusion of all other fields. We in the Northwest may require the agricultural machinery of the United States free of duty, and we can obtain these without losing ourselves in United States trade interests, but we require the textile fabrics and other manufactures of Britain, France, Germany and other countries of Europe free of duty also. The days of clothing in skin costumes are over, and we require more than fuel to warm us, houses to cover us and implements to till our soil. To-day not ten per cent. of our imported articles of clothing comes from the United States, the other ninety per cent. coming almost entirely from European markets, and these we must shut out to secure a reduction in the price of farm and other machinery.

As an advocate of the agricultural classes of the Northwest the *Press* might with some show of reason advocate reciprocity of this kind at present, if we were certain that the means would produce the end wished. But it is a notorious fact that, with scarcely an exception, United States machinery is exported to England and there sold to the consumer at lower figures than he (the consumer) can purchase it where it is manufactured. It does not require a very close scrutiny into the reasons for this anomaly of prices to show what a helpless state the five millions of Canada would be in once they were swallowed up in the trade whirl of the United States and its fifty millions, and shut out from trade relations with other industrial nations. Already the Northwest suffers much from prices of machinery cooked in eastern provinces, and it is not likely that we would fare any better under a combination of American and Canadian manufacturers, which would assuredly be formed under a system of reciprocity such as the *Press* advocates.

That the present Canadian tariffs are in many ways oppressive upon the Northwest there is no denying, but the sensible way of rectifying that evil is by reduction or abolition of these tariffs, and not by burying ourselves by reciprocity under tariffs double their weight. Tariffs seldom

produce any benefit, even of a temporary nature, to a new and undeveloped country, and the Northwest is no exception to this rule. The present Canadian tariff in this country we only tolerate, but we are better to tolerate it than assume a greater burden of the same description, and in so doing combine with a neighboring country in a system of trade isolation from all the balance of the world.

The United States is no doubt a great nation with perhaps a more brilliant future before it than any other in our universe but still it is too limited a field to which to limit the future trade of Canada. When we can secure reciprocity with that country on terms that will leave us free to trade with other nations, by all means let us have reciprocity, but we are not yet reduced to unitarianism in our commercial ambition.

## THE HUDSON BAY ROUTE.

Recent developments in the grain business have brought prominently to the front the necessity that exists for a more immediate communication with Europe than is now obtained. The rates by rail fluctuate so much that it is almost an impossibility to give correct rates. As regards the dealers we cannot say a word against them. They have to work on a margin, and recently, so far as we can understand the margin has not been sufficient. It may not be known to the public generally, but it is a fact all the same, that the freight charges on wheat, from Winnipeg to Montreal amounts to from 45 to 50c per bushel. How to surmount this barrier to progress is a question which every one connected with the Northwest should seriously consider. The opening of the Hudson Bay Route seems to be the only escape from the present difficulty. Engineers who have been over the route and become familiarly acquainted with it say that there are no special hindrances in the way, and that a road could be constructed at very little expense from Winnipeg to the mouth of the Nelson River. All energies should be bent at the present time towards securing the development of that route, and when the country is rid of the oppression of gigantic railroad monopoly it will begin to progress in that steady and satisfactory manner which we all desire and hope for. Therefore, we say to those who are interested in the Hudson Bay railway scheme, go on, and may your endeavors bring about practical results.

**CIVIC RETRENCHMENT.**

There can be no doubt but a feeling of the necessity for retrenchment has thoroughly taken hold of the trading circles of Manitoba, and, if we are to judge by the vote of the citizens of Winnipeg on the 12th inst. on the city bylaw, providing for the issue of half a million dollars more of city debentures, retrenchment has taken decided hold of the voters of the city also. Seldom in the history of any Canadian city has such an absolute veto been placed upon an attempt to increase a corporation's debt, and it will no doubt be considered by many that seldom has there been such a necessity for so decided a vote being recorded.

It seems that the last place into which retrenchment could be introduced in Winnipeg was the City Council. Bankers, merchants, manufacturers, property owners and even speculators have long ago realized the necessity for curtailing expenditure in every possible way, while the city council have made little or no effort in this direction. Their aim seems to have been to squander and borrow, so long as they had the opportunity, evidently hoping, like Micawber, for something to turn up within the next year or two, that would greatly increase the city revenue and pay the debts they were placing upon the city. It is in vain that the steady decrease in the city's population during the past year has been pointed out, and the fact that the assessment valuation of the year now drawing to a close was at least \$10,000,000 higher than it has any right to be for 1884. Boom ideas held sway among our aldermen, and the fact that contraction in civic expenditure was as necessary as in any other department they have steadily ignored. It was only natural that a council, composed largely of men who had real estate booming to thank for what little they possessed, would be loathe to part with boom ideas. Had a large proportion been men who had attained wealth by the slow process of plodding industry, it is not at all likely that the squander and borrow policy would have been carried to the extreme it has reached.

It would not be justice to the citizens of Winnipeg to infer from the late vote that there must be an end now to all borrowing for city purposes, and that the taxes of each succeeding year must cover the civic expenditure. Great works of city improvement have yet to be carried

out, which will require the aid of the capitalist, and the issue of further debentures.

The vote means simply that the citizens have lost confidence in the present council, and will no longer suffer them to squander their funds as they have in the past, and the most effectual way to stop this they consider is the stopping of further pecuniary supplies. Communities are always more arbitrary in enforcing their ideas than individuals, and a vote, in which over nine-tenths recorded were against the debentures recommended by the City Council, can only be accepted as a vote of want of confidence, which must make every alderman sit uneasily in his chair until his term of office comes to an end.

After this decided vote of the people it becomes a question how far the city is bound to respect the contracts let for undertakings for which no funds are available. Opinions upon this subject, or rather those that are of any value, generally agree that the council had no right to award a contract requiring more funds than were provided for the purpose of the contract. Even among the benighted crowd who form the council there are some who realized this fact when that sewer contract was let, regarding the awarding of which there was so much noise and not a little mystery, and who protested loudly, if not effectually, against the contract. How contractors will fare with such contracts we shall not now discuss, and it is probable that they will not lose much. But that the city of Winnipeg requires works of improvement, calling for more funds than are now at its disposal, there can be no doubt, and once a new Council is elected, which will represent better the feelings of the ratepayers, the public vote will be found liberal enough to meet all emergencies. It may be adverse to spending money for magnificent but comparatively useless city buildings, and numerous other purely ornamental arrangements, but for the practical improvement of the city there need be no fear but that the voice of its ratepayers will have a liberal sound when it is heard, and its liberality will be none the less commendable if it retains retrenchment as its key note.

**PROHIBITING PUBLIC DEBTS.**

In an article in the November issue of the *Bankers' Magazine* the danger of corporations running into debt is very well shown up. The city of Sioux Falls was the first to adopt a system which, if properly worked, might, we think, if

adopted, be conducive to the best interests of municipalities in the Northwest. The Sioux Falls constitution forbids the state from ever contracting debts exceeding \$500,000 except for the purpose of suppressing insurrection, repelling invasion or of defending the United States in time of war. It also forbids the loaning of the credit of the state in aid of any individual or corporate enterprise. It provides that no city or town shall ever incur debts exceeding in the aggregate five per cent. of the assessed value of its taxable property, and it prohibits cities or towns from making donations, to loaning their credit in aid of or subscribing to the capital stock of any association or corporation. These are all useful provisions and seem to cut off most of the extravagant appropriation of money and credit which have involved so many in financial difficulties. The phases of business which are given here might well find root in Winnipeg.

**CITY AFFAIRS.**

On Monday last a vote was taken in this city on the bylaw to raise \$500,000 debentures for purposes of city improvement. It was defeated by an overwhelming majority. Judging from the vote cast the friends of the bylaw took no interest in the contest, while those who were opposed to it exercised a very considerable amount of energy. Viewing the situation from a neutral standpoint we cannot but come to the conclusion that it was in the best interests of the city that the by-law was defeated. For the past two or three years it cannot be denied but that a system of bribery and corruption has been gradually finding its way into civic affairs, which, had it been allowed to run its course, would have exceeded, comparatively speaking, the enormities of Boss Tweedism in New York. But this has been put an effectual stop to. The days of jobbery are past and from this time on ratepayers will look more carefully after their interests in that respect. A wise and judicious course must be pursued from this time out. That the entanglement which civic affairs have got into is a difficult one to unravel no one can deny, and it will require the shrewdest heads and the most long seeing in Winnipeg to overcome it satisfactorily. Winnipeg has nothing to fear as to its future if its municipal government is of a proper character, but there is no use in attempting to shut our eyes to the fact that the character of its representation in municipal circles has so far not been such as one's inmost heart could desire. Some of the members have done well so far as they could but a majority has always kept their ideas from coming into practical shape. We trust that the returns from the polls at the next municipal election will give us a council which will be a credit to the city, and lend to it that stability and solidity which is so desirable at this important period in its history.



### WINNIPEG MONEY MARKET.

The situation in monetary circles remains almost in the same position that it was last week. Money has if anything been in less active demand in fact it may be said that the market in that respect was dull. Notes taken for sales of fall goods have not yet found their way to the banks for discount, but it is expected that about the end of this month or the early portion of next there will be a heavier demand. Banks reports notes as being well met on maturity, and the prospect for prompt payment in the future is considered to be very good. The loan companies report slightly improved demand for money on mortgage security, but there is no great briskness. At the banks the regular discount figures on gilt edged commercial paper is from 8 to 10 per cent; ordinary 10 to 12. Money on real estate mortgage is obtainable at from 8 to 10 per cent. As before money for speculative purposes is hard to get and only private sources can be relied on for accommodation. It is impossible to quote rates for this class of paper, so much do they vary. On the whole, however, there is no doubt but that there is a much easier feeling in the money market. Confidence is being rapidly restored, and there is no doubt but that the country has now fairly started on an easier financial period.

### WINNIPEG WHOLESALE TRADE.

The wholesale trade of Winnipeg for the past week has been almost featureless. The rush of fall and winter trade so far as heavy orders are concerned is about over, and orders are now chiefly of a sorting up character. As regards the latter class of orders there has been no noticeable activity, but at the same time trade has been fair and steady. This, condition of things is liable to continue during the winter with the exception of the rush that will naturally take place as the Christmas season draws near. Country merchants are trimming their sails so as to run very close by the wind, and are only providing for little more than the actual necessities of the present. This is no doubt a wise policy for them to pursue and we believe will turn out to be in the best interest of the wholesalers as well. Orders will not be so large in amount, but they will be received more frequently, and at the same time the prospect of prompt payment will be vastly improved. Collections are still not up to expectations but there is a gradual improvement noticeable and advices from outside points are of an encouraging character. The wet weather that preceded the present cold spell and the bad state in which the roads as a consequence were put almost an effectual stop to the marketing of grain, and the flow of ready cash was stopped at the same time. Now, however, there is a freer movement of grain, and it is expected that between now and the end of the year money will be more plentiful. The leading houses report themselves as being fairly well satisfied with the trade done this season. There has been no rush such as occurred during the boom, but the probability is that the dealers will come out with a larger accumulation of profit than before. Business is being conducted on a safe, conservative principle, and all that is wanted now to

bring trade down to the basis upon which it should rest is the adoption of the American system of cash or short credits. In a new country like this where trade connections are not yet strongly formed there ought to be no difficulty in inaugurating such a system of conducting business. The longer it is delayed the harder will it be to bring the policy into effect. Our advice to wholesale houses would be to come to some arrangement as soon as possible in that respect.

#### AGRICULTURAL MACHINERY.

There is no particular movement in agricultural machinery at present beyond the sale of considerable number of straw cutters, grain crushers (horsepowers), and other light machinery required around the farmer's homestead. There is considerable complaint that farmers are not paying up their notes given for machinery last summer as promptly as was expected. The leading houses so far have dealt very leniently with their customers, but they now say that they cannot afford to wait much longer and intend making a push to get their money.

#### BOOTS AND SHOES.

The trade for the week has been only fairly active. When the mud gave place to frost there came a slacking off in the demand. At the same time a fair sorting up business has been done especially with country customers. City trade is still inclined to be slow, and the prospects of a brisk revival are not very encouraging. Collections are reported very satisfactory. Quite a percentage of the trade is being done on a cash basis, and such being the case there is not the opportunity for defalcation that there would otherwise be.

#### CLOTHING.

The leading houses report trade very fair, but at the same time they say that it could not be called really good. Sorting up orders are coming in fairly well, and reports from country districts indicate that such will continue to be the case for the greater part of the winter. Stocks are not heavy, and as the cold weather necessitates the use of considerable warm clothing it is hardly possible that there will be any disappointment in that line. Collections are fair.

#### ROCKERY AND GLASSWARE.

Business in this line still continues to be very fair. Country orders for Christmas stock are beginning to come in and there is every probability that for the next month there will be quite an active demand. There is also quite a fair enquiry for staple goods, such as the ordinary classes of earthenware. Collections are reported tolerably satisfactory.

#### DRUGS AND CHEMICALS.

Business in the drug line keeps on at a steady even pace. It cannot be said that there has been much improvement, but at the same time it has not by any means fallen off either in number of sales or magnitude of orders. Collections are not to be complained of at all, most of those to whom goods are sold on time meeting their liabilities promptly.

#### DRY GOODS.

There has been only a moderate movement of goods during the past week. The rush of fall

trade is no doubt pretty well over, and while it has not been exactly up to the expectations of the leading houses, it has been fairly satisfactory. This week has not been so busy as its predecessors for the past month or month and a half, but this was only what could be expected. The conservatism exercised by retailers in making purchases and the caution wholesalers took in letting their goods go into the hands of only thoroughly responsible parties, reduced sales to a minimum point. But all know that the ground on which they tread is safe, so far as circumstances indicate. Sorting up orders are coming in fairly from country points, but city trade does not as yet show much signs of revival. A fair trade is expected in certain lines between now and the holiday season, but it will not in all probability be as heavy as in past years. Money still continues to be somewhat close, but the more active movement of grain which will take place within the next few weeks will no doubt make quite a change in that direction.

#### FANCY GOODS AND SMALL WARES.

The approach of the Christmas and New Year holiday season is making itself felt in this line of business. Orders are being received freely from country points, and city trade although yet slow is improving. Collections are fair.

#### FISH AND POULTRY.

The supply of fish is liberal, and the demand fair. Since the cold weather set in prices have gone down. White fish are now quoted at 7c; Lake Superior trout at 8c. Oysters are quoted as follows: Counts, 70c; selects, 60c; standards, 50c. Game is not so plentiful as it was. Prairie chickens are worth 50 to 60c per pair; wild ducks, 40 to 50c; rabbits, 25c per pair. Spring chickens are worth 75c per pair.

#### FRUIT.

The demand for fruit is brisk, and the leading dealers have their hands full in attending to orders as they come in. Country trade is especially good, and the city demand keeps up well. Collections are very fair. There are no changes of consequence in quotations from those given last week. Lemons are in good supply and are quoted at \$8.50 to \$9.00 according to quality. There is a fair supply of apples in the city, but not at all equal to what it was last year at this time. The demand is greater than it was a year ago, and the probability is that this fruit will be very scarce before the winter is over, and prices will likely advance very considerably beyond the present quotations which are \$6 to \$6.50 per barrel. California pears are quoted at \$6 to \$6.50 per case; oranges \$8 to \$9 per crate. California grapes are quoted at \$8 to \$9 per crate; Malagas \$9.50 to \$10 per barrel. A consignment of layer figs has arrived but quotations cannot yet be given. Nuts are firm at old quotations, viz: peanuts 20c per lb; almonds 20c to 22c; brazils 22c; cocoa nuts \$9.50 per hundred. Dried fruit quotations are as follows, viz: loose muscatel raisins \$2.75; black crown \$3.75 to 4.00; triple crown \$6.50; four crown \$7.00; dates 10c per lb; figs in mats 10c per lb.

#### FUEL.

The demand at present is very brisk, and dealers have all they can do to supply the

demand. The following are the quotations: Saskatchewan coal is worth \$9 per ton in the yard, \$9.75 delivered; Anthracite is worth \$12 to \$13 per ton. Tamarac wood is worth from \$6 to \$7 per cord; poplar \$5 to \$6; oak \$7.00 to 8.00.

## FURNITURE.

Business continues fair but not by any means rushed. Manufacturers are kept tolerably busy with ordered work. Collections are fair and show signs of improvement.

## GROCERIES.

This has been rather a dull week in the grocery line. A fair amount of trade has been done, but it was quiet as compared with a few weeks previous. Collections are fair to middling. Quotations are: Sugars—Yellow 9½ to 10c; granulated 10½ to 11c; Paris lumps 12¼ to 12½c; Coffees 15 to 18c for Rios; 22 to 27c for Javas; teas—Japan 20 to 45c, Moyune gunpowders 30 to 75c; Young Hyson 25 to 70c; new season Congous 24 to 55c; last season's do 18c to 35c.

## HARDWARE AND METALS.

The cold weather having put a stop to general building operations, trade has for the past week been light, and there will not likely be any revival until spring. There is considerable complaint regarding collections, but it is expected that there will be an improvement in this respect during the next two or three weeks.

## LEATHER AND FINDINGS.

In this line trade is reported to have been quieter during the past week than for some time past. There is a scarcity of sole leather, plump stock. Prices are firm at the old quotations which are as follows:—Spanish sole 33c to 35c; slaughter sole 35c French calf, first choice, \$1.40 to 1.50; domestic 85c; B Z calf \$1.00 to 1.10; French kip \$1.00 to 1.25; B Z kip 85c to 90c; slaughter kip 65c to 75c; No. 1 wax upper 55c; grain upper 55c; harness leather 34c to 36c for plump stock; English oak sole 65c.

## LUMBER.

The demand for lumber is beginning to fall off, as the cold weather puts a stop to building operations. Standard quotations are given below, but they cannot be taken as exactly reliable. Cash transactions are generally made at a percentage under what is quoted. Quotations are: Pine lumber, 1st, common boards, dressed \$26.50; 2nd, dressed, \$25.50; 1st dressed rough, \$26.50; 2nd do. \$25.50; sheathing, rough, \$25; timber 16 feet and under, \$24; do. over 16 feet, for each additional 2 feet, \$1; dimension and joists 16 feet and under, \$24; do. over 16 feet for each, \$1; fencing, \$25; 2 and 3 inch battens, \$30; A. stock boards, all widths, \$50; B do., \$45; C do., \$40; D do., \$35; 1st clear, 1, 1½, 1½, and 2 inch, \$60; 2nd do., \$56; window and door casings, \$50; lase boards, dressed, \$50; 1st pine flooring, siding and ceiling, \$40; 2nd do. \$35; 3rd do. \$30; ½ inch split siding, dressed, \$30. Spruce lumber—timber 16 feet and under, \$22; do. over 16 feet for each additional 2 feet, \$1; dimensions and joists, 16 feet and under, \$23; do., over 16 feet, for each additional 2 feet. \$1; boards, \$22; 1st flooring, siding and ceiling, \$28; XX shingles, \$5.25; Star A shingles, \$5.25; X shingles, \$5.00; A do, \$4.50; lath, \$4.50

## STATIONERY AND PAPER.

Business is steady and fully up to expectations. A more active movement is anticipated between now and Christmas. Collections are very satisfactory.

## STOVES, TINWARE, &amp;c.

There is still an active demand for everything in this line, and the trade will, it is expected, be active until about Christmas, after which there will of course be a falling off, the season being past. Collections are reported very good.

## SADDLERY AND HARNESS.

A fair amount of trade is being done at present, and collections are fairly satisfactory.

## WINES AND SPIRITS.

The cold weather has made quite a brisk demand for the stronger classes of liquors. There has been no change in prices. Quotations to jobbers and purchasers of quantities are: Hennessy's one star, \$13 to \$14; in wood, \$4.50 to 5.00 per gallon; Imperial, cases, vintage of 1878, \$5.50; Martel, in case, one star, \$13 to \$14; Renault, 1-star, \$12, \$16 and \$20; Boleyn, in wood, \$4 to \$5.50; Rouet, in cases, quarts, \$8.50; flasks, \$10, half flasks, \$11; Pinette, in wood, \$4 per Imp. gal.; Louis Freres, in cases, qts, \$10; flasks, two dozen in a case, \$11; half flasks, four dozen in a case, \$12; M. Dubois, in wood, \$3.50 per gallon; cases, quarts, \$8; flasks, \$9; half flasks, \$10. Gin, Holland, in wood, \$3 per gallon; red cases, \$10.50 to 11.50; green cases, \$6 to \$7; Old Tom gin, Bernard's, in wood, \$3.25 per gallon; Booth's, in wood, \$3.25; Ford's Acadia gin \$2.25 to 2.75; Booth's, in cases, quarts, \$8.50; Scotch whisky, Ramsay's in wood, \$4.00; Caol-Ila Islay, in wood, \$3.50; Stewart's, in cases, quarts, \$8.50; flasks, \$9.50. Irish whisky, John Jameson & Sons, in wood, \$4.50; Bernard's, in cases, quarts, \$8; flasks, \$9.50. Jamaica rum, \$3.50 to \$4.00 per gallon. Champagne—Pomeroy, quarts, \$34; pints \$35 per case; Bollinger, quarts, \$33; pints \$34; Moet & Chandon, quarts, \$27; pints \$23; G. H. Mumm, quarts, \$28; pints \$30; Piper Heidsieck, quarts, \$27; pints \$29; Carte Blanche, quarts, \$20; pints \$21. Sherry from \$2.00 to 8.00 per gallon, according to quality and brand; ports \$2.50 to 7.00, according to quality and brand; claret in cases \$5.00 to 7.00; Dewry's ale \$13 per bul; Buse's ale in quarts \$4 per doz; pints \$2.50; Guinness's porter in quarts \$4.00; pints \$2.50. Domestic whiskies, Gooderham & Wort's, in wood, \$1.65 to 2.25 per gallon; 65 o. p. rectified, in wood, \$3.50; W.F. L. five-year old, \$2.50 per gallon; cases, quarts, \$7.50; flasks \$8.50.

## THE MARKETS.

## WINNIPEG.

## GRAIN AND PROVISIONS.

There has not been any particularly active movement in grain during the past week. The drop in prices that has taken place has made the farmers rather reluctant about bringing out their grain; and many, no doubt, regret that they did not profit by the advice tendered by the *Commercial* a short time ago and sell while quotations were high. But notwithstanding the lower prices a larger amount of grain must

of necessity find its way to market between now and the end of the year. The roads are now in good condition and there is no difficulty in getting grain out, and a the probability is that prices will not advance much beyond what is now being paid, and our opinion is that those who take advantage of the present favorable weather and dispose of their grain as quickly as circumstances will permit will never regret having done so. Provisions are active and orders are coming in freely from city and country. Prices are well maintained and firm at the quotations which are given below. Collections are hardly up to expectations, but at the same time not by any means bad.

## WHEAT.

For the past ten days receipts of wheat have been light both by rail and from the street. This cannot be accounted for in any other way than that farmers are not willing to sell at present quotations which are from 15 to 16c less than they were a month ago. We have it on the best authority that to ship wheat from Gretna on the southern boundary of the province to Montreal costs 46c per bushel. And dealers say that they cannot make any contracting arrangements for a length of time with the railway companies, so as to give them a basis upon which to operate. Such being the case they find themselves at the mercy of a whim on the part of any railroad manager. No. 1 hard wheat will at present not bring more than 76c in Winnipeg, and inferior samples are being bought at as low as 50c.

## OATS.

Receipts are still light, but at the same time sufficient to supply the demand. The stoppage of work on the C.P.R. west has caused quite a falling off in the demand. The ruling figure for good quality of grain in Winnipeg now is 25c, and in the country districts we understand that considerable quantities have changed hands at as low as 15c. There is no doubt but that the oat crop this year will exceed the demand, and on that account there seems to be very little chance for a rise in prices.

## BARLEY.

There is very little barley coming in and the quotation of 35 to 40c may be considered as very little more than nominal.

## FLOUR.

The mills are busy, and orders are coming in so freely that they have all they can do to fill them. The local demand is good, and a big supply is required to fill orders for the construction work on the C.P.R. east on the north shore of Lake Superior. Quotations are: Patents \$3.00; strong baker's \$2.70; xxxx \$2.00.

## BRAN.

There is quite an active demand for bran, chiefly from outside points; It is firm at \$10 per ton on track.

## SHORTS.

The demand is fair and prices firm at \$12 per ton on track.

## CHOPPED FEED.

is in considerable demand at \$28 per ton.

## POTATOES.

The supply continues fairly liberal, and between here and the end of the year the probability is that it will be more so. Prices are steady at 35 to 40c.

## CHEESE.

is firm at 15 to 17c. There is a good supply in the city, but not more than will be required to meet the demand which is good.

## BUTTER.

Several large consignments of butter have been received during the past week or so.

Prices are firm with a tendency to advance at from 23 to 27c for dairy. A first-class article of creamery would easily bring 30c.

HAMS

There is still a great scarcity of hams, and new stock is coming in slow. The ruling figure now is 18c.

BACON.

There is a very good demand for this line of hog product. Long clear dry salt is quoted at 11½c; smoked do 12½c; breakfast bacon 10½ to 17c; spiced rolls 16c.

EGGS

The supply is limited and the demand active. The ruling quotation is 30c.

MESS PORK

is steady at \$17.50 to \$18.

MESS BEEF

There is not much enquiry for mess beef at present. It is generally quoted steady at \$18.

LARD

The ruling figure is \$2.75 for twenty-lb pails. Case lard is quoted at \$8 to \$8.50. The demand is fair.

DRIED APPLES

are firm at the old figure of 12c per pound.

CRANBERRIES

are in good supply and quoted at \$14 per barrel.

WHITE BEANS

remain steady at \$3 per bushel.

CANNED MEATS

are slow of sale but steady in price at old quotations.

MINNEAPOLIS.

The local grain market has been fairly active during the past week and prices have experienced but slight fluctuations. Shippers have been in the market, making liberal purchases of those grades of wheat which are now on a shipping basis with the lake markets, the result of which is shown in the increasing shipments now averaging about 30,000 bus. daily. The receipts continue very liberal, and this, together with the accumulations here, has a tendency to keep the market somewhat depressed, but it is evident that with lighter receipts and a continuance of the present demand for shipment, values would materially and quickly appreciate. Confidence in the price of hard wheat later on is manifested in the premium paid for the January and February options, \$1.03 and \$1.04 respectively for No. 1 hard. The transactions in wheat on change the past week have ranged between 60 and 100 cars daily.

The coarse grain market has been dull; and but a moderate amount of trading has been done. Millfeed has been in a very liberal supply, and the feeling has been rather weak, with a tendency to lower prices.

The following were the highest and lowest prices by grade on change during the week ending Friday, together with that day's closing prices:—

Wheat.	Highest.	Lowest.	Closing.
No. 1 hard.....	\$1.00	.. \$0.99½	.. \$0.99½
" 2 ".....	96	.. 95	.. 95
" 1 northern..	90	.. 88½	.. 89
" 2 ".....	85	.. 84	.. 85

Our mills are once more troubled considerably by low water, and with anchor ice running badly, they will not do a very heavy week's

work. The weather turning cold Sunday anchor ice has formed in large quantities in the river, and on Tuesday night nearly all the mills had to shut down owing to the clogging of their water racks. Some resumed work Wednesday, and as the saw mills using water power have shut down for the season, the flour mills will probably be able to run at a pretty fair gait after the river is frozen over. A bad time of greater or less length is annually experienced with anchor ice between the period when ice begins to form and the closing of the river; but as soon as the river is frozen over, this difficulty is largely done away with. The mills of the city will not be able, hindered as they are to run at more than two-thirds capacity, producing about 14,000 barrels per day, against 19,500 barrels last week. The flour market is firm but very quiet at old prices.

Our receipts and shipments were as follows for the week ending Nov. 14:

	Received.	Shipped.
Wheat, bush.....	691,500	123,000
Flour, brls.....	5,725	130,295

LAST WEEK.

Flour, brls.....	3,350	115,590
Wheat, bush.....	570,000	60,000

The stock in store in the elevators (including the transfer) and mills of the city on Tuesday, was about 2,500,000 bush. At St. Paul there were 320,000 bush., against 252,000 bush. last week, and at Duluth 1,084,460 bush., against 1,113,200 bush. the previous week.—Northwestern Miller.

CHICAGO.

Chicago markets for the past week have developed some strength but at the same time there still exists more or less of a sentiment of distrust. On Tuesday there was a large speculative business transacted in wheat. Corn was active and lower, influenced by liberal receipts. Trading in oats was light. Provisions were fairly active, chiefly on speculative account. Towards the close quotations were:

Wheat.....	Nov., \$0.95½	Dec., \$0.97
Corn.....	" 49½	" 49
Oats.....	" 28½	" 28½
Pork.....	" 10.95	" 10.92
Lard.....	" 7.55	" 7.52½

On Wednesday trading was chiefly of a local character. Although the feeling was rather unsettled fluctuations were within a moderate range. Corn was a little unsteady, but trading fairly active. Oats were quiet but steady. A liberal business was transacted in provisions. Quotations towards the close were:

Wheat.....	Nov., \$0.95½	Dec., \$0.96½
Corn.....	" 48½	" 48½
Oats.....	" 28½	" 28½
Pork.....	" 10.75	" 10.75
Lard.....	" 7.50	" 7.42½

On Thursday trading in wheat was largely on local account; outside orders very light. Corn was in moderate demand and generally stronger. Oats were strong and higher. A large speculative trade was done in provisions. Quotations towards the close were:

Wheat.....	Nov., \$0.96½	Dec., \$0.97½
Corn.....	" 49½	" 48½
Oats.....	" 28½	" 29½
Pork.....	" 10.80	" 10.80
Lard.....	" 7.52½	" 7.50

On Friday there was not much change to note in the run of markets from the preceding day.

Quotations towards the close were:

Wheat.....	Nov., \$0.96½	Dec., \$0.97½
Corn.....	" 49½	" 49½
Oats.....	" 28½	" 29½
Pork.....	" 10.82	" 10.85
Lard.....	" 7.55	" 7.52½

On Saturday wheat and corn were inclined to be dull. Oats were also quiet. Pork was in fair demand but easy. Quotations towards the close were:

Wheat.....	Nov., \$0.95½	Dec., \$0.96½
Corn.....	" 49	" 48½
Oats.....	" 28	" 29
Pork.....	" 10.85	" 10.85
Lard.....	" 7.50	" 7.51

TORONTO.

STOCKS.

There is as yet no improvement in the stock market, which continues weak and low. It is very difficult under existing circumstances to say anything regarding the situation which might be taken as accurate. On Wednesday the market was weaker than for a day or two previous in sympathy with Montreal. As compared with last week's quotations closing bids were:

	Nov. 7.	Dec. 14.
Montreal ..	185	185
Ontario ..	106	100
Toronto ..	73	169
Merchants ..	15½	115
Commerce ..	124½	123
Imperial ..	138½	139
Federal ..	143	136
Dominion.....	190½	187½
Standard..	114	113
Hamilton.....	118	115½
North-west Land.	70½	68
Ontario and Qu'Appelle ..	102	100

GRAIN AND PRODUCE.

Business generally has been dull for the past week. There is very little offering and local prices are too high for shipment. It is expected that the close of navigation will tend to produce a still quieter state of affairs, so that a dull winter may be anticipated. Stocks are low and receipts light.

WHEAT.

The supply is very light and prices are still considered too high to allow of a margin for shippers. Transactions have consequently been very small. Quotations are: Fall wheat No. 2 \$1.10 to \$1.11; No. 3, \$1.07 to \$1.08; Spring, No. 1 \$1.11 to 1.12; No. 2 \$1.09 to \$1.10.

OATS.

The demand is not great and the supply, although light, is at the same time equal to meet it.

BARLEY.

There has been more activity in barley and prices have been firmer. Quotations are: No. 1 73c to 74c; No. 2, 68c; extra No. 3, 64c to 65c; No. 3, 54c to 56c.

RYE

is steady at 62c for car lots, and 63c on the street.

PEAS

are wanted at 73c to 74c for car lots. Street samples have brought from 72c to 75c according to quality.

FLOUR.

Very little flour is changing hands. Prices are steadily maintained but there is no disposition to press sales. Quotations are: superior extra \$5.15 to \$5.25; extra \$5.00 to \$5.05.

## POTATOES.

The supply is small and prices firmer. Car lots are wanted at 75c. On the streets from 85c to 90c per bag is paid.

## BUTTER.

Receipts have been large and the shipping demand has revived at steady prices. Shipping lots of selected dairy have sold at 18c; mixed store dairy with white thrown out 17c. Choice, for local use brings 18c to 18½c. Box lots of rolls are worth 16c to 18c. On the street pound rolls bring 20c to 23c; large rolls 18c to 19c; tubs and crocks 18c to 19c.

## EGGS.

The egg market remains about the same. Round lots are quoted at 22c. Really fresh on the street are worth 23c to 24c.

## CHEESE

is quiet but firm at 11½c to 12½c for fine; medium 10½c to 10¾c.

## PORK

is quiet and easy at \$14.50 to \$15.

## BACON.

Stocks are very low and the following quotations are nearly nominal: long clear 8c to 8½c; Cumberland 7½c to 8c; rolls 11½c to 12c; bellies 13c to 14c.

## HAMS

There is very little stock held in the city. Smoked are wanted at 15c.

## LARD

is quiet at 11c to 11½c for tinnets and pails.

## APPLES.

Car lots are quoted at \$3.25, but the movement is dull. On the street prices range from \$2.50 for common to \$3.25 to \$3.50 for choice cooking qualities.

## SUNDRIES.

Dried apples 9½c to 10c; oatmeal per 136 lbs, \$4.25 to \$4.35; cornmeal \$3.54 to \$3.62.

## Another Wonder.

There is an inventor in the village of Flushing, Long Island, who believes he has an apparatus that will revolutionize the telephone business, and materially increase the usefulness of the Atlantic cable. He has rooms in a large boarding-house, a block from the railroad station. Here he has passed four months at work upon his invention. His name is Webster Gillett. He is from Michigan. A reporter found him seated in a little room, in which tables loaded with electrical apparatus, and a network of wires stretched between the walls.

The inventor appeared to be about forty-years old. He has lively, dark blue eyes, a high forehead that bulges in the region of constructiveness, brown moustache and side-whiskers, and a ruddy and healthful countenance. On the largest tables in the room stood a disk about 13 inches in diameter. Projecting from the centre of one face of the disk was a funnel-shaped object. Running into the table from the lower edge of the disk were a number of wires. On the table arranged in a row, a short distance from the wires ten black cylindrical induction coils. That is what the reporter noticed. This the inventor said: "That funnel-shaped object in the centre of the disk is the resonator. You see that it is not like the speaking tube of an ordinary telephone. The larger part of the funnel is held to the mouth. The volume of the voice, instead of being concentrated in a small

space, as in other telephones, is spread over and causes the whole metallic diaphragm to vibrate. You will notice on the opposite side of the disk there are ten deviating points which are held in position by ten rubber arms that may remind you somewhat of a cuttlefish. When you talk through the speaking tube or resonator, the metallic diaphragm, or popularly speaking, the tin plate, vibrates. The vibrations are communicated to the ten deviating points or needles. The needles penetrate through rubber cushions into small brass cylinders, containing granulated carbon. The cylinders are secured in their places by ten brass arms attached to the rim of the disk that holds the metallic plate. Ten wires run through the arms from the primaries of the induction coils and return to the respective poles. The ten secondary wires from the induction coils are carried to a plug switch, so arranged as to place one or as many wires as may be desired in circuit. The power of ten batteries, ten induction coils, and a corresponding number of deviating coils, acted upon simultaneously by a single vibrating tin plate may thus be concentrated upon a single wire. This is something that has never been done before. I claim that conversation may be carried on over an ordinary telegraph wire, with my telephone, between points 2,000 miles apart. Twelve words a minute is considered a fair rate of transmission over the Atlantic cable. By using this telephone 120 words a minute may be transmitted, if a short-hand writer is employed as a receiver. All the important features of my invention are new. By the use of the granulated carbon and the rubber cushions, into which the needles penetrate, I secure a steady, uninterrupted sound."

Mr. Gillett went into an adjoining room, where he had another telephone connected with the one on the table. The receiving-tube of the new apparatus was put in position. After a few minutes it began to emit a series of distinct "hellos" in a basso voice.

After returning to the room Mr. Gillett said that ten batteries, ten deviating points, and ten induction coils have about six times the power of one battery and a corresponding number of other necessary electrical agencies. He thought the time was not remote when we could not only speak across the ocean, but also see those to whom we might be speaking. He said that an experiment with the new telephone probably would be made in ten days between places in Maine and Massachusetts, five hundred miles apart.

## Motors for Sewing-Machines.

Mr. Watkins, a Clerkenwell, England, manufacturer, has lately completed an invention for driving sewing-machines, and which can be applied equally well to every kind of machine. It is contained in a box about 15 inches cube, which supports the machine, and is itself supported by legs like those of the ordinary table, but with no crank, treadle, flywheel, or strap. The box contains a length of steel tape, which is wound up to serve as a coiled spring for use, and is prevented from releasing itself by the usual ratchet and click arrangement of clocks. The chief merit of the invention is in a method

of compensating the action of this tape in such a way as to make it drive the machine as fast and with as much power at the termination of the run as at the commencement. In Mr. Watkins' spring motor there is a contrivance which causes the tape, as it is wound, to form itself what he calls a "parabolic spiral" - an arrangement by which, as it unfolds, it compensates its own action and drives the machine steadily throughout its run. The box contains, also, a drum on which the chain is wound, a series of multiplying wheels, an instantaneous brake, which is worked from the immediate vicinity of the needle above, a flywheel, and the connections with the sewing-machine. The contrivance can be stopped instantaneously by the brake, or gradually by the regulator; and the action is so completely under control that, although when at full speed the needle attains a rate of between 900 and 1,000 stitches a minute, it can be set to work so slowly that the machine scarcely moves. The power of the motor is such that the thickness of the material sewn is of little importance, for the speed of the needle is but slightly reduced by passing through ten or twelve layers of unbleached calico or two of leather. The inventor claims that the apparatus can be applied to any existing machine at moderate cost, and that the working parts are calculated to last for years with reasonable treatment.

## A New Car Motor.

The Automatic Spring Motor Car and Carriage Company, of Philadelphia, is having constructed at the Naylor Iron Works a large street car, with its patent spring motor attached. This car will be put upon one of the prominent city passenger railways within a month.

When all the springs are wound and the car is in condition to start, the calculation is that there is stored a power capable of propelling a loaded car eight miles with ease, and that this power can be increased or diminished or entirely shut off, as may be desired. The machinery by which the motor is controlled and applied to the propelling of the car is very simple, and easily manipulated by the operator, who is upon the platform above. The power is in eight spring shafts, attached to the axle, each shaft having ten coil springs wound around it, and each spring is 3 feet wide, 3-32 of an inch thick and 60 feet long. The experimental car will cost \$5,000. A number of engineers who have examined the models and tested the workings of the springs have pronounced the success of the motor assured.

C.P.R. telegraph wires have reached Nepigon, about 150 miles east of Port Arthur.

The Dominion Millers' Association have waited upon the Minister of Finance in regard to equalizing the duty on wheat and flour. They represented that unless the duty on flour was reduced from 15 cents per bushel to 7½ cents it would be necessary for Canadian millers to import flour instead of wheat, thereby shutting out a considerable amount of labor from the home market. The Minister promised to lay it before Parliament as they could not otherwise alter the rates.

**PORTAGE LA PRAIRIE.**

A new skating and curling rink is to be built by Mr. Bossons.

The C.P.R. Telegraph Co. have raised their rates from here to Port Arthur to 50c.

Ticket sales at the C.P.R. depot have of late averaged about \$300 per day.

Saskatchewan coal sells here at \$11 per ton. Consumers wonder why it should be dearer here than in Winnipeg.

J. B. Pewtress intends opening up in the book and stationery line in the store lately occupied by W. R. Young.

Grain quotations here are: Wheat, red Eyfe 65 to 68c; wheat, other varieties 50 to 60c; barley 35 to 40c; oats 20c.

H. S. Paterson has got his business going again. The business is conducted by W. T. Smith, but Mr. Paterson still retains an interest.

E. Macdonald has rented the store formerly known as the Hub, on Main street, and intends opening a general commission office and dealing in flour and feed.

The Portage biscuit factory is to be reopened under the name of the "Pratt Manufacturing Company." Mr. Morrison will look after the practical management of the business.

A good deal of wheat is being brought to market, but farmers are very much dissatisfied with the low prices that are being paid. A meeting of farmers has been called to consider the advisability of erecting an elevator and mill of their own.

At a recent meeting of the farmers of High Bluff a resolution was passed in which it was resolved to request the County Council of that municipality to submit a bylaw to the ratepayers for the purpose of issuing debentures to raise the amount of money necessary to erect an elevator at High Bluff and another at Portage la Prairie for the benefit of farmers in general.

**BRANDON.**

There are no business changes to report this week; everything goes on swimmingly.

McMillan's elevator is completed and is a very handsome structure, Alexander, Kelly & Sutherland's will be completed this week.

On account of the cold and unsettled state of the weather and the lowness of the price of wheat the market has not been so brisk this week as it was last. Wheat went as low as 61c towards the end of the week; business, however, has been good, and the fall trade, so far, has been most satisfactory.

**MINNEDOSA.**

Business is improving steadily.

James Scrymyn is erecting a large building on First Street. The ground floor will be used as a grain storehouse and the first floor as a public hall.

Messrs. Wallis, Ramsay & Co. have moved into their new banking office which has just been completed. It is a handsome structure and worthy of the location it occupies, "the best corner in Town."

The Railway is now within the town limits and a large force is at work on the bridge. The days of teaming freight and passengers from

Brandon and Chater have at last come to an end. The gain to people here is 75c to \$1 per cwt. for freight and \$5.00 for passengers.

**Invisible Ink for Postal Cards.**

Correspondents of the *Druggists' Circular* give the following recipes for a sympathetic postal card ink:

1. Diluted sulphuric acid, one part by measure of acid to seven of water. When this ink is used the card will at first show roughened traces of the writing, but after being allowed to dry for a short time these disappear, and it is as invisible as if done with water. Of course, only a gold pen or a quill must be used. If it is desired to avoid the suspicion of using sympathetic ink, which might be excited by a blank postal card, it may be written upon, across the first writing, with tincture of iodine, which will entirely fade out when the heat is applied to develop the invisible ink.

2. Use a solution of sulphate of iron, and develop with a solution of prussiate of potash.

3. Take a solution of ferrocyanide of potassium (1 in 50); after writing with this solution, the letters and writing are visible to the naked eye; but if a damp sponge be passed over the writing, after it is dry, then it will be absolutely invisible. The ink may be developed in several ways. With sulphate of iron the writing will appear blue, and with sulphate of copper dark brown; the writing with ordinary ink, which it is advisable not to omit, remaining unaltered. By exposure to the fumes of muriatic acid or by dipping into the same acid or nitric acid, slightly diluted, the invisible writing will be developed of a bluish-green color, while the ordinary writing with nutgall ink will disappear.

**W. H. BURN,**  
**CUSTOM BROKER,**  
Agent Dominion Line Steamers, Liverpool; The J. H. Stone Manufacturing Company; L. Black & Co., Detroit.  
OFFICE ROOM, 2 McARTHUR BLOCK,  
P.O. Box 68. WINNIPEG.

**THOS. W. TAYLOR,**  
THE PIONEER PAPER RULER,  
AND  
**Blank Book Manufacturer,**  
Of Manitoba and the North-West.  
13 OWEN STREET, WINNIPEG, MAN.

**POTATOES, CHOP FEED, BRAN,**  
Shorts, Oats, Wheat, Flax Seed.  
**Second-hand Mower & Rake**  
at PRICE \$75. 1/2  
**B. V. MILLIDGE,**  
824 Main Street, Corner Sutherland Street, Winnipeg.

**J. A. HEALY & CO.,**  
**BROKERS**

—AND—  
**Commission Merchants.**

Agents St. Lawrence Sugar Refining Company, Montreal.

Office: McArthur Block, Winnipeg.

**Dissolution of Partnership.**

The firm hitherto known as Steen & Boyce and carrying on business in this city as Publishers, Printers and Binders, is this day dissolved by mutual consent. All debts owing to the firm are payable to James E. Steen who continues the business and will settle all firm debts.

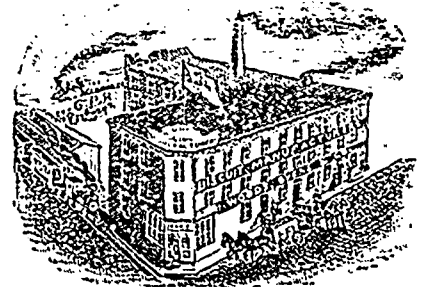
Signed, JAMES E. STEEN.  
W. D. BOYCE.

In accordance with the above notice, I beg to state that in continuing the business of the late firm, no effort shall be wanting on my part to merit a continuation of the liberal patronage that has in the past been bestowed. With thanks for past favors, I am

Respectfully,

JAMES E. STEEN.

Winnipeg, Oct. 25th, 1883.



Manufacturers of  
**BISCUIT—every variety. Brooms.**  
**Coffee & Spices. Self-Raising Flour.**

The Trade only supplied, and on best terms. Send for Price List.

**WOODS, OVENS & CO.,**  
Factory and Office—Corner Higgins, Fonseca and Argyle Streets, Winnipeg.

**R. BROWNE & CO., NORTH-WEST TENT FACTORY**  
35 Bannatyne Street West, Winnipeg, manufacturers of Tents, Awnings, Tarpsaulins and Shades of all kinds, on hand or made to order. Blinds and Rollers of all sizes for Stores and Dwellings—Plain, Figured and Dado.

**TAXES! TAXES!****PUBLIC NOTICE.**

Is hereby given that the Collector's Rolls for Wards Nos. 1, 2, 3, 4, 5, and 6, City Winnipeg, for the year A. D. 1883, are now completed, and are deposited in the office of the undersigned in the Roberts Block. All persons whose names appear therein as liable for the payment of any assessment rate, tax or duty, are hereby required to pay the amount within 20 days from this date without further notice.

**GEO. H. HADSKIS,**  
Collector.

Collector's Office,  
No. 6 Roberts Block,  
Cor. King and McWilliam Sts.  
Winnipeg, Sept. 10th, 1883.

P.S.—As an inducement for prompt payment a rebate of 5 per cent. will be made for all sums due of taxes (1883) paid on or before the 15th day of October, and a reduction of 2 1/2 per cent. on all sums paid from Oct. 15th to Nov. 15th, 1883. No rebate on overdue taxes.

G. H. H.

**Manitoba Mortgage & Investment Co**  
(LIMITED.)

CAPITAL \$2,500,000

LOCAL ADVISORY BOARD.

Hon. C. P. Brown, M. P. P., Minister of Public Works.  
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W. Hespeler, Esq., German Consul, Winnipeg.

This Company has been formed expressly for the purpose of lending money on the security of Real Estate in Manitoba. Advances made on the security of farm and city property at lowest current rates.

OFFICES: *Hargrave Block, Main Street.*

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MORTGAGES & DEBENTURES PURCHASED.

**Western Canada Loan & Savings Co.**

HEAD OFFICE, TORONTO, WALTER S. LEE, Manager.

WINNIPEG BRANCH, - 373 Main Street,

F. B. ROSS,

Manager Winnipeg Branch.

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The British Canadian

**LOAN AND INVESTMENT CO.,**

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ANDREW SCHMIDT, MANUFACTURER OF TELEGRAPH Instruments, Annunciators, and all electric work. Silver plating a specialty. All kinds of small work in brass, iron and steel to order. Hotels and private houses fitted up with electric bells. Brass Castings of every description. No. 15 McDermott Street, cor. Arthur Street.

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Correspondence Invited.

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HENRY PELLATT.

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Members Toronto Stock Exchange.

HUDSON BAY CO.'S SHARES, ETC.

Bought and Sold for cash or on margin.

ORDERS BY LETTER OR TELEGRAPH

Receive prompt attention.

**THE WINNIPEG WAREHOUSING COMPANY.**

(LIMITED) CAPITAL, \$80,000.

Store every description of goods Free or in Bond.

Special attention paid to Emigrants effects, trunks, furniture, agricultural implements, &c.

Insurances effected at lowest rates.

Warehouse receipts issued negotiable at all Banking Offices.

All goods shipped to the company or when in car lots will be delivered at Warehouses (which have a switch of C. P. R. running directly to them) free of charge.

We make a specialty of receiving car lots from the Eastern Provinces consigned to different parties throughout the North-West Territories, passing Custom entry and distributing them to their several destinations.

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R. GARTWRIGHT, Manager.

C. W. GIRDLESTONE,  
INSURANCE & GENERAL AGENT.

Royal of England, capital and assets, \$34,000,000  
City of London, England, 10,250,000  
North-West Fire Insurance Company  
of Manitoba 500,000  
Life Association of Canada, 200,000

Fire, Life, Marine and Accident Insurance.

CUNARD AND ANCHOR STEAMSHIP LINES,  
Passage Tickets Granted.

Goldie & McCullough's Safes and Vault Doors

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OFFICE - McArthur Block, cor. Post Office and Main Sts., next door to Federal Bank, WINNIPEG.

JOSEPH BARROWCLOUGH, MATTRESS WORKS, Union Point, St. Agathe, late 11 James St. E., Winnipeg, is now prepared for fall trade with a large stock of material.

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**Fire Insurance Company.**

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Authorised Capital, - \$3,000,000.

FULL DEPOSIT MADE WITH GOVERNMENT.

JOHN BAIRD, Esq., - - President.

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Pyramid of Assets.

1877	-	\$152,464	96	-	1877
1878	-	177,649	57	-	1878
1879	-	183,383	11	-	1879
1880	-	238,277	67	-	1880
1881	-	249,638	22	-	1881
1882	-	381,335	11	-	1882

THE ONLY NON-TARIFF COMPANY IN MANITOBA AND NORTH-WEST TERRITORY.

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General Agent for Manitoba and North-West Territory.

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Mill at Point Douglas.

Capacity - 750 Barrels per day.

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A Full Stock of Patent Hungarian, Strong Bakers' and Spring Extra Flour; Oatmeal, Pot and Pearl Barley, Graham Flour, Cracked Wheat, Bran, Shorts, Ground Feed, Oats, Barley.

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

**ASSINIBOINE MILLS**

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**ELEVATOR "A."**

PORTAGE LA PRAIRIE.

The Purest and Best Flour

That Modern Inventions can produce to be had in large and small quantities at said roller mills. Three grades. Also large quantities of SEED WHEAT, BARLEY, and OATS. Chop, bran and shorts constantly on hand.

Capacity Elevator.....115,000 Bushels  
Capacity Mills.....200 Barrels daily

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Agents at Winnipeg.

Correspondence Solicited.

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**Grain and Flour Exporters**

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GENERAL COMMISSION MERCHANTS.

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STEEL CUSHIONED

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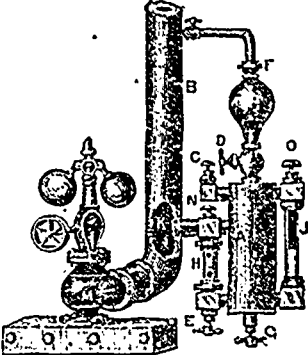
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Manufactured by

**R. MITCHELL & CO.,**

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A saving of fully 75% of oil which will more than cover its cost in a few months. We guarantee perfect satisfaction as they never fail. Send for prices and particulars.



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**RAILWAY SUPPLIES!**

**ANTHONY FORCE**

76 ST. PETER ST., MONTREAL,

AGENT FOR

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

**MESSRS. P. & W. MACLELLAN,**  
Clutha Iron Works, GLASGOW.

Engineers and Machine Makers, Manufacturers of Railway and other Bridges, Iron Girders, Iron Roofs, Railway Plant and Furnishings of every description.

Warehouse: 225 Wellington Street, - MONTREAL.

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**Railway Supply and Manu'g Co.,**

I. JOSEPH, - Manager.

Manufacturers of

**COTTON AND WOOLLEN WASTE**

For Packing and Cleaning purposes.

**RAILWAY BRASSES & BEARINGS.**

THE BEAVER METAL A SPECIALTY.

Factory 12, 14, 16 and 18 Church Street.

Office Cor. York & Wellington Sts., TORONTO.

All Orders promptly attended to.

NOTHING LIKE LEATHER.

**W. N. JOHNSTON & CO.,**

Importers and Dealers in

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HIDES AND OIL.

S LOGAN ST. WEST, WINNIPEG.

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MANUFACTURERS & PRINTERS,

Wrapping Paper, Paper Bags, Paper Boxes, Twines, etc., etc.,

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**LITHOGRAPHED PLANS,**

Paper Ruling and Binding,

**Fine Job Printing**

AT REASONABLE RATES.

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(LIMITED)

20, 22 and 24 Post Office Street,

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**GRAND VIEW HOTEL,**

OPPOSITE NEW C. P. R. STATION,

BRANDON MANITOBA.

FRANK BOISSEAU, Proprietor.

LATE OF THE RUSSELL HOUSE, OTTAWA.

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

**GRAND UNION HOTEL,**

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The Largest and Most Popular House of the Northwest. Complete in all its appointments. Graduated prices.

**THE QUEEN'S,**

The Palace Hotel of the Northwest,

WINNIPEG.

O'CONNOR & BROWN, Proprietors.

**EDDY & PALMER,**

GREAT NORTH-WEST

**Trades Protection, Gen'l Enquiry,**

—AND—

**DETECTIVE AGENCY,**

Audit of Accounts,

Collection of Debts, Rents, Etc.

OFFICE OVER MONTREAL BANK,

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N. B.—In addition to the above, being acquainted with the leading citizens of this town, we afford assistance to intending settlers, giving such information as the necessities of their business may require.

**The Manitoba Soap Works!**

ST. BONIFACE, MANITOBA.

Wall, Bessette, Lecomte & Co., Proprietors.

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

TRY IT! TRY IT! TRY IT!

**Canadian Pacific R'y Co.**

(WESTERN DIVISION)

TRAIN SERVICE.

**CHANGE OF TIME**

On and after June 17th, 1883, Trains will move as follows:—

Going West.	Going East.
7:30 a.m. leave Winnipeg arrive	6:30 p.m. " "
10:00 " " " " " "	4:05 " " " "
1:35 p.m. " " " " " "	1:00 " " " "
3:00 " " " " " "	5:00 a.m. " " " "
12:22 a.m. " " " " " "	11:05 p.m. " " " "
5:00 " " " " " "	8:30 " " " "
2:00 p.m. av Swift Current lv	12:30 p.m. " " " "
9:15 p.m. " " " " " "	5:25 a.m. " " " "
1:55 a.m. av. Medicine Hat lv.	*12:30 a.m. " " " "

Going East	Going West
7:00 a.m. leave Winnipeg arrive	8:00 p.m. " "
1:25 p.m. " " " " " "	1:55 p.m. " " " "
7:25 p.m. " " " " " "	8:15 a.m. " " " "
17:30 a.m. arrive Pt. Arthur leave	7:25 p.m. " " " "

Going South.	Going North.
Leave Winnipeg	Arrive.
7:55 a.m. *7:35 p.m.	16:35 a.m. *7:00 p.m.
	Emerson.
10:35 a.m. 10:10 p.m.	4:05 a.m. 4:40 p.m.
Arrive.	St. Vincent. Leave.
10:50 a.m. 10:30 p.m.	3:45 a.m. 4:20 p.m.

**SOUTHWESTERN BRANCH.**

Going South.	Going North
*8:15 a.m. leave Winnipeg arrive	*7:10 p.m. " "
11:45 a.m. " " " " " "	4:00 p.m. " " " "
1:30 p.m. " " " " " "	2:10 p.m. " " " "
4:30 p.m. arrive Manitoba City leave	8:30 a.m. " " " "

*5:35 a.m. leave Winnipeg arrive	4:10 p.m. " "
9:35 a.m. " " " " " "	3:10 p.m. " " " "
10:00 " " " " " "	2:30 " " " "

\* Daily.

† Daily except Saturdays.

‡ Daily except Mondays.

§ Daily except Sundays.

**SPECIAL NOTICE.**

Magnificent Palace Sleeping Cars will be run on all through passenger trains between Winnipeg and Moose Jaw and Winnipeg and Port Arthur.

Trains move on Winnipeg time.

JOHN M. EGAN, W. C. VAN HORNE,

Gen. Superintendent.

Gen. Manager.

WM. HARDER,

Ass't Traffic Manager.

**Chicago and Grand Trunk Railway.**

GOING EAST.

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

Leave Port Huron 6:10 a.m., 7:55 p.m., 8:00 p.m., 4:15 p.m., 11:00 a.m.; arrive at Chicago 6:59 p.m., 7:45 p.m., 8:00 a.m., 6:40 a.m., 9:00 a.m.

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

GOING WEST.

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

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

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

GOING EAST.

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

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

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

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

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

J. H. Hillard, T. W. Teasdale,  
Gen. Traff. Man., St. Paul. Gen. Pass. Agt., St. Paul  
F. W. Cusack, Gen. Agt., 517 Main St., Winnipeg.

# North Western Planing Mills

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

## SASH, DOORS, BLINDS,

And General House Furnishing  
Made to Order.

The Wholesale Trade supplied on the Best  
Terms. Orders attended to promptly.

PATERSON & MITCHELL.

## D. S. BRIGGS,

Wholesale and Retail Dealer in

### LUMBER, LATH AND SHINGLES,

ALSO

#### READY-MADE HOUSES.

535 Main Street, West Side, North of Track,  
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## H. R. BANKS & CO.

Manufacturers and Dealers in

### LUMBER, LATH, SHINGLES, Etc.

Planing Mill and Factory,

Garland St., Portage La Prairie.  
Branch Yard, Moose Jaw.

City Planing Mill and Factory,

Dufferin St., Portage La Prairie.

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### CONTRACTORS & BUILDERS

Manufacturers and Dealers in all kinds of

### BUILDING MATERIAL.

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Importers of and Wholesale Dealers in

PLAIN, FANCY AND PLATE

# WINDOW GLASS

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

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# CAMPBELL, SPERA & CO.,

WHOLESALE IMPORTERS OF

## GENTS' FURNISHINGS, FANCY DRY GOODS,

SMALL WARES, ETC.

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

Corner of William and Princess Streets,

WINNIPEG, MANITOBA.

## R. BALFOUR,

MANUFACTURER OF

### OAK DIMENSION TIMBER

SHIP AND BRIDGE TIMBER A  
SPECIALTY.

P. O. BOX 32,

Emerson, Man.

## PARSONS & FERGUSON,

### Wholesale Paper Dealers.

SPECIALTIES :

BUILDING PAPERS,	PAPER BAGS.
WRAPPING "	TWINES.
PRINTING "	ENVELOPES.
WRITING "	ACCOUNT BOOKS.
BLOTTING "	MEMORANDUM "
WALL "	SCHOOL "

### STATIONERS' SUNDRIES.

Sole Agents for Manitoba for ALEX. PIRIE & SONS,  
Aberdeen, Scotland, the largest Paper Manufacturers in  
the world.

RORIE ST., one block east of Main St.,  
WINNIPEG.

## W. J. GAGE & Co.,

WHOLESALE

### BOOKSELLERS & STATIONERS,

In addition to

STAPLE & FANCY STATIONERY,  
We carry constantly in Stock  
PAPER BAGS, WRAPPING PAPERS,  
Etc. WHOLESALE ONLY.  
W P GUNDY,  
Manager.

EDWARD TERRY,  
PORTLAND, KEENS' and THORALD CEMENTS,  
PLASTER PARIS,  
Fire Brick and Clay, Sewer Pipes, Hair, Lime, White  
and Grey, Land Plaster, Salt, &c.,  
23 and 25 GEORGE STREET, TORONTO.

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 Sun-  
day) and 9.00 p.m., arriving at St. Paul at 6.15 a.m. and  
12.45 p.m., and Minneapolis at 7.00 a.m. and 1.30 p.m.

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

GOING SOUTHWEST.

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

St. Paul, Minneapolis & Manitoba.

SOUTHEASTWARD.

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

NORTHEASTWARD.

Express leaves St. Paul at 7.00 p.m. and 8.09 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.

### Albert Lea Route.

The favorite route from the North to Chicago and the  
East. Chicago "Cannon Ball" express leaves Minne-  
apolis at 7.00 p.m. daily, arriving at Chicago 3 p.m. next  
day. This is a solid train, consisting of comfortable day  
coaches, Pullman sleeping cars, and our justly famous  
palace dining cars, running through without change.

Train leaving Minneapolis 7.40 a.m. has comfortable  
coaches, Pullman sleeping cars, and Horton reclining  
chair cars.

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

J. A. McCONNELL, Traveling Passenger Agent.

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### The Chicago, Milwaukee & St. Paul Railway

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

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

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

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

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

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General Passenger Agent.

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**MILLINERY & FANCY DRY GOODS,**

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

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

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**CLOTHING**

—AND—

**GENTS' FURNISHINGS,**

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**Fur Dresser and Dyer**

SOUTH SEA SEAL RENEWED.

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**HOUSE FURNISHINGS!**

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Steam Cabinet Works.

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

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**FULL STOCK****Teas, Sugars,  
Syrups, Mollasses,  
COFFEES and  
General Groceries****MacNAB, MacLEAN & CO.,**

WHOLESALE GROCERS,

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**GOLDIE & CO.****BREWERS AND MALSTERS.****Portage Brewery,**

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**Ale and Porter in Wood  
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Successor to

**ANDREW COLQUHOUN,**

WHOLESALE

**WINE MERCHANT**

SOLE AGENT FOR

**DAWES' Celebrated Ale & Porter**And **VAN BLATZ MILWAUKEE LAGER,**

11 Queen Street East,

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**CARL KAUFFMAN,**

Manufacturers Agent &amp; Commission Merchant

SPECIALTY:

Cigars imported from Hamburg, Germany.

42 FRONT STREET EAST, TORONTO.

**James Park & Son,**

PROVISION MERCHANTS,

**MESS PORK, HAMS, BACON,**Butter, Lard, Cheese, Stilton Cheese, Canned  
and Preserved Meats  
Of all kinds constantly on hand at Lowest Prices to the  
Trade.41 to 47 St. Lawrence Market, 161 King Street  
West, and 95 Front Street East,

TORONTO, ONT.

**HENRY, SNYDER & CO.,**  
**PACKERS,**And Wholesale Dealers in Canned Goods, Jams, Jellies,  
Fruits, Vegetables, Meats, Pickles, &c., &c.

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Highest Awards and Medals at Exhibitions of 1882.

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(SUCCESSORS TO A. G. B. BANNATYNE)

**WHOLESALE GROCERS**

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Provisions, Wines &amp; Liquors.

383 MAIN STREET, WINNIPEG, MAN.

**James Bissett & Son,****TEA IMPORTERS,**

—AND—

**General Commission Merchants.**

All Supplies Brought Direct from

**China and Japan.**

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