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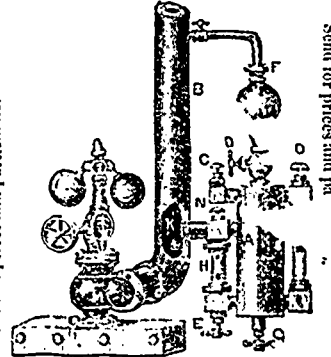
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# The Commercial

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. APRIL 22, 1884.

NO. 30

## The Commercial

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

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Office, 16 James St. East.

JAS. E. STEEN,  
Publisher.

WINNIPEG, APRIL 22, 1884.

DOIG & COOK, hotel keepers, have dissolved partnership.

BISHOP & SHELTON, furniture dealers, Winnipeg, have opened up a branch house at Calgary.

JOHN A. MOORE, dealer in glass and china ware, Winnipeg, has assigned in trust to A. Chevrier.

STONE & MEIGHEN, general storekeepers, Rapid City, are selling out their business to McDowall & Shannon.

PORT ARTHUR, Ontario, has been incorporated as a town, and the first election of a Council is fixed for May 5th.

NEXT week there will be a change in the C.P.R. passenger arrangements, and two trains a week will go to and from Calgary.

THE new mining regulations of the Dominion Government are causing great dissatisfaction among the practical miners of Silver City.

CALGARY has been made a Customs and Warehousing Port, and is placed under the survey of the Collector of Customs at Winnipeg.

MUNRO & WARWICK, dealers in stoves and tinware, Brandon, have dissolved partnership. The business will be continued by George Munro.

J. B. FERGUSON, of Parsons & Ferguson, wholesale stationers, Winnipeg, is about to start for Victoria, British Columbia, to open up a branch house in that city.

A SPECIAL immigrant train having seven cars of stock and effects, and one coach of passengers, arrived from the Eastern Provinces last night, and proceeded westward shortly after its arrival.

WILLIAMS & HARRISON BROTHERS, general storekeepers and saw-millers, Wakopa, have dissolved partnership, Harrison Bros. continuing the saw-mill, and C. W. Williams the general store.

A CHARTER has been applied for, for the Assiniboine Valley Stock and Dairy Farming Company. The objects of the Company are farming, stock raising and cheese and butter manufacture.

THE ice on the Red and Assiniboine rivers has been slowly moving down to the lake for several days, and by the end of the week navigation on both will be open. There are no fears of any flood this season.

THE Saskatchewan Coal Co's effects are at present in the hands of the sheriff, and are advertised to be sold on the 30th inst. It is expected that an arrangement for sale by private bargain may be reached before that.

FERON, SHAW & STUART, commission merchants, Winnipeg, have rented extensive premises on Princess street, on the corner of Alexander, where they will carry on a wholesale grain and general produce business.

THE steamer *Argyle*, owned by Mr. R. R. McMannan, a contractor on the C.P.R. construction north of Lake Superior, wintered at Sault Ste. Marie. She is now being overhauled, and will be ready for work as soon as navigation opens.

HON. MR. LARIVIERE is laying his property, on the St. Boniface bank of the Red River, protected against caving in by means of piles driven, as has been done by the corporation of the town to protect the bank near the east pier of the Broadway Bridge.

BRADLEY & STANLEY, transfer agents, Brandon, have dissolved partnership.

ALREADY survey parties are busy at work locating a temporary route through the Kicking Horse Pass in the Rocky Mountains, and very shortly the work of construction of the C.P.R. through the mountain country of British Columbia will be vigorously pushed.

THE stock, appertaining to the estate of Rolls & Neelands, druggists, of the city, amounting to \$13,000, was bought last Friday, by J. S. Coolican & Co., at 27c on the dollar, cash. The book debts sold at 15c on the dollar; the purchaser was Mr. Stewart, and the amount \$6,900.

IT has been decided to rebuild the Hudson Bay Company's steam mills, which were recently destroyed by fire, at Prince Albert. Men are already at work getting out the necessary timbers. New machinery will be ordered at once. It is the intention to have the mill, which will combine all modern improvements in running order by the 1st of September.

ED. L. DREWRY, of the Redwood Brewery, Winnipeg, contemplates erecting a 50,000 bushel capacity elevator for the handling of barley alone. The manufacture of lager, which he already finds a profitable undertaking, will make extra demands on his malting arrangements, and warrants him in the new venture. His keg beer is fast displacing foreign competitors.

THE disgraceful state of our streets is not likely to undergo any improvement during the present summer. The bye-law providing for Main street being gravelled is pretty certain to be petitioned down by the property owners, and so will all practical schemes fail, until the City Council is composed of business men, instead of a collection of schemers and imbeciles like what are now in it.

SOME enemies of the Winnipeg elevator system, are so foolish as to assert that an elevator here will cost \$1 a bushel of its capacity. The mill and elevator of the Portage la Prairie Milling Company cost less than \$60,000, although constructed at a time when building material was at fancy prices. The elevator itself cost a little over 20c a bushel of its capacity, and a 500,000 capacity one can be constructed in this city now at much smaller proportionate figures.

## Business East.

## ONTARIO.

John Cole, hotel, London, has sold out.  
 S. J. Ball, hotel, Dresden, has assigned.  
 P. McNaves, harness, Wyoming, is away.  
 William Leith, baker, Aylmer, has sold out.  
 F. W. Smith, hotel, Kingsmill, has sold out.  
 John Emerson, carriages, Harrow, has sold out.  
 Jackson & Co., grocers, Dutton, have sold out.  
 John McGarvey, wagons, Strathroy, is burned out.  
 Zimm & Rapp, tanners, Listowell, are burned out.  
 Charles Podger, confectioner, Lindsay, is away.  
 J. Reid, hotel, Mansfield, has sold out to J. Sindler.  
 Thomas Smith, grocer, Ottawa, has assigned in trust.  
 George Logan, grocer, Hamilton, is out of business.  
 F. Millard, tailor, Bowmanville, has given up business.  
 W. & T. Richardson, tailors, Chatham, have assigned.  
 T. Harrison, foundry, Clifford, has sold out to A. Powers.  
 John W. Banfield, tailor, Cornwall, has assigned in trust.  
 Mrs. Tulin, hotel, Cromarthy, has sold out to Alex. Boyle.  
 John Blackburn, hotel, Brampton, has sold out to J. Pratt.  
 James Ellis, general store, Manilla, has assigned in trust.  
 J. A. Sexsmith, gents' furnishings, Napanee, has assigned in trust.  
 E. R. Martin, grocer, Napanee, has sold out to J. T. Wheland & Co.  
 L. Hermon Gittleston, general store, Maxville, has assigned in trust.  
 Breckenbridge & Wilson, furniture, Owen Sound, have dissolved partnership; William Wilson continues.

## QUEBEC.

A. Bonnin, grocer, Montreal, has assigned in trust.  
 F. Barsolon, grocer, St. Cesaire, has assigned in trust.  
 Baudry & Lachappelle, grocers, Montreal, have dissolved.  
 F. Gillespie, furniture, St. Johns, has assigned in trust.  
 Piedalme & Boudreau, hay, St. Johns, have assigned in trust.  
 I. C. St. Amour, general store, Valleyfield, has assigned in trust.  
 Lavoie & Frere, general store, Valleyfield, have assigned in trust.  
 R. Bell & Co., manufacturers of paper boxes, Montreal, are burned out.  
 Bowes & Rosser, warehousemen, Montreal, have dissolved partnership.  
 John Hutchinson, grocer, Montreal, has sold out to Decarie & Corcoran.  
 Canadian Pacific News Company, Montreal, have admitted A. C. & Robert Burgess as partners under same style.

## Dry Goods.

The state of the dry goods trade is almost incomprehensible, the views expressed by our various friends being very conflicting; and, though we desire neither to "bull" nor yet to "bear" the market, but to present a true and ungarmented reflection of the condition of trade, as conveyed to us, we run the risk of being charged with inconsistency. Take cottons. Some sell as fast as delivered with impatient demands for more; others are a positive drug, and are daily accumulating. Take white goods, and the results are reported to be similar. Take woolens and worsteds; and there are instances where one could not secure fall goods for love or money; while there are other cases, and not, unfortunately, isolated either, where manufacturers are at their wits' end how to steer for the best. We should like to see the man who could give a really reliable review of the market under such circumstances, with trade varying in character as much as the poles in position.

One thing is certain, profits are meagre; but it is safe to conjecture that bottom prices have been reached, and jobbers, whose purchases have been characterized in a general way by a hand-to-mouth policy (an example followed by the retailing community throughout the country), would do well to take into serious consideration whether it would not be wise on their part to relax a little of the long-continued conservatism which has permeated every transaction, for without doubt the days for low prices are for the present about to disappear, and advanced rates will take the place of reductions and concessions. During no previous season has the market been so flooded with novelties, and probably at no period of any designer's existence has his art been called into requisition, and his skill put to such a severe test as now, and any one taking the trouble to compare the new fabrics of 1880 with the styles represented this season, would at once be compelled to acknowledge that the relative difference is greatly in favor of the productions which our commission merchants are now daily offering to the trade. This is chiefly applicable to printed calicos; but in every article of merchandise under the head of dry goods, not of course excepting cassimeres and worsted coatings, there is a vast improvement observable all round. There have, of course, been several obstructions to commerce, which can be given as reasons why trade has not been universally satisfactory, but they have been referred to by us and others so frequently, that we think it almost unnecessary to repeat them. They include the tariff agitation, the currency question, the unsatisfactory crops in certain sections of the country, the floods, strikes among operatives, and the bad weather. We have, however, seen the worst, and the future is likely to be a bright one. One good feature is an excellent set-off. Finances are believed to be in a satisfactory state, proved by the facts that failures are conspicuously few, and every one appears to stand well with his several creditors in pecuniary matters, by promptly discharging his notes on their reaching maturity. Confidence being, as is fully believed, completely restored and thoroughly established on a firm basis, after the

unfortunate deflections from commercial ranks, and the concurrent rumors at the time of more to follow, which occurred last summer, a season of prosperity should follow naturally and surely.—*N. Y. Dry Goods Bulletin.*

## Manufactured Wood.

Several thin sheets of wood—called veneers, though sometimes an eighth of an inch thick—are glued one upon another, with the grain of each sheet crossing the grain of the sheet next above or below it at right angles; and when the whole complex fabric has lost all power of resistance through being almost saturated with steaming glue, it is pressed into an almost homogeneous board without any cleavage whatever, and so without possibility of splitting. Every sort of wood, of course, can be built up. The inside layers can be cheap and the outside choice. No matter whether or not the different sheets naturally swell and shrink evenly together; they are too thin to exert much force; their separate identities are lost in the common and overmastering union.

The advantages of economy, strength in every direction and immunity from cracking are enough to give the fabric the readiest possible acceptance for whatever uses it may be adapted. It is already in use for broad, flat surfaces in cabinet work, especially where strength or permanence is wanted. It already competes with canvas for the use of artists, and with binders' board for book covers. Its availability for any purpose appears to be a matter of expense and skill—never of quality. That it will be adapted to many uses not now thought of, is as sure as the inventive fertility of our mechanics.

## Paper Making in China.

There can be no question as to the success of paper manufacture in Shanghai. All requisites are to be obtained without the least difficulty—a plentiful supply of water, an abundance of raw material to work with, cheap manual labor, cheap motive power and a more than sufficient market. Nine years ago Mr. Doyle introduced the enterprise into Japan, and we believe there are nearly a dozen in full operation there. Those mills that were properly constructed at the outset, and were placed under efficient and skilled management, have been exceptionally successful, and, if we remember rightly, the mill at Osaka cleared itself in three years, while the one at Oji paid a dividend last year of 17 per cent. on stock amounting to \$365,000. The other mills were less successful, but none have proved failures; and we believe we are right in making the statement that the entire enterprise of paper manufacture in the land of the rising sun is now in the hands of the Japanese, who have so advanced in the art as to think themselves justified in dispensing with foreign supervision. Another interesting feature in connection with the paper trade in Japan is that while nine or ten mills have been working successfully, the importations of foreign-made paper have considerably increased—more than doubled—during the last few years.—*Overland China Mail.*

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 Mantle Manufacturers,  
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 Made to Order.  
 The Wholesale Trade supplied on the Best  
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 Manufacturers and Dealers in  
 All kinds of Sash Doors, Mouldings, etc.,  
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 In the following Grades:  
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# The Commercial

WINNIPEG, APRIL 22, 1884.

## ELEVATORS FOR WINNIPEG.

People who were anxious to see Winnipeg become a great grain centre must have felt despondent upon that subject at times during the past nine months, so slow have people here been in recognizing the necessity and importance of the city having such institutions. The school of adversity is the best one in which to receive practical training, and the misfortunes which have befallen the Manitoba grain crop of 1883, have done more to show to the people of Winnipeg the advantages of a central grain storage system in the province than all the power of the press, and other advocates of the same, could possibly accomplish. It was made evident during the past winter, that with properly constructed elevators in this city, a very great amelioration of the evils under which the agriculturists of the province have suffered might have been secured. The lesson has been an expensive one to the country, but after all it is gratifying to note, that it has not been learned without profit being secured.

In an agricultural country like the Northwest the link between commerce and agriculture is a very close one, and it is only natural that the supplying of institutions, that would make this link still closer, should originate with a representative commercial institution like the Winnipeg Board of Trade. At the quarterly meeting of that Board on Tuesday last, the enthusiastic, and at the same time practical manner in which the elevator question was taken up and handled, shows not only that the business men of the city recognise the importance of the question, but its thorough practicability as a field for profitable investment.

There is a class of people in this as in other cities, who will expect that genuine business enterprise should be ruled by a kind of philanthropy, which is a very misguided kind of expectation to indulge in. It is pleasing to notice that the members of the Board of Trade placed no faith in this commercial philanthropy, but reasoned the question of storage elevators upon purely business grounds, and yet the question of storage elevators being paying investments were overlooked, or at least not mentioned, although it is

one of the most important points for consideration.

Whether storage elevators in this city will or will not pay is a question that requires but little argument and few figures to decide. If we take the cost of an elevator at what builders of such institutions estimate them in Chicago, namely 20c per bushel capacity, an elevator of 500,000 bushels would cost \$100,000. But, allow it to cost \$120,000, let us calculate its probable earnings at the same rates of storage as are paid in Chicago, namely, 1½c per bushel per month. With the elevator carrying its full capacity for only four months in the year, the gross earnings would be \$30,000. Ten per cent. interest on the cost would be \$12,000, leaving \$18,000 to pay working expenses, tear and wear and other contingencies. That little more than the half of the latter sum would bear these expenses we have no reason to doubt, so that storage elevators, while a very necessary arrangement for the prosperity of the city as well as the country, will prove one of the best paying investments that the capitalist can find to place his spare funds in. It would be quite easy to place a much longer array of figures before our readers to prove the last statement, but the few above used should be lucid enough to convince any but parties interested in opposing the project of its truth. There is this additional argument in favor of the Winnipeg storage elevators, namely, that their construction has originated with the active, plodding business men of the city, and not with a knot of scheming adventurers, such as have floated too many bubble projects in this city. We may now safely conclude that the snows of the coming winter will whirl and eddy around at least one elevator in Winnipeg, where half a million bushels of the grain products of the country can be stored, awaiting the opening of navigation and cheap freights to the seaboard.

### THESE IMMIGRANTS.

The *Free Press* is determined that no immigrants, but farmers, shall come to the Northwest in future, and has taken THE COMMERCIAL to task for venturing to disagree with it upon that point. With a desire for "filthy lucre," which we regret to discern in our worthy contemporary, the *Press* limits the demands of the country to farmers with money, and on reading its editorial through we felt

relieved that it did not contain the showman's invitation: "If you don't come send your money." Strange to say the *Press* admits the truth of our last week's article on this subject, to the effect, that the past record of the country does not justify the position it has taken up, and adds: "We were not speaking of the past, however, but of the future." Having thus jumped into the sphere of prophecy, the *Press* must excuse our admitting our inability to follow, except upon the genuine Yankee plan of guessing; and even when reduced to such means of forming an opinion, we fail to see how the chances of success are less now, when extended railways, new manufacturing enterprises and hitherto untouched mining undertakings call for increased laborers of various kinds, than they were two two or three years ago, when even agriculture was only in a budding state.

Our contemporary, with that assumed air of superiority so common to its utterances, patronizingly concludes its editorial by stating that, after all, we were one on the main point, namely, that farmers alone were at the present time desirable immigrants for Manitoba. Blushingly we must decline to be so coupled in opinions with a journal claiming omniscience in all Northwestern questions, and reiterate our former opinion, that immigrants who are not afraid nor ashamed to work, either physically or mentally, are wanted in Manitoba, even if they are not farmers, and, if they are not sparing of their toil, they can reach success, even if they commence here without money.

### THE POLITICAL MILLENIUM.

One is tempted to believe that in Manitoba politics at least the great millenium is about to be ushered in; although, in viewing the strange mixture of Norquay, Greenway, Miller, Killam & Co., it is difficult to decide which is the lion and which is the lamb. That, in Manitoba, there exists common ground, on which a provincial rights platform can be made, to which every true friend of the province can subscribe cannot be denied; yet, after all, it is certain that the present political coalition will last considerably less than a thousand years. Had it been ushered in with the opening of this session of the Local Parliament, when a bold and united front presented to the Dominion Parliament in session, might have accomplished

something, if only the administering of a rebuke to the renegade Manitoba members at Ottawa; the practical utility of the millenium would certainly have been much more apparent than it is now, commencing at a time when for nearly a year nothing can be accomplished. Undoubtedly Mr. Norquay and his colleagues are to blame for their lack of judgment in this matter, and like the timorous gambler they have held back their best trump card, while their opponents have made the game on their rags. For another year, at least, Manitoba must bear all the burdens it has felt so irksome during the past twelve months. Its trade must remain manacled by unjust tariffs, and its power of self-development be held in the double grasp of monopoly and impecunious speculation.

It is high time that Manitobians would give up looking to Ottawa for justice, for it need never be expected from such a source. During the recess we will be entertained with the joint committee inquiry into our grievances, but that inquiry like all others will be conducted solely with a view of finding some new means by which a tighter clutch can be fastened on the throat of the province, and next year our allowance will be similar to that of the present. By the time the Northwestern representation is strong enough, and we might say honest enough, at Ottawa to secure fair consideration, every vestige of our resources will be swallowed up by the hungry parasites and oppressive monopolies which all Ottawa Governments think they possess the right to inflict upon us. Let an appeal to the British throne be made at once, for delay is suicidal as well as useless. Justice may be had there, but it never can at Ottawa.

#### ELEVATOR ADVANTAGES.

It has often been stated that either a convert or a pervert must be essentially an enthusiastic or a fanatic, and an illustration of the truth of the statement is to be found in the course now being pursued by our local contemporary the *Sun*. A change has taken place in the control of that enterprising journal, and at the same time a change in the spirit of its editorial utterances. Instead of the harmless effusions which from day to day for the last year or so its readers have been entertained with, and which like the homœopathic pills were distributed with the good intention of doing no harm if they did no good, a more aggressive policy has been inaugurated, and the aggression it seems must be

solely in the interests of the C.P.R. The policy of the interests of Winnipeg and Manitoba lately advocated before, is to be succeeded by one of vigor in the interests of the greatest of Canadian railway corporations.

In its issue of Thursday last, the *Sun* sounded the first notes of its new policy in an editorial directed against the proposed elevator system in Winnipeg. With a subtlety worthy of the aim, the arguments of the *Sun* against Winnipeg elevators pretends to be based upon the interests of Northwestern farmers. The following extract from its editorial gives an idea how cunningly the matter is placed.

"The farmer's object, of course, is to have his grain placed on board ship for the minimum rate. Supposing the Winnipeg elevator were built and in operation next fall, why should the Western settler send his wheat to it when he could save money by sending it direct to Port Arthur? The Canadian Pacific Railway has already completed a 250,000 bushel elevator there and this spring they will begin the construction of one with a capacity of 1,000,000 bushels. Warehouse receipts will be issued for the grain stored there, so that, in that respect at least, Winnipeg would not offer superior inducements."

To taffy the farmer is a pretty safe policy in an agricultural country, and the *Sun* has added to the importance of that individual greatly by making him appear like grain raiser, shipper and exporter. But unfortunately the farmer has felt too keenly during the past winter that his interest in grain was gone, when he accepted the price offered by his local grain buyer, which he was too often compelled to accept against his will. How, and at what cost it would reach the seaboard he afterwards cared but very little, and found no one anxious to consult him upon that important point. What the farmer wants above all other matters, is the power of knowing exactly the value and quality of his grain before he sells it; and without a central market and system of inspection nearer than in some unimportant town of another province, where the entire grain manipulation will be in the hands of men whose interest it is to pay as little as possible for grain, it is impossible for the Northwestern farmer to be supplied with this necessary information. But the Winnipeg elevator system will supply such, and without it the Northwest must continue to grow grain and wait until Eastern speculators have manipulated it, and then take from them what pittance they are pleased to throw to the farmers. The establishing

of a grain storage system in Winnipeg or some central point in Manitoba, means the power in the hands of the people of the Northwest to fix the grades and proclaim the quality of their grain to the world, and to a great extent to fix its price; while the moving of the central grain storage system out of Manitoba and into an Eastern province means all this power in the hands of outside men, whom farmers have learnt from experience cannot be trusted with their interests. It is no doubt part of the plan of the *Sun*, under its new management, to play into the hands of the Eastern element; but it will take stronger arguments than that journal has yet used to lure the agriculturists of the Northwest into such a trap.

After picturing in glowing terms the advantages of Port Arthur for grain storage, the *Sun* asserts "Winnipeg would offer no superior inducements." THE COMMERCIAL has only to state that it does. Port Arthur cannot in ten years offer the present inducements of Winnipeg in the way of banking, insurance and brokerage facilities; but our contemporary doubtless believes the farmers of the Northwest are like the Irishman who selected the gooseberry bush to be hung upon, and was quite agreeable to wait until it grew high and strong enough to permit the operator.

On the expense argument against Winnipeg, the *Sun* has the following:—

"Elevators cost money and the capitalists who erect the Winnipeg elevator will doubtless expect some return for their investment in the shape of elevator and storage charges. In addition to this the Canadian Pacific Railway will charge about a cent-a-half per bushel for running their cars to the elevator to be unloaded, running them back again to take the grain out, and so forth. This is the ordinary charge on all roads."

Perhaps the *Sun* speaks from inspiration upon C.P.R. charges; but we have only to state that the charges at Chicago, Milwaukee and other grain centres for what our contemporary describes, and what is known in grain-handling circles as "tracking a car," are two dollars a car, or about two-fifths of a cent a bushel on wheat, and a little over one-fifth on oats. Perhaps the C.P.R. managers want to introduce a little extortion on that item, but we doubt if they are foolish enough to do so, and the proposed charges of the *Sun* are doubtless only another proof that the writer of the editorial in question, while eager to obey the behests of the new regime, was in blissful ignorance of the whole subject.



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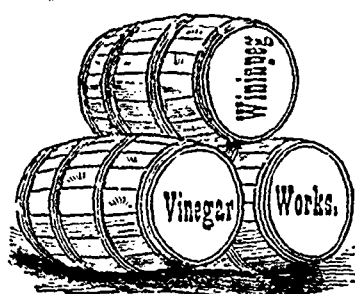
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**WINNIPEG MONEY MARKET.**

The state of the money market in the city during the past week may be put down as slightly easier than during the preceding week. There have been practically no changes in rates of interest or discount, but the steady growth of a confident feeling in all branches of trade has had its effect in monetary circles, and financial affairs are gradually dropping into line as auxiliaries to business affairs generally. There has been for some time more or less of an unsatisfactory feeling in the East, the result of which is a disposition towards caution on the part of banks, but the feeling does not seem to have any sympathetic symptoms here, especially in connection with commercial affairs. On the contrary, while it is rather strengthening in the East, uneasiness is gradually relaxing here, and the time is but short, until in this city and province will work with the unity of sections of the same piece of machinery. The demand for commercial discounts has been reasonably active, but can be all attended to without any special effort on the part of banks. Rates still range from 7 to 9 per cent. for first-class paper, 9 to 10 for ordinary, and 10 to 12 for promiscuous papers. Small loans, at short dates, are made at 12 per cent., and in a few instances at a shade lower. In loans on real estate mortgage the demands of the week have not been very heavy, and are not expected to be until the growth of crops is further advanced. There is a better feeling, however, on the part of loan and investment companies, and the steady flow of immigration for the past few weeks has been gradually wiping out any fears they might have had before about the prospects of the country. Taken altogether the financial affairs of the city are in a safe and promising state, and are gradually drifting into an even, uneventful flow.

**WINNIPEG WHOLESALE TRADE.**

The wholesale trade of the city has experienced in several branches something of a lull during the past week. There has been in season's goods a falling-off in demand, attributable to the fact that the first spring supply orders have been filled, and as yet the sorting trade has not set in. The state of the weather has also had something to do with the lull, for it has cut-off the city retail demand entirely, and until streets are in a better state than they now are, there will be little improvement in the same. Seeding operations all over the country have been in order, and that having lessened in a temporary way the sales of country merchants, the demand from the country has also been rather light. In staple, every day goods, matters have been much more encouraging. There has been a slight but steady increase of sales in these lines, and as the season advances there is every probability that the increase will be kept up. There has been no improvement in fancy lines, but rather a slower feeling, which may be attributed to weather influences. The reports of collections are on the whole encouraging, and, although a little nursing is still necessary, there are evident signs of steady improvement. With the opening of May the actual wants of the country will begin to make themselves felt, and

new life will be general in every branch. Already in the city there is a famine in several lines of staple goods, which will only be relieved with the opening of navigation and reduced freight rates. Summing the trade situation of the week up, there is a rest at present, with a clear prospect of renewed activity within a few days, and a feeling of safety pervades every branch of trade.

**AGRICULTURAL MACHINERY.**

There is no change to report in this line. The work of spring distribution is now pretty well over, while the trade in harvesting machinery has not yet got set a going. Every week has increased the hope that after all this season's sales will compare very favorably with those of last. Few, if any, consignments of harvest machinery have been sent out during the week, but preparations for the trade are now general. Collections are reported rather slow, which is no more than was expected at this time.

**ROOTS AND SHOES.**

Although the bustle of two weeks ago is over in this line, a good, steady trade is still being done. Travellers are out and returns from them are encouraging. The city demand also keeps active so that the volumes of sales all round is liberal. Collections are reported fair, and altogether as good as can be expected.

**CLOTHING.**

The clothing business seems to hold about as active as any branch of the city's trade, the most unfavorable report being one of improvement. Last week has been as good if not better for sales as any of the season, and there seems at present to be no prospect of any falling-off. Several irregularities in connection with collections are reported, although the report in that line, is on the whole not a discouraging one.

**CROCKERY AND GLASSWARE.**

In these goods the business done during the week has been reasonably heavy, and there is a prospect of a steady increase. Staple lines are still the bulk of the sales, although fancy goods begin to move a little. A report of collections cannot be given, as the amount now falling due is so limited as to form no basis for a report.

**DRY GOODS.**

There has been quite a lull in this business during the past week, and houses are getting ample time to prepare for the sorting trade. The spring's business has been much lighter than that of last year, although the number of parties sold to has been greater. Dealers have started in with small expectations this season, and consequently small stocks. Already there are symptoms appearing that many have bought short, and it is fully expected that the season's sales will extend over twice the space of time they do in other years. Collections are reported fair to good, and with very few irregularities.

**DRUGS AND CHEMICALS.**

Business in this line moves along in a very uneventful manner, and the report of the past week shows no new features. The volume of sales has been fairly satisfactory, and there are no unfavorable symptoms coming to the front. It is rumored round, however, that a leading house in the trade is about to give up business in this city.

**FANCY GOODS AND SMALL WARES.**

The feeling in this branch of trade has been rather slow during the past week, and in fancy goods it has been particularly so. Sales have been lighter than for a few weeks previously, but as spring progresses an improvement is looked for. The bulk of the trade of the season has yet to be done, and the lateness can only be attributable to caution on the part of buyers, as collections are still reported good, and a hopeful feeling pervades the whole trade.

**FISH AND POULTRY.**

Business in the fish line has been very slow during the past week. With the closing of lent even the local demand has falling-off greatly, and the wholesale trade may now be said to be at the lowest level it has reached since last fall. Quotations are nominal of white fish at 7c, and jack at 2c, but the sales are scarcely heavy enough to base quotations upon. Findon haddocks are still to be had at 11c, and oysters are quoted at 50c for standards and 55c for selects, but will soon be out of the market. Poultry is not to be found in the wholesale market, and is very scarce even with retailers.

**FRUIT.**

There has been scarcely any change in the state of this business during the week, and none in prices, except in apples, which have advanced 50c a bbl. The sales of the week have been liberal if not extra-heavy. Coconuts are quoted \$10 a sack; bananas, \$5 to \$6.50 a bunch; tomatoes, \$1.25 a box; walnuts, 15c to 17c; filberts, 15c to 17c; peanuts, pecans and Brazil nuts at the same figures; apples are quoted \$8 a bbl. firm; oranges, \$6.50 a box, and lemons from \$6 upwards. Pine apples are expected to be on the market and quotable next week, which is the only novelty in green fruit now looked for. Raisins and other dried fruits are still scarce, and will be so until navigation opens.

**FUEL.**

Wood is still selling at the quotations of last week, with the demand rather lighter. Poplar, in car lots, is quoted from \$3 to \$4, and tamarac from \$4 to \$5. Coal is very little called for, and will be slow in sale until navigation opens, when the reduced prices will take effect. Sales for summer delivery are now being made at \$10.75 on track for anthracite, and \$9.50 for bituminous. Saskatchewan lignite is now out of the market.

**FURNITURE.**

There is still considerable life in this trade, and wholesalers report liberal sales for the week. Numerous new points in the country have been adding to the demand, and business is now running in a steady, healthy flow.

**GROCERIES.**

The report of the week from this staple branch is a very encouraging one. Business maintains the same steady flow stated in our last report, while the volume of sales has perceptibly increased, and collections are reported good as a rule. In prices there have been scarcely any changes. Coffees are easier in eastern markets, and while quotations of ranges are unchanged here, prices can be cut a little, especially in view of summer freight rates being close at hand. There have been no changes in

either sugars or teas, although summer freights will somewhat affect both before long. Sugars are quoted, yellows 8½ to 9½c; granulated 10 to 10½c. Paris lumps 11½ to 12c; Coffees still range 15 to 18c for Rios; Javas 22 to 27c; teas have about the former range, Japan 20 to 45c, Moyune gunpowders 30 to 75c; Young Hyson 25 to 70c; new season's Congous 24 to 55c; last season's do 18c to 35c.

#### HARDWARE AND METALS.

There continues to be quite an amount of activity in the general hardware business, and the past week has been quite a lively one. The activity has not been confined to any particular line of goods, although those included under the head of building material have shown most. There still exists the same unsatisfactory state of prices, and, until navigation opens, reliable quotations are not within our reach. Some lines of goods are decidedly scarce, and are likely to remain so until summer freight rates are in force.

#### LEATHER AND FINDINGS.

The report from this trade for the week is good. Business moves in a very steady groove, the volume of sales being reasonably heavy while collections are reported as not to be complained of. There have been no change in the prices of staple goods. Quotations are as follows: Spanish sole 33c to 35c; slaughter sole 35c French calf, first choice, \$1.40 to 1.50; domestic 55c; B Z calf \$1.00 to 1.10; French kip \$1.00 to 1.25; B Z kip 85c to 90c; slaughter kip 65c to 75c; No. 1 wax upper 55c; grain upper 55c; harness leather 34c to 36c for plump stock; English oak sole 65c.

#### LUMBER.

Some heavy contracts are at present in the market in this line, and sales during the month are expected to be quite heavy. There has been considerable of a movement during the week, but the real rush of the season has not yet been entered into. There can be no doubt but business looks much more promising than it did a year ago, but there is no reason to believe that dealers will get anything like the prices with which 1833 opened, and the fact that a large proportion of the season's sales will be large contracts, will help to hold prices down. Still, the outlook is much healthier than it was a year ago. Prices cannot yet be quoted, and quotations will probably be of a shifting character during the whole summer. The opening of navigation will doubtless bring matters more to a focus, and reliable quotations will then be obtainable.

#### STATIONERY AND PAPER.

Business has not been very lively during the week, although quite a fair volume of sales has been made. Stocks are light in anticipation of the opening of navigation, and some lines are actually run out. Altogether, the trade is in a half blockaded state at present.

#### PAINTS, OILS AND COLORS.

Everything is life and activity in this branch of trade at present, and the past week has been one of steadily increasing sales. Both city and country demands are active, and wholesalers, although not actually rushed, have

been kept pretty busy. There have been no changes in prices of staple goods, and quotations remain. Linseed oil in bbls, raw, 74c per gal; boiled, 76c; seal oil, steam refined, \$1.10; no pale or straw seal in the market; castor, 15c per lb; lard, No. 1, \$1.30 per gal; olive, \$1.50 to \$2, according to quality; machine oils from 25c to \$1, according to quality; calcined plaster, \$4.50 per bbl; Portland cement, \$6; white lead, genuine, \$8.00; No. 1, \$7.50; No. 2, \$7. Window glass, stocks light and assortments broken; first break plates are quoted at \$2.75.

#### WINES AND SPIRITS.

Complaints are gradually becoming fewer in this line, and during the past week there have been a few hopeful symptoms apparent, although the general report as yet is far from brilliant. Sales have increased somewhat, and collections, although still a little irregular, have been freer. Quotations of goods are unchanged, and are as follows: Hennessy's one star, \$13 to \$14; in wood, \$4.50 to 5.00 per gallon; Martel, in case, one star, \$13 to \$14; Renault, 1-star, \$12, \$16 and \$20; Louis Freres, in cases, qts, \$9; flasks, two dozen in a case, \$11; M. Dubois, in wood, \$3.50 per gallon; cases, quarts, \$8; flasks, \$9. Gin, Holland, in wood, \$3 per gallon; red cases, \$10.50 to 11.50; green cases, \$5.50 to \$6.50; Old Tom gin, Bernard's, in wood, \$3.25 per gallon; Booth's, in wood, \$3.25; Booths, in cases, quarts, \$9.50; Scotch whisky, Ramsay's in wood, \$3.50 to \$4.00; Caol Ila Islay, in wood, \$2.50; Stewart's, in cases, quarts, \$9.50; flasks, \$10.50. Irish whisky, John Jameson & Sons, in wood, \$3.50 to \$4; Bernard's, in cases, quarts, \$8; flasks, \$9.50. Jamaica rum, \$3.75 to \$4.00 per gallon. Cinnamon—Pomeroy, quarts, \$34; pints \$35 per case; Bollinger, quarts, \$33; pints \$34; Moet & Chandon, quarts, \$27; pints \$29; G. H. Mumm, quarts, \$28; pints \$30; Piper Heidsieck, quarts, \$27; pints \$29; Carte Blanche, quarts, \$20; pints \$22. Sherry from \$2.50 to 8.00 per gallon, according to quality and brand; ports \$2.50 to 7.00, according to quality and brand; claret in cases \$5.00 to 7.00; Bass's ale in quarts \$3.50 per doz; pints \$2.25; Guinness' porter in quarts \$4.00; pints \$2.50. Domestic whiskies, Gooderham & Wort's, in wood, \$1.65 to 2.25 per gallon; 65 o. p. rectified, in wood, \$3.50; W. F. L. five-year old, \$2.50 per gallon cases, quarts, \$7.50; flasks \$8.50.

## THE MARKETS.

### WINNIFEG.

#### GRAIN AND PROVISIONS.

There has been no movement in grain during the past week, the roads being impassable; prices still hold up to last week's figures. It is not expected that there will be any change in receipts until after seeding. Provisions have held steady at last week's quotations; business reported very good.

#### WHEAT.

Receipts nil; millers report prices unchanged, No. 1 hard 80c; frozen from 50 to 75c, according to sample.

#### OATS.

No receipts on account of the roads being impassable; values remain firm at from 25 to 30c.

#### BARLEY

Receipts none, and no demand only for feed purposes, consequently it is impossible to quote prices.

#### FLOUR.

Millers report an active local and fair western demand; values are 10c higher since our last report; patents are quoted at \$2.90; strong bakers', \$2.60; and superfine, \$2.10.

#### BRAN AND SHORTS.

The demand for bran and shorts is good at unchanged values; quotations are: bran \$8 and shorts \$10 per ton on track.

#### POTATOES

are in fair supply, and demand active; prices are somewhat lower since our last; round lots quoted from 40 to 45c, according to quality.

#### EGGS.

Stocks are fair in the city at present, and the demand is reported very good; values remain unchanged, nor do wholesalers look for any lower prices at present; quotations are 22 to 23c for strictly fresh.

#### BUTTER.

There is a liberal supply of choice butter in the city, but not more than is necessary to supply the demand, which is increasing; low grades are unquotable and not wanted; prices for choice dairy are firm and quotable at from 26 to 28c.

#### CHEESE

is in fair supply, and the demand is reported fair, at unchanged values; round lots of prime are quotable at 15½c, and small lots 15c.

#### BACON.

The demand for this product during the past week has been very satisfactory to wholesalers; values are steady and unchanged from our last report; dry salt quotable at 13½c; smoked, 14c for round lots, and 14½ to 15c for small lots; spiced rolls, 15½ to 16c; and English breakfast, 16c to 17c.

#### MESS PORK.

Stocks of mess pork on hand are fair in the city, and while the demand has not been particularly urgent during the past week; dealers report a very promising state of trade; quotations for round lots are \$23; and small lots \$23.50.

#### HAMS

are in fair supply, and the demand has been very good during the past week; prices are a trifle lower since our last report; quotations are 17c for round lots, and ½c more for small lots.

#### MESS BEEF

remains unchanged in price, and the demand not particularly active; quotable at \$18 per bbl.

#### SEEDS.

Timothy seed per bushel, of 48 lbs, \$4.30; clover, large red, \$18 per bushel of 60 lbs; Alscke, \$18; white Dutch, \$18; Lucerne, \$14.50 per bushel of 28 lbs, and flax seed, \$2.50.

### MINNEAPOLIS.

The tumble in wheat recorded last week was succeeded by a sharp reaction and prices have advanced steadily since, closing with bids at the top and no offerings. There has been a little trading, owing, it is claimed, to a scarcity of wheat, but more likely to farmers being busy

seeding. Receipts are not likely to increase for at least a fortnight, hence the stocks here must diminish quite appreciably during that time.

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

Wheat.	Highest.	Lowest.	Closing.
No. 1 hard.....	\$1.00	\$.97	\$1.00
" 2 " .....	97½	93	97½
" 1 northern..	88½	87½	88½
" 2 " .....	83	85	85

No. 1 hard for May opened at 98½c and closed at \$1.01. No. 2 hard for May opened at 94½c and closed at 98c.

The coarse grains were inactive and weak, No. 2 corn closing at 52c; No. 2 oats at 31c, and barley at 35 to 52c according to grade.

MILLSTUFF.—Has been steady and firm, bran closing at \$8.50 per ton in bulk, o.t., and shorts at \$10 per ton.

The situation on the platform is not much changed from what it was a week ago. Millers talk blue and a good deal about shutting down mills, but thus far the flour production has not suffered very heavy loss in volume. On Tuesday there were sixteen mills in operation, and, while they were not being crowded at all—in fact they were taking it quite easy, flour was being turned out at the rate of over 16,000 bbls. per twenty-four hours. Last week's production fell off some, but the surprise was that it was not more marked. Official figures of the week's work show the total production to have been 96,954 bbls.—an average of 16,159 bbls. per day—against 103,540 bbls. for the preceding week. Some millers think that they can see a slight improvement in the flour trade, but it is very feeble, the market dragging badly. The most of the mills running are engaged in filling orders taken during the time of low water.

The following were the receipts at and shipments from this city for the weeks ending on the dates given:

	April 15.	April 8.
Wheat, bush.....	516,000	451,000
Flour, brls.....	4,000	4,830
Millstuff, tons.....	170	1,102

	April 15.	April 8.
Wheat, bush.....	44,500	58,000
Flour, brls.....	93,313	96,896
Millstuff, tons.....	3,144	2,835

The wheat in store in Minneapolis elevators (including the transfer) and mills, as well as the stock at St. Paul and Duluth, is shown in the appended table:

MINNEAPOLIS.		
	April 16.	April 9.
In elevators, bus.	2,434,000	2,486,365
ST. PAUL.		
	April 16.	April 9.
In elevators, bus.	1,007,500	1,021,000
DULUTH.		
	April 15.	April 8.
In elevators, bus.	2,512,485	2,500,429
Afloat .. .. .	242,603	242,603
Total .. .. .	2,765,088	2,743,032

—Northwestern Miller.

CHICAGO.

The markets during the past week have been unsettled and rather nervous; during the early part of the week the cereals showed signs of strength, and with numerous fluctuations prices were advanced 6c above the lowest point reached during the recent severe decline. The improvement was attributed to free buying on the part of prominent operators, and also to "shorts" covering. When the market began to rally "shorts" became alarmed about their outstanding contracts, and at times the demand from this source was very urgent. Corn was firm and higher, eastern and foreign advices quoting higher values. In hog products an unsettled feeling prevailed; offerings were largely influenced to some extent by the marked decline in live hogs. On Tuesday quotations towards the close were:

	Apr.,	May.,
Wheat.....	\$0.80½	\$0.84½
Corn.....	45½	49½
Oats.....	28½	32½
Pork.....	16.87½	16.90
Lard.....	8.25	8.30

On Wednesday the markets in grain opened stronger and ½c higher, but soon collapsed under heavy offerings, and the impressions that heavy operators were selling out, the crowd followed the leaders and the markets closed unsettled and lower; provisions in sympathy were dull and closed weak. Quotations towards the close were:

	Apr.,	May.,
Wheat.....	\$0.80	\$0.84½
Corn.....	49½	51
Oats.....	30½	32½
Pork.....	16.85	16.87½
Lard.....	8.20	8.25

On Thursday after numerous fluctuations the grain markets closed stronger and a trifle higher. Hog products, with the exception of lard closed lower. Quotations towards the close were:

	Apr.,	May.,
Wheat.....	\$0.80½	\$0.85½
Corn.....	50½	51½
Oats.....	28½	32½
Pork.....	16.65	16.70
Lard.....	8.25	8.30

On Friday the markets opened stronger under free buying orders from the country, and discouraging weather reports from the Northwest; eastern and foreign advices were in favor of holders. Quotations towards the close were:

	Apr.,	May.,
Wheat.....	\$0.82	\$0.86
Corn.....	50	51½
Oats.....	28½	31½
Pork.....	16.87½	17.00
Lard.....	8.30	8.35

On Saturday grains were excited and higher; outside buying orders were numerous, and the weather west was not so favorable for the growing crop. The market closed strong. Quotations towards the close were:

	Apr.,	May.,
Wheat.....	\$0.86½	\$0.87½
Corn.....	51½	52½
Oats.....	31½	32½
Pork.....	16.85	16.90
Lard.....	8.37½	8.40

TORONTO.

STOCKS.

The market during the past week has been dull and weak, and somewhat lower than our

last report. Wednesday closing bids, as compared with the week previous were:

	April 10.	April 17.
Montreal .....	190	190
Ontario .....	103	102½
Molson's .....	115½	115½
Toronto .....	179	176
Merchants .....	119	111½
Commerce.....	124	124
Imperial.....	137½	137
Federal.....	133½	133
Dominion.....	196½	192½
Standard.....	115	115½
Hamilton .....	118½	119
North-west Land.....	55	52½

GRAIN AND PRODUCE.

Supplies of nearly everything have been exceedingly light during the week, and, as a consequence, have been firmly held; business has been small, but that little has been done at firm prices; holders are not inclined to push sales as outside markets give them encouragement to hold for higher prices, which no doubt they will get in the near future. Stocks in store are decreasing, and stood on Monday as follows: Flour, 2,635 bbls.; fall wheat, 95,361 bush.; spring wheat, 102,181 bush.; oats, nil bush.; barley, 124,505 bush.; peas, 47,943 bush.; rye, nil bush.; against on the corresponding date last year; flour, 8,425 bbls.; fall wheat, 348,927 bush.; spring wheat, 176,127 bush.; oats, 200 bush.; barley, 152,021 bush.; peas, 14,258 bush.; rye, 19 bush.

WHEAT.

Inactive, and prices a trifle easier with supplies of every sort very small; fall wheat has been wanted at \$1.07 for No. 2, and \$1.04 for No. 3, but not to be had at these prices; spring sold at \$1.07 to \$1.09 for No. 2. Street receipts light, fall closed at 95c to \$1.05; spring at \$1.05 to \$1.16, and goose at 75c to 80c.

OATS

have been unsettled during the week, and last week's prices are shaded in the most of cases; cars to arrive sold at equal to 38c on Thursday, and cars on track on Saturday brought 37c; Wednesday the market was fairly steady, with 37½c on track bid; street receipts light, and prices closed at 39 to 40c.

BARLEY.

Scarce, and wanted at higher prices; No. 1 is scarcely to be had, and sold at 78c f.o.c. On Monday No. 2 sold at 75c for a choice lot; extra No. 3 is wanted at 67 to 58c, but no sales reported; No. 3, of good quality, sold at 65c f.o.c., and inferior at 60c, market closing firm; street receipts are light, and prices from 65c to 78c.

RYE.

Nominal, save for small sales on the street at 60 to 61c.

PEAS

are scarce and steady; No. 2 in a small way brought 75c, and No. 3 from 71 to 72c; street receipts small, and prices from 73 to 76c.

FLOUR

has shown no change during the week; anything moving has been imported, and this has sold on p. t.; there has, however, been a steady demand for superior extra; guaranteed at about \$5, and extra would be taken at about \$4.75; prices were firmer at the close, but no movement reported.

POTATOES.

Car lots changed hands last week at 68 to 70c; since then car lots have sold at 65c, but really choice samples would still bring former prices; street receipts are small, and prices steady at 75 to 85c per bag.

BUTTER

has shown little change since our last report; some dealers report increased receipts of fine,

and say that they have had enough, but the general report is that the supply of choice dairy is still insufficient, and all offered is wanted at 19c to 21c; medium is as dull as ever, and prices are nominal; inferior has moved to a small extent at about 12½c; new rolls have sold fairly well, when of good quality, at 18 to 19c; street prices are easier at 22c to 25c for pound rolls, with tubs and crocks of good to fine worth 18 to 21c.

## EGGS.

Receipts have increased, and are more than sufficient to supply the demand, consequently prices are easier, closing at 14 to 14½c for round lots; street receipts usually bring 16 to 17c.

## CHEESE.

Stocks are light, and firmly held at 14 to 14½c for prime, and 12c for inferior in small lots.

## PORK.

Inactive, and prices lower; a few small lots have sold at \$20.50.

## BACON.

Long clear and Cumberland have been very quiet and values are somewhat lower; no movement in round lots reported; tins and cases are slow of sale at 10½ to 11c for long clear; and Cumberland at 9½ to 10c; rolls are firm at 12 to 12½c, and bellies 13 to 13½c for small lots; stocks are light, and firmly held.

## HAMS.

are in good demand and firm; small lots readily bring 14c, and this price has been obtained for lots of 100.

## LARD.

Demand active at steady prices; tinnets, in lots of 25 and 50 have sold at 12½c, and small lots of these and pails have brought 13c.

## APPLES.

The only movement reported has been the sale of a few small lots of choice winter qualities at \$4 to \$4.25.

## POULTRY.

Fowls have continued to sell on the street at 80c to 90c per pair, and turkeys at about 15c per lb. No ducks or geese offered.

## SUNDRIES.

Dried apples are in good demand and firm; good country lots have brought \$3, at which price more would have been taken; oatmeal, per 136 lbs, \$4.25 to \$4.30; cornmeal, in small lots, \$3.40 to \$3.50.

### Winnipeg Board of Trade.

The regular quarterly meeting of the Board of Trade was held on Tuesday afternoon, and the following gentlemen were recommended by the Council, and elected by ballot as members: C. H. Fox, John Osborne, William Halliday, W. D. MacFarland, J. A. McArthur, and F. Orenburgge.

A letter was read from Mr. C. Sweeny, Merchants' Bank, tendering his resignation as a member of the Board. On motion of Mr. Ashdown, and seconded by Mr. Strang, the secretary was instructed to write to Mr. Sweeny expressing the regret of the members at his departure from among them, and trusting that he may have every success in whatever sphere of labor he may hereafter choose.

Mr. Ashdown brought up the matter of purchasing supplies from the C.P.R. He contended that under the present system the C.P.R. did nearly all their purchasing in Montreal, thus placing the Winnipeg merchants at a disadvantage, as they were not given an opportunity to

compete. He moved the appointment of a committee to communicate with the General Manager upon the subject. The proposition was seconded by Mr. MacKeand. The President named the following gentlemen as the committee: Messrs. Ashdown, Mullholland, Bertrand, Whitla, MacKeand, Strang, Galt, Taylor, Luxton, Maulson, Bawlf, Douglas, Shorey, Redmond, Higgins, McMillan and Carman.

Mr. Ashdown intoned the question of differential rates; he said that the system of high rates for short hauls and low rates for long hauls was working injury to the city of Winnipeg; he gave comparisons to show the injustice of the present tariff. The Board had obtained a promise from Mr. Van Horne, some time ago, that the Company would give the merchants of Winnipeg manufacturers' and wholesalers' rates. He promised to put the matter in shape as soon as possible, but for some reason it had not been done. Mr. Ashdown then moved the following resolution, seconded by Mr. Strang:

"That the Council of the Board be requested to bring the matter of the present rates, offered to and from Winnipeg to the attention of the authorities of the C.P.R., and endeavor, at as early a date as possible to get them amended in a more equitable way."

Mr. Clark moved, seconded by Mr. Whitla:

"That this Board is firmly of the opinion that a system of grain storage elevators in Winnipeg is an absolute necessity for the welfare of the commercial interests of the city, and the agricultural interests of the Northwest generally, and hereby pledges to aid as much as in its power, any stock company formed for such an object, or any effort put forth by any person or persons to supply the much felt want."

The mind of the Board was unanimous in favor of the resolution.

Mr. Whitla suggested that a hundred men form a company, with shares of \$1,000 each. The President said he would take the first share, and spoke of the advantage it would be to the city and country to have such an elevator system. Mr. Whitla moved, seconded by Mr. Ashdown:

"That the President name a committee to canvass the city, and see what can be done to form a joint stock company."

Mr. Ashdown suggested that the share be \$2,000, and said he was willing to subscribe that amount. Mr. Whitla was willing to subscribe \$1,000. The motion was then carried.

The President named as the committee, Messrs. Clark, Maulson, Bawlf, McMillan, Whitla, MacKeand, Strang, Galt, Jones, Westbrook, Shorey and Steen.

The meeting then adjourned.

### Diminishing Exports.

The heavy decline in the export of wheat from our country is a grave matter. When we began to export in large quantities, and to draw gold from the old world in payment, the American people were jubilant. It was a remarkable sign of progress to reverse the old order of things under which year after year our gold had flowed away from us to other lands. This had been the case most of the time since the California gold discoveries. It made the nation dizzy to see gold coming back in such enormous quantities. At once we jumped to the conclusion that we were always to feed the old world; but not

so thought our English friends. This was anything but a pleasant revelation for them to contemplate, to depend upon their former child for bread. Very soon they began to look to other lands for a supply. We did not follow them as they cast their eyes over the earth. We blindly pursued our way, believing that they would continue to look to us without a thought of going elsewhere. It is true we imagined, perhaps, that a small supply might come from Egypt, Russia, or other countries, but our faith was strong that the great West was to remain the permanent granary of Great Britain.

To what quarter did Great Britain turn for relief? To India. It was soon discovered that India could be turned into a great wheat-raising country. The only thing necessary was to provide transportation facilities. It was feasible to grow grain of a better quality than our own, but it could not be transported. But right speedily was the work of constructing railroads undertaken. Our mighty prairies would have been almost unoccupied to this day, except for this agency. We do not fully realize how much our agricultural progress is due to our superb transportation facilities. The Northwest would have remained almost uninhabited, and the wide range of Western prairie would have continued to raise rank prairie grass, had not the railroad invaded those regions and opened up the way for their profitable cultivation. The same thing has now happened to a large tract of India. Within an incredibly short space of time railroads have been completed, seeds have been sown, large harvests have been gathered and transported to London, and the grain is laid down there more cheaply than it can be from this country. The inevitable result has followed. American wheat is no longer wanted. The price has fallen. What shall be done? The Western elevators are full to bursting. Last month the trunk lines, at a conference, reached a very important decision. The rate for transporting wheat, which a few years ago was cut down from one cent to half a cent a ton per mile, was still further cut to nearly three mills per ton per mile. The object of this reduction is evident. It is for the purpose of stimulating the export of grain to foreign countries. It is said that whether we send any more grain abroad or not, depends entirely upon the action of the trunk railroad lines. If the old rates were maintained the export of grain would cease. If they can be reduced to a sufficiently low point to favor exportation it will revive. Of course the railroad companies cannot gain at a loss; on the other hand, if they derive no revenue from this source their profits will diminish. This question, therefore, is a very important one, both to the shippers of grain as well as to the transporters of it. The future not altogether certain, but it seems to be the opinion of those who understand the subject best that the railroad companies will be able to reduce the rates to a point at which they can live and yet enable shippers to compete successfully with foreign wheat. No American speculators have had much to do toward stimulating the production of wheat elsewhere. By alternately elevating and depressing the price they have disgusted foreign buyers, and led them to look with deeper longing to other lands for a

supply. The speculator, therefore, has been a bad enemy to our country's prosperity. His chief work has consisted in destroying the foreign American grain. He has sought to make a fortune for himself, and he has succeeded in bringing misfortune upon the country at large. Such is generally the case with speculation; a few may gain, but somebody loss; in every large speculation the loss somewhere is very great.

Petroleum for many years formed one of the chief articles of export, but the quantity now produced in Russia is beginning to affect very seriously the export of the American product. It is evident that Russia contains a vast abundance of petroleum, and there is no reason why it should not be produced successfully. It therefore comes into direct competition with the American, for, though very cheap here, petroleum can be produced more cheaply still in Russia. Our loss is some one else's gain, but it is a loss nevertheless. It has been predicted for many years that the quantity demanded would cease after a time, that new sources of supply would be discovered, and that our country would not always maintain its supremacy in this regard. This prediction is now fulfilled. Our country must cease to produce and sell as much as formerly.

So large a diminution of our exports affects, of course, the question of the export and import of gold. Of late we have been exporting that metal, it is said, in payment for foreign securities. If this be true we have reason to rejoice, because the securities are probably worth far more to us than the gold. We would very much prefer to pay for these securities in petroleum and wheat, but if we cannot pay in this manner it is better even to part with our gold than not to have the securities at all.—*Bankers' Magazine.*

**The Chief Port of the European Continent.**

M. Edouard de Laveleye writes as follows in the *Pall Mall Gazette* :—

Englishmen, who have always shown great interest in the welfare of their neighbor Belgium, may be pleased to hear that that little country now possesses, in Antwerp, the chief port on the continent. Whereas the tonnage entering into such important ports as Liverpool and Havre only quadrupled between the years 1833 and 1873, at Antwerp, in the same space of time, it became sixteen times more considerable. Since 1873 this progress has continued, and made very rapid advances.

In 1883 the tonnage of the port reached 3,734,428 registered tons. This marvelous development is partly due to the position of Antwerp as the embarking point from the continent of Europe to America, and partly also to the recent additions and changes which have been carried out there, and which, now nearly entirely completed, have made this cosmopolitan port one of the best organized in the world. This is so well known that vessels bound for Switzerland with a cargo of corn from Russia, pass Marseilles and go two thousand miles out of their way for the purpose of unloading at Antwerp. No other port, in fact, offers the same facilities. There is not another place in the world where fifty vessels of 3,000 tons can come alongside as easily as

the penny boats on the Thames run into the landing stages. As soon as a vessel is against the quay the hydraulic cranes, always in readiness, are set in motion, and the unloading commences. Not a moment is lost. It needs but a couple of days to remove 3,000 tons of merchandise from the hold of a vessel to the railway truck waiting near at hand. Many important lines running from Bremen and Hamburg, the Peninsular and Oriental Company, and a great many English vessels, select this port to complete their cargo and take on their passengers. They embark, for instance, wire from Germany, and glass, window panes and machinery from Belgium, and other goods. The largest sail vessel in the world, the *Three Brothers*, landed her cargo of 18,000 quarters of corn at Antwerp, and made several voyages between this port and San Francisco. Not only Belgium's exports are shipped abroad here—and these are considerable—but Germany sends her steel by this route to the United States, who in return ship back immense quantities of corn, salted provisions and petroleum, and South America wool and skins.

Since the opening of the St. Gothard tunnel, nearly all the alimentary provisions that Italy sends to the British Isles pass through Antwerp. In 1882, \$2,000,000 eggs and 30,000 pounds of fruit were shipped there for England; the greater part of these came from Italy. Antwerp has become also an important port for emigrants; 35,125 embarked in 1822, out of which number 3,055 were bound for New York. The city was always destined, from its topographical position, to be at the head of a very considerable traffic; political reasons alone for many years prevented this being the case. These have now happily disappeared, and since 1863, when "the Scheldt was liberated," the progress of commerce has been more rapid than ever the most ardent Antwerp patriot dared hope. At that date the toll of 1s. 11d. on all vessels going up the river and of 7s. on vessels going down was abolished, and reforms were introduced among the taxes on the general navigation; the tax on tonnage in the port itself was abolished and the pilot-tax was lowered. The result of these measures became immediately apparent. Traffic increased with such rapidity that in 1876 the crowding on the quays was such that the relation of the tonnage to the length of quay was about 270 tons per yard, which is about four times as great as at Liverpool.

A few words now briefly as to the nature of the important works nearly completed at Antwerp. They were commenced in 1877, and have opened for the port an era of prosperity such as was never experienced even during the sixteenth century, the zenith of her splendor. These works have cost £4,000,000, and have necessitated the employment of 12,000 tons of wrought iron, of 400,000 cubic yards of brick-work and concrete, of 32,000 cubic yards of masonry and of more than 3,300,000 cubic yards of earthwork in filling and dredging, etc. The quay wall runs the whole length of the town, a distance of rather more than two miles. It rests on a foundation laid without timber footings, and giving a depth of twenty six feet at low water, sufficient drawing for the largest ships afloat. Beyond this wall are the real quays, which consist of, first, a line of rails reserved

for hydraulic cranes serving to unload vessels and deposit their cargo in railway trucks; secondly, a second line of rails parallel with the first, on which these trucks are stationed; thirdly, sheds extending toward the town for a width of 150 feet, and covered with galvanized iron sheetings. A third line of rails parallel with the two others runs from end to end of these sheds, and a number of lines placed transversely with this one connect it by means of spring bridges with, fourthly, four more lines also parallel with the quays, whence the goods start for the different stations, and thence to their destinations. The total width of these immense constructions is about 320 feet. Such is their magnitude that about 600 houses had to be pulled down to make place for them. A railing running along their entire length cuts them off from the town.

"During the course of last year 4,379 vessels entered the port of Antwerp, gauging a total of 3,734,428 tons, which places Antwerp, as I have already stated, at the head of European ports. In 1882 the tonnage of Havre was only 2,200,000, that of Genoa 2,250,000, and of Bilbao 315,000, owing to its iron ore exports. Among the English ports a few only exceed Antwerp. London is still the first port in the world, with a tonnage of 10,421,000 tons, and Liverpool the second with 7,351,000 tons; Newcastle follows with 6,000,000 tons, also in excess of Antwerp, but both Hull and Glasgow are below, with respectively 1,875,000 and 2,110,000 tons.

"The following table gives the tonnage that entered the different important European ports in 1876 and 1882.

	No. of vessels	Tonnage 1876	Mean tonnage per vessel 1882.	Tonnage 1882.
London .....	11,691	6,200,000	447	10,421,000
Liverpool.....	5,381	4,382,000	821	7,414,000
Antwerp.....	4,550	2,221,000	516	4,425,000
Hamburg ...	5,260	2,182,000	399	.....
Marseilles ...	3,315	2,044,000	382	.....
Hull .....	3,469	1,512,000	436	1,875,000
Havre .....	2,922	1,428,000	532	2,203,000
Rotterdam ...	3,443	1,383,000	401	.....
Cardiff.....	3,017	1,116,000	376	.....
Southampton..	1,830	744,000	406	.....
Bordeaux ...	1,677	719,000	423	1,007,000
Bremen .....	2,040	612,000	299	.....
Dunkirk .....	2,206	592,000	269	950,000
Glasgow .....	825	5,700,000	692	2,110,000
Boulogne.....	1,775	388,000	221	.....
Amsterdam....	1,171	398,000	329	.....

**Industrial.**

A strike is in progress among the ironworkers of Sharpville, Pa., against a reduction of 10c to 15c per day. New Orleans carpenters (700) have struck for \$3 per day. The 400 shoemakers of Philadelphia who struck a few days ago have returned to work. The Typographical Union of Toronto has petitioned Parliament to prohibit Chinese emigration to Canada. Two glass factories at Baltimore and two at Kent, Ohio, are idle on account of lack of glass-blowers. Representatives of the window-glass manufacturers for the western district held a meeting in Pittsburgh, April 1, and reaffirmed old prices. The coke pool will advance prices May 1 and restrict production by blowing out 15 per cent. of all the ovens in the region and stopping work in the others every Thursday. The Keystone Mill of Pittsburgh has started up, single turn, giving employment to about 200 men. The nail

works of the Wareham, Mass., Company, have started up again with a full force of Canadian workmen. Five hundred and fifty carpenters in Troy, N. Y., have struck for a reduction of hours of labor on Saturday. Non-union men will be employed in their places. The plasterers of Detroit have struck for an advance from \$3 to \$3.50 per day. Work has been resumed in the Dobson Blanket Mills, Falls of Schuylkill, giving employment to 600 hands. The cloth mills are still idle. Large numbers of Hungarians, arriving at Wilkes Barre, will be employed in the mines at Nanticoke. The workmen at Painter's mill, Pittsburgh, resumed work Monday at reduced wages, with the understanding that if prices of iron improve their wages shall be increased. Meetings to encourage the Fall River strikers are being held and an appeal for further contributions for them has been issued.—Bradstreet.

### Be Careful to Whom You Consign Flour.

Millers should be well satisfied of the responsibility of city flour firms before consigning flour to them. It is not difficult to obtain information on the subject. An incident recently happened which carries its lesson with it. March 12, F. W. Pullen & Co., flour dealers at 132 Kinzie st., Chicago, were made defendants to a suit for a capias by the L. C. Porter Milling Company, of Winona, Minn. The plaintiff's attorney says that Pullen's method of doing business was to send out circulars to the various millers of the Northwest asking for samples of flour and upon receipt of a sample to order a car load "just like it." When asked for references he gave the name A. Goodrich, "his banker," giving the address of the lawyer by that name. The "banker" answered all inquiries as to the standing of the flour firm by would-be consignors, by assuring them that the firm were worth \$20,000, and that he had perfect confidence in them. The Porter Company, on receiving an order for 125 barrels of flour, instructed their agent there, Leyden Porter, to look up the firm. Relying upon Pullen's assurance that he was worth \$15,000, Porter marked his application for flour at thirty days "O. K.," and the credit was given. When the note fell due another order for 125 barrels was received and honored, but the note returned with a request for further time. A week ago Pullen confessed judgment to A. Goodrich for \$1,500, and when the sheriff called to collect the judgment, the door was closed and the bird flown. Now the Porter Company wants Pullen arrested for obtaining goods under false pretences. Mrs. Selmar A. Hillyer began an attachment against Pullen on a draft for \$725 which he accepted but never paid. A number of country millers have been victimized by Pullen, and some of them will probably be heard from soon through the courts.—U. S. Miller.

### General Notes.

THE New York Tobacco Exchange is enlarging its seating capacity, and is in an excellent condition of prosperity. Memberships are quoted at \$190, with few offerings.

LAST year 1,275 miles of railroad were built in Canada, making a total of 8,805 miles in the

Dominion. The gross receipts of the roads increased \$4,216,790 in 1883.

THE stock of sugar in London the 5th inst. was 274,894 tons, against 213,185 tons the same date in 1883, showing an increase of 3,000 tons within a week. The English market is quoted dull.

It is proposed to introduce calls for tin plates on the New York Metal Exchange. The proposition is opposed by the largest firm of tin importers, who declare that they will take away their business from any broker who sanctions it. This, it is claimed, is an attitude savouring of the policy of the Standard Oil Company, and members very generally declare it will be resisted and the business pushed until the trade in plate is more free, as pig metal has become.

COAL men say there is not likely to be any restriction in production this month. It is desirable to make as good a showing as possible, especially for Reading, which has suffered the most from restriction. The total amount of bituminous coal sent to the Eastern market during the week ending March 29th amounted to 107,470 tons, compared with 103,125 tons for the corresponding week last year—an increase of 4,345 tons. The total amount of bituminous coal sent to Eastern markets thus far in 1884 has been 1,094,703 tons, against 1,150,559 tons for the same time last year—a decrease of 55,850 tons.

### PORTAGE LA PRAIRIE.

Mr. J. M. Pratt is doing a lively business in seed wheat; he sold no less than 3,000 bushels last week.

Major McDonald has rented the store north of the Lorne House for his commission and implement business.

James Bowman, Inspector of Weights and Measures, has purchased C. G. Sparling's residence on McLenaghan street.

It is expected that McLennaghan's paper factory will commence running next week. The machinery has been thoroughly overhauled.

The Pratt Manufacturing Company were awarded another large contract by the Hudson Bay Company. It was for 5,000 lbs. of hard tack.

Mr. Thompson, from Stratford, who has been negotiating for the purchase of the oatmeal mills has returned home, not being able to come to terms with the proprietors.

### DISSOLUTION OF PARTNERSHIP.

The partnership heretofore existing between G. C. Read, G. M. Donaldson and J. F. Wood, under the name of Wood & Co., General Merchants, Kewadin Mills, was dissolved on March 11th, 1884. G. C. Read accepts all liabilities of said Company, and will carry on the business in future.

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

### Commission Merchants.

Agents St. Lawrence Sugar Refining Company, Montreal.

Office: McArthur Block, Winnipeg.

### A Rare Chance for Oil Makers.

A COMPLETE RUN OF

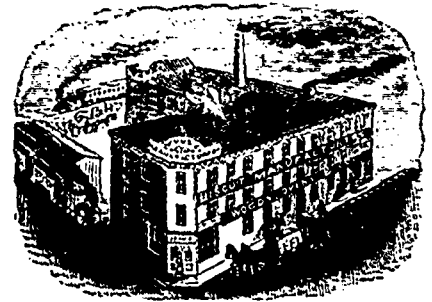
## LINSEED OIL MACHINERY

### FOR SALE CHEAP,

adaptable to steam or water power, comprises CRUSHERS, CHASERS, CONVEYORS, SIFTER and SCREENER, DRYING PANS and PRESSES.

The whole in Complete Running Order. Can crush and press 75,000 to 100,000 bushels of seed per annum. For full particulars and terms,

Address, P.O. DRAWER 2050,  
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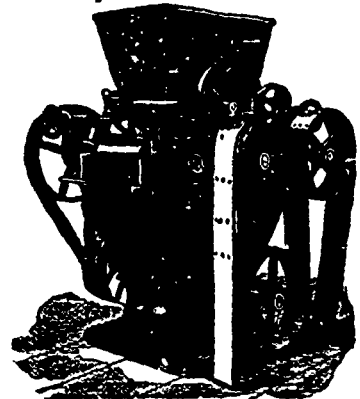
Manufacturers of

**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.



Send for Illustrated Catalogue

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### W. D. GRAY'S

(Of Milwaukee, Wis.)

PATENT NOISELESS

## ROLLER MILLS,

As used in the system of milling by  
GRADUAL REDUCTION.

Manufactured exclusively in Canada by

**MILLER BROS. & MITCHELL,**

Machinists and Millwrights,

MONTREAL

**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.  
Packing House and Head Office: 121 & 123 Front St. East,  
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Highest Awards and Medals at Exhibitions of 1882.

**CARL KAUFFMAN,**

Manufacturers Agent & Commission Merchant  
SPECIALTY:  
Cigars imported from Hamburg, Germany.  
42 FRONT STREET EAST, - TORONTO.

**EDWARD TERRY,**  
PORTLAND, KEENS' and THORALD CEMENTS,

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Fire Brick and Clay, Sewer Pipes, Hair, Lime, White and Grey, Land Plaster, Salt, &c.,  
23 and 25 GEORGE STREET, TORONTO.

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MANUFACTURERS & PRINTERS,  
Wrapping Paper, Paper Bags, Paper Boxes, Twines, etc., etc.,  
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**OSLER & HAMMOND,**  
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ORDERS BY LETTER OR TELEGRAPH  
Receive prompt attention.

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**\$100,000**

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Apply

**A. MACNAB & SON,**

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REMOVAL NOTICE.

**CARRUTHERS & BROCK,**  
**LOAN AND INSURANCE AGENTS,**

Have removed to those spacious offices, corner of McDermott St. East and Roric Street, one block east of Richardson's Book Store, where they have also on hand a large assortment of

**J. & J. TAYLOR'S SAFES.**

**F. STEPHENS & CO.,**

IMPORTERS OF AND WHOLESALE DEALERS IN

**PAINTS, OILS AND GLASS,**

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33 PORTAGE AVENUE, - WINNIPEG.

**A. Ramsay & Co.**

(Successors to W. H. Marsh & Co.)

**Oil, Lead, Paint, Color and Varnish**

Manufacturers, and Importers of

English and Belgian Window Glass, Plain and Ornamental Sheet, Polished, Rolled, Rough, Cathedral, Etc., Etc.

Dealers in Plaster, Cement, Brushes, and Painters' Supplies generally.

All Orders by Mail promptly attended to.

269 MAIN STREET, WINNIPEG.  
CHAS. T. ROACH Manager.

**Manitoba Mortgage & Investment Co**

(LIMITED.)

CAPITAL \$2,500,000

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C. Saceny, Esq., Man'gr, Bank of Montreal, Winnipeg.  
A. F. Eden, Esq., Lead Commissioner of the Manitoba and Northwestern Railway Company, Winnipeg.  
A. W. Ross, Esq., M. P.  
R. H. Hunter, Esq., Winnipeg.  
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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.

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MORTGAGES & DEBENTURES PURCHASED.

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**THE QUEEN'S,**

The Palace Hotel of the Northwest.  
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**OGILVIE MILLING CO.**

Mill at Point Douglas.

Capacity - - 750 Barrels per day.

OFFICE: - Corner King and Alexander Streets, Winnipeg.

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.

Geo. J. Maulson.

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**GEO. J. MAULSON & CO.,**

**Grain and Flour Exporters**

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Assignments in Trust taken for the benefit of Creditors.

**MONEY TO LOAN** on Mortgage on Improved City & Farm Property.

The Sale of Municipal Debentures and Stocks Negotiated.

**GRAND VIEW HOTEL,**

OPPOSITE NEW C. P. R. STATION,

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FRANK BOISSEAU, Proprietor.

LATE OF THE RUSSELL HOUSE, OTTAWA.

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



**Canadian Pacific Railway.**  
(WESTERN DIVISION)

**CHANGE OF TIME**

On and after Feb. 18th, 1884, Trains will move as follows:

Going west.	Going East.
7:30 a.m. leave Winnipeg arrive	7:15 p.m.
10:09 " Portage la Prairie	4:50 "
1:25 p.m. Brandon	1:45 "
7:15 " Broadview	7:15 a.m.
3:15 a.m. Regina	11:20 p.m.
6:30 " Moose Jaw	8:30 "
3:30 p.m. Swift Current	11:30 p.m.
10:40 p.m. Maple Creek	4:30 a.m.
2:40 a.m. Medicine Hat	11:40 a.m.
5:45 p.m. arrive Calgary leave	8:00 a.m.

Only two trains a week will run west of Brandon, leaving Winnipeg on Mondays and Thursdays; train leaving Mondays will have Sleeping Car attached, and will run through to Calgary. Train leaving Thursdays will have Sleeping Car attached and will run to Moose Jaw only. Returning train will leave Calgary Thursdays, and Moose Jaw Fridays and Tuesdays, arriving at Winnipeg Saturdays and Wednesdays. Daily trains with Parlor Cars attached will run between Winnipeg and Brandon.

Going East	leave Winnipeg arrive	Going West
7:30 a.m.	Rat Portage	3:30 p.m.
1:55 p.m.	Barclay	11:40 a.m.
8:55 p.m.	Port Arthur leave	4:54 p.m.
11:40 a.m.		1:30 p.m.

There will only be three trains per week to Rat Portage, leaving Winnipeg on Tuesday, Thursday and Saturday, and return from Rat Portage on Monday, Wednesday and Friday. There will only be one through train to Port Arthur with Sleeping Car attached, leaving Winnipeg every Tuesday, and will leave Port Arthur for Winnipeg every Thursday.

Going South.	leave Winnipeg arrive	Going North.
7:05 p.m.	Emerson	7:09 a.m.
10:50 p.m.	St. Vincent	4:10 a.m.
11:00 p.m.		11:00 a.m.

17.40, 8.15 a.m.,	leave Winnipeg arrive	5.15, 8.00 p.m.
10.50, 11.15 a.m.,	Morris	2.05, 5.30 p.m.
11.50 a.m.,	Gretna	3.45 p.m.
4.45 p.m.	Manitou	8.30 a.m.

Train leaves for Manitou Mondays, Wednesdays and Fridays only, returning next day.

9:30 a.m.	leave Winnipeg arrive	3:00 p.m.
10:30 a.m.	Stony Mountain	2:00 p.m.
10:55 "	arrive Stonewall leave	1:30 "

Train leaves Winnipeg for West Selkirk Tuesdays, Thursdays and Saturdays at 4 p.m., arriving at West Selkirk 5:40 p.m., returning leaves West Selkirk Mondays, Wednesdays and Fridays at 7:10 a.m., arriving at Winnipeg 8:50 a.m.

- † Daily.
- \* Daily except Mondays.
- ‡ Daily except Saturdays.
- § Daily except Sundays.

**Trains move on Standard time.**

Trains east of Brandon and west of Port Arthur or St. Vincent and north of Gretna run on Winnipeg time. Time west of Brandon as far as Gleichen is one hour slower than Winnipeg time. Time west of Gleichen is two hours slower than Winnipeg time.

J. H. HILLAND, Gen. Superintendent. W. C. VAN HORNE, Gen. Manager. W. J. HARDER, Ass't Traffic Manager.

**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.

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**Albert Lea Route.**

The favorite route from the North to Chicago and the East Chicago "Cannon Ball" express leaves Minneapolis at 7:00 p.m. daily, arriving at Chicago 3 p.m. next day. 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. F. BOYD, General Traffic and Passenger Agent.

**St. Paul, Minneapolis & Manitoba.**

**SOUTHEASTWARD.**

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

**NORTHEASTWARD.**

Express leaves St. Paul at 7.00 p.m. and 8.00 a.m., arriving at St. Vincent at 4.20 p.m. and 3.45 a.m. the day following, making close connections with the Canadian Pacific.

Trains run between St. Paul and Minneapolis almost every hour.

Sleeping cars on all night trains.

Trains run on St. Paul time.

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

**GOING EAST.**

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

**COMING WEST.**

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

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

**GOING SOUTHWEST.**

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

**Michigan Central Railroad.**

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

**"THE NIAGARA FALLS ROUTE."**

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

Five Through Trains a day from Chicago leave at 6.45 a.m., 8.55 a.m., 1.30 p.m., 3.55 p.m. and 9.55 p.m.

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

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

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

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

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

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

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

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

For Through Tickets, Time Tables and full information, apply to any Coupon Ticket Agent in the Northwest.

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

**Chicago and Grand Trunk Railway.**

**GOING EAST.**

Leave Chicago 9.10 a.m., 3.30 p.m., 8.30 p.m.; arrive at Port Huron 10.30 p.m., 5.30 a.m., 10.35 a.m., 10.10 a.m., 5.15 p.m.

Leave Port Huron 6.10 a.m., 7.55 p.m., 8.00 p.m., 4.15 p.m., 11.00 a.m.; arrive Chicago 6.50 p.m., 7.45 p.m., 8.00 a.m., 6.40 a.m., 9.00 a.m.

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

**GOING WEST.**

Trains leaving New York 6.45 p.m., Buffalo 12.10 p.m., Suspension Bridge 1.00 p.m., and Port Huron 8.00 p.m., has through Pullman palace sleeping coach from New York, Buffalo, Suspension Bridge and Bay City to Chicago.

Train leaving Boston 7.00 p.m., Montreal 9.30 a.m., Toronto 11.45 p.m., and Port Huron 7.45 a.m., has through Pullman palace sleeping coach from Boston to Chicago.

Train leaving Montreal 10.00 p.m., Toronto 12.15 p.m., Port Huron 8.00 p.m., has through Pullman palace sleeping coach from Montreal to Chicago.

**GOING EAST.**

Train No. 3 leaving Chicago 3.30 p.m., has through Pullman palace sleeping coaches from Chicago to Niagara Falls, Buffalo, New York, and to Boston via Montreal.

Train No. 5 leaving Chicago 8.30 p.m., has through Pullman palace sleeping coach from Chicago to Montreal and Parlor car to Boston.

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

**The Chicago & Grand Trunk & Grand Trunk Railways**

Will be seen by the following Map to be the most Direct Route between CHICAGO AND ALL CANADIAN POINTS.



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

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

Always ask for Tickets via this Line.

GEO. D. REEVE, Traffic Manager.

S. R. CALLAWAY, General Manager.