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The Commercial

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

PUBLISHED BY STEEN & BOYCE EVERY TUESDAY \$2.00 PER ANNUM

VOL. 1.

WINNIPEG, JUNE 12, 1883.

NO. 73.

The Commercial

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

ISSUED EVERY TUESDAY

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STEEN & BOYCE,
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WINNIPEG, JUNE 12, 1883.

NELSON is to have a tri-weekly mail in future.

WATSON & FLEMING, grocers, Nelson, are selling out.

R. J. WHEELER, grocer, Winnipeg, has given up business.

F. LaBELLE, restaurant, Winnipeg, has sold out his business.

A. B. MACLAREN, boots and shoes, Winnipeg is selling out.

W. J. HINMAN has purchased J. Loughman's livery in this city.

CHAS. BLACK has opened up in the book and stationery line at Regina.

REGINA post office is to be made a money order office on the 1st prox.

THE effects of Smith Bros., hotel, Winnipeg, have been seized by their creditors.

FRED. HERLER, of the Golden Eagle hotel, Winnipeg, sold out to Andrew West.

LANGRIDGE & NELSON, wholesale druggists, Winnipeg, have sold out to C. McCallum & Co.

MISSIS. FEE & GRANT have opened in the millinery business in Colcleugh's block, Selkirk.

LAWSON & RUTLEDGE, of the Rockbottom store, have removed into new premises on Main street.

CHAS. COULES has bought the interest of Messrs. Moulton & Howson in the Royal Hotel, Regina.

M. A. MACLEAN, wholesale groceries and liquors, Winnipeg, has sold out to MacNab, Maclean & Co.

W. & G. STUBBS, lumber dealers, Winnipeg, have dissolved. W. H. Stubbs continues the business.

KEELER & HAZELEWOOD, barbers and cigars, Winnipeg, have dissolved. The business will be continued by F. Hazelwood.

BRICKMAKING commenced for the first time in Minnedosa last week. The company intend to turn out about 12,000 per day.

McKENZIE & MCGREGOR, hotelkeeper, Darlingford, have dissolved partnership. George McGregor continues the business.

HEADLEY & DUNN, of the Grand Pacific hotel, Winnipeg, have dissolved partnership. J. T. Headley will continue the business.

C. C. TILLEY, of the White Elephant hotel, on Portage avenue, has sold out to Kastner & Co., who formerly ran the Golden restaurant.

THE N. W. Lumber Company's saw mill at Selkirk is nearly completed and will be ready for work as soon as the first raft of logs arrives.

MORRIS wants a paper mill. The Morris Milling Company are making alterations in their mill, which will give it a capacity of 250 sacks of flour per day.

TRAILL, MAULSON & CLARK, the well known firm of grain exporters, Winnipeg, have dissolved. The business will be continued by Geo. J. Maulson.

THE present average consumption of coal per day on the Canadian Pacific Railway is between three and four hundred tons, which costs the company about \$10 per ton at St. Vincent.

THERE are three thousand men at work in construction on the C. P. R. between Mattawa and Thunder Bay. It is expected that trains will run through about the beginning of next May.

RECENT reports from the mines, in the Lake of the Woods district show a very satisfactory state of affairs. The work of development is being carried on rapidly by all the leading companies.

TRACK laying will be commenced on the Selkirk and Winnipeg Railway in a day or two. The grading is finished, and it is expected to have the road in running order early next month.

LEWIN & GUTHRIE, West Lynne, have dissolved. Mr. Lewin, in company with Messrs. H. N. Hill, and E. H. McCrea, also of West Lynne, are going into a general store business in Moosomin.

SINCE the close of the winter season there have been packed in Chicago 598,000 hogs, which is less than for a number of years. The total amount of hog product in that city on the 1st, was about 186,000,000 lbs. against about 178,000,000 lbs. one month previous, and 164,000,000 lbs. at the corresponding time last year.

THE *Mark Lane Express* in its review of the British grain trade the past week says: Grain is universally dull, nominally unchanged on cargoes; little business done in wheat, moderate trade, unchanged; prices of flour, some American brands were in request, others slow; American mixed corn in heavy supply, little inquiries, price lower.

The movement for the formation of a grain and provision exchange, composed exclusively of members of these trades, has at last taken shape, and a meeting for the organization of the same is to be held at the office of Geo. J. Maulson, McArthur Block, corner of Main and Post Office streets, on Wednesday evening at eight o'clock. It is to be hoped that there will be a good attendance of the members of the trade.

A NEW time table came into effect in the C. P. R. on Sunday. There will be regular train service through to Medicine Hat, 660 miles west of Winnipeg. From Winnipeg to Thunder Bay the distance is 435 miles. The total mileage under the jurisdiction of the general superintendent now amount to 1,225 miles. The running time from Winnipeg to Medicine Hat is forty hours and 25 minutes, from Winnipeg to Port Arthur 24 hours and 15 minutes.

Money Order Changes.

Among the changes to be made in the management of the Canadian Money Order Department beyond the extension of the system to foreign countries, about to take place on the 1st of July next, is one which will be appreciated by all who are in the habit of receiving remittances from the United Kingdom in that way, or who have occasion to send money in that way. Heretofore, the "advices" of all orders exchanged either way between Canada and England have had to pass through the head office at Ottawa, thus causing the "advice" of an order on England to follow only by a later mail and in like manner preventing the payment at its ultimate destination of an order from England, until after a delay of at least twenty-four hours. For the future the "advices" of all money orders, either for or from the United Kingdom will centre on Montreal, thus entirely obviating the delays attending the system prevailing up to the present, and doing away with the time unnecessarily spent in reaching and returning from Ottawa. The Montreal Post Office will also be the distributing point as regards money order business with France, Germany, Italy, Switzerland and Belgium.

The International Boundary Line.

Most people imagine that the boundary line between the United States and Canada is only an imaginary one, and few are aware that the line is marked by stone cairns, iron pillars, earth mounds and timber posts at intervals of one mile apart. A stone cairn is 7½ feet; an iron pillar, 8 feet high, 8 inches square at the bottom and 4 at the top; timber posts, 5 feet high and 8 inches square. There are 332 of these between the Lake of the Woods and the base of the Rocky Mountains. That portion of the boundary which lies east and west of the Red River valley is marked by cast iron pillars at even mile intervals. The British place one every two miles, and the United States one between each British post. They are hollow iron castings, three-eighths of an inch in thickness, in the form of a truncated pyramid, eight feet high, eight inches square at the bottom and four inches at the top. They have at the top a solid pyramid cap, and at the bottom an octagonal flange one inch in thickness. Upon the opposite faces are cast in letters two inches high the inscription; "Convention of London," and "October 20th, 1818. The inscriptions begin about six inches from the base and read upward. The interior of the hollow posts are filled with well-seasoned cedar posts, sawed to fit, and securely spiked through spike holes cast in the pillars for the purpose. The average weight of each pillar when completed is 65 lbs. The pillars are all set ten feet in the ground, with their inscription faces to the north and south, and the earth is well settled and stamped about them. For the wooden posts, well seasoned logs are selected, and the portion above ground painted red to prevent swelling and shrinking. These posts do not swell, but as the Indians cut them down for fuel, nothing but iron will last very long. Where the line crosses lakes, monuments of stone have been

built, the bases being in some places 18 feet under water and the tops projecting 8 feet above the level surface at high-water mark. In forests, the line is marked by felling timber a rod wide and clearing the underbrush.

Canadian and American Vessels on the Lakes.

A Washington despatch, dated the 25th ult., pretty clearly defines the position of the American government with reference to Canadian competition on the lakes. It reads thus: "The Treasury Department has been informed that a Canadian firm propose to run a line of Canadian steamers between Chicago and Montreal, calling at Cleveland and Detroit. The department was asked if it would be permissible for the vessels of this line to carry passengers from Cleveland to Detroit and Chicago, or from the last named to the first named points. Until last year it was held that the transportation of passengers by foreign vessels between port and port in this country made such vessels virtually liable to a tax of \$1.30 per ton. The Attorney General has since, however, given an opinion that there is no bar to such transportation. The Canadian firm above referred to has been notified of these facts, and has also been informed that the Treasury Department looks with no favor upon the transportation of passengers between our own ports in Canadian bottoms, especially as it is known that the laws of Canada do not extend a similar privilege to vessels of the United States. The firm has been further informed that although the Treasury must concede that there is no legal force in the statute upon which it has hitherto relied to prevent such transportation of passengers in foreign bottoms, it would not hesitate to apply, in prevention of it, any provision of the statutes that might be found legally sufficient for that purpose."

Waste in Sawdust.

In the vast country extending from Lake Superior to the Rocky Mountains, in parts of which timber is plentiful, and in other sections of which fuel is scarce, the question of utilizing the enormous quantities of sawdust produced in the lumber districts as a source of fuel supply is one deserving of attention. The immense lumber cut of our mills every season will produce a quantity of sawdust, which if it could be made subservient as fuel would go a considerable way towards solving the problem of how our western country is to be supplied. Upon this subject the *Lumberman's Gazette* of Bay City, Mich., says: "The timber converted into sawdust by the circulars on the Saginaw river is a very important consideration, and amounts annually to millions of feet, and any invention which would be successful in saving any considerable portion of it and still compete in the amount of lumber produced would be a rich bonanza to the inventor, equal to an interest in the best flowing oil well or the richest silver mine in the country. Necessity is said to be the mother of invention, and as the forests disappear and timber becomes scarce, the necessity for economy becomes more and more apparent, and it is not beyond the range of possibility that great accomplishments in this direction are in store for the future."

Adulterated Teas.

The United States government soon determined to prohibit the importation of adulterated teas, as will be seen from the following circular issued by the Treasury Department at Washington to collectors of customs, "The department has been informed that attempts may be made to violate the Act 'to prevent the importation of adulterated and spurious teas,' approved March 2nd, 1883, by means of importations from Canada. The attention of the customs officers upon the frontiers is, therefore, especially invited to the matter, and in case of doubt they are instructed not to deliver teas imported into their districts until proper samples shall have been sent to the nearest United States officer appointed under the provisions of the said Act, and his report thereon shall have been received. Or, in case the circumstances justify such action, such officer may be invited to come to the port of entry and aid the revenue officer in such examinations."

The North-west at Amsterdam.

The Canadian Pacific Railway Company have displayed commendable enterprise in taking advantage of the International Exhibition now in progress at Amsterdam to display to the best possible advantage the products of the North-west. This cannot fail to be fraught with very profitable results in directing attention to the country and giving a very perceptible impetus to emigration towards Canada in preference to the United States. The numerous visitors who will visit the Dutch capital during the summer will, by inspecting the exhibit, gain a knowledge of the advantages of the Dominion, which will be widely disseminated. Advantage has also been taken of the opportunity of circulating emigration literature, and pamphlets descriptive of Manitoba and the North-west, prepared by the company in Dutch, Norwegian, French, German, Swedish, and these, along with the publications of the Dominion Government, are gratuitously distributed on a large scale to patrons of the exhibition. The section set apart for Canada has been utilized to the best advantage.

The Value of Mines.

The discovery of gold and silver in any locality, truly says the *Mining Review*, has always been a beacon set in the midst of darkness to attract attention to its hitherto unknown resources. We may claim, with good reason, that the Golden Gate of the Pacific coast might yet have been rusting on its hinges, if the gold miner had not attracted the attention of the world to the marvelous deposits of mineral wealth to be gathered upon the hitherto unknown shores. To the credit of mining industry, in addition to its output of indestructible treasure, must be added the wonderful advancement of the Western Territories, upon the eastern slope of the Rocky mountains. A new and almost neglected country, strangely so, considering its proximity to the great centres of commercial activity, which will now probably be brought next into prominence, and receive the benefit to which it is entitled, by virtue of its

great advantages, is what is known as the Lake Superior country. Immense deposits of gold, silver, copper, coal and iron, are daily opened, and a tide of investment is flowing in that direction, with increasing volume, which will bear in the reliable elements of a substantial and permanent development.

Fire Protection.

Experience, says *Wood and Iron*, has demonstrated that the most effective apparatus for extinguishing fire in manufactories is a conveniently arranged and well cared for number of pails of water. Their importance is shown by the fact that it is a matter of record that of the losses in mills paid by the insurance companies, twice as many fires are put out by pails as by any other means. These pails must be kept full, and used for no other purpose whatever. The best fire pails are made of strong galvanized iron without covers, and they will last much longer if painted with hot coal tar, asphaltum, or some of the roofing compounds. This also helps to reserve the pails, as their black color makes them easily distinguished from other pails used for washing or drinking water. It should be the duty of some individual to keep the pails full, examining them at least once each week, and replenishing the whole of the water before it becomes foul. A further reserve is furnished by casks of water kept in porches or corners of rooms.

India as a Wheat Producing Country.

It is only within the past few years that the native population of British India have turned their attention to the cultivation of wheat for export. Up to within a very recent period rice was almost the only, as it is still, the staple agricultural product of the country. The natives live almost exclusively on rice seasoned by a limited variety of condiments indigenous to the country. They are eminently frugal in their mode of life, and are content to lead the simplest kind of existence. Generations live and die and occupy the same locations that their forefathers have done for untold ages. Their agricultural appliances are of the most primitive description and the area of land occupied by each family is extremely limited; yet such is the abundance of labor, and so prolific is the soil that the gross product of the country is enormous in amount. Since the exportation of Indian wheat to England first commenced, the increase in the production of that grain has been very great, and it is estimated that last year the total production of India amounted to nearly 300,000,000 centals. Of this vast amount only 19,863,520 centals were exported to Great Britain, but this was an enormous increase over the exports of former years. It is stated that over vast districts within 400 miles in a straight line from Calcutta the usual price of wheat is about five or six shillings per quarter, or less than 20 cents a bushel. The cost of transportation from a export to Liverpool is about half as much again as from New York to Liverpool, or not so much as from San Francisco to that port. The cost of transport from the interior to the seaboard is, however excessive, and exerts a deterrent influence on exportation. This

is, however, a difficulty which will doubtless be, in the course of time, surmounted. The inducements for interest in this direction are so powerful that it would be strange if advantage were not taken of the opportunity of establishing a direct and inexpensive line by which the abundant products of central India and the Punjab could be cheaply conveyed to the coast. The wheat of India is so dry when harvested, and the voyage home through warm climates so well calculated to preserve it in condition that it is sure to arrive at its destination in good order. There is thus every probability that India will shortly prove a powerful competitor with America for the grain trade of Britain and perhaps of other European countries.

Tendency to Concentration.

The tendency of the times is to concentrate every class and description of business under one roof. The popular store in many cases is the one that runs dry goods, notions, hardware, carpets, boots and shoes, books and stationery and a little of everything under the sun. It looks, says a leading American trade journal, as if almost every kind of business was going to be swallowed up by these mammoth bazaars, where an immense quantity of goods is sold at a very close profit. In the larger cities, New York, Chicago, Philadelphia, there is to-day a hard struggle for existence among many business men engaged in what is known as a class business. Books alone no longer pay; stationery no longer pays; paper alone no longer pays, unless an "almighty" lot of it is sold. So we might go through other classes of business and point out the fact that as a separate and special business, they can no longer compete with a concern which gathers dry goods and groceries, hardware and notions, drugs and chemicals, all under one roof. The fact that stares the business man in the face to-day is that if this thing keeps on he has to go out of his business, or fall into line and lay in a stock of everything. The lines are being drawn closer every month and year. It is no-use to find fault. It is the tendency of the times, be it right or wrong. The only thing to do is to be prepared. And how? Not by trying to compete in prices; this is speedy death. Get your business in such shape that these hydra-headed demons can't swallow it up. Get a specialty of your own. Do less business, if necessary, but a safer one.

A Profitable Road.

According to the *Pioneer Press*, which claims to speak officially, the forthcoming annual report of the St. Paul, Minneapolis & Manitoba Railway for the year ending, June 30th, will show gross earnings of over \$9,000,000, being an increase of \$2,500,000 over last year. The net earnings will show a surplus of \$1,500,000 after paying all expenses, interest, and a dividend of 8 per cent. per annum on capital stock. There was weekly a steady and large increase of earnings up to the middle of May, when the figures for the corresponding period of last year were abnormally increased by the large accumulation of business following the blockade caused by the spring floods at St. Vincent and Emerson, which suspended freight traffic for

about three weeks. Present indications give promise that the exceptionally large earnings which have characterized this road for years past will be maintained and increased during the coming year. The railway now has 1,300 miles of track running through a country fast filling up.

The Brooklyn Bridge.

The great bridge between Brooklyn and New York is by far the greatest engineering feat of its kind yet attempted. It was begun on the 3rd January, 1870, and completed in 1883. The length of its river span is 1595 feet 6 inches. The length of each land span is 930 and 1850 feet. The total length of the bridge is 5980 feet, and its width 85 feet. The number of cables is four, and the diameter of each cable is 15 3/4 inches. The first wire was run out May 25th, 1877. The length of wire in four cables, inclusive of wrapping, is 14,361 miles. Weight of four cables, 35,882 tons. The depth of tower foundation below high water mark on the Brooklyn side is 45 feet; on the New York side 78 feet. The height of towers above high water is 278. Clear height of bridge in centre of river span above high water at 90° Fahr. 135 feet. Height of towers above roadway is 159 feet. The cost was estimated at three millions, the actual is about fifteen millions.

COMPARISON WITH OTHER BRIDGES.

Chelsea, suspended.....	700
Cincinnati and Covington (over the Ohio), suspended, built 1867.....	1,067
Clifton. (over Niagara river), suspended..	1,268
Friborg, built 1832, suspended.....	870
Hungerford, suspended.....	1,350
Keiff, suspended.....	2,562
Menai, built 1819-25, suspended.....	1,050
Niagara, built 1855, suspended.....	2,220
Pesth, built 1840-49, suspended.....	1,262

United States Industries.

According to the last United States census the total number of hands employed in all the industries in that country in the census year amounted to 2,738,895; the aggregate of wages paid was \$947,593,795, and the number of establishments 253,852. There are fifteen leading industries, which represents a total of 182,935, establishment, employing 1,844,102 hands, to whom wages are paid annually amounting to \$627,708,634. Below we give a list of the leading industries, showing the number of hands and aggregate of wages in each.

Industries.	No hands employed.	Total am't wages paid.
Iron and steel.....	300,908	\$128,787,324
Lumber and wood.....	244,920	79,843,887
Cotton and mixed textiles	228,843	58,931,172
Men's and women's clothing	185,945	52,641,308
Wollen goods.....	169,897	49,259,324
Boots and shoes.....	137,635	52,352,126
Carnages and smithing ..	104,718	38,185,271
Tobacco, &c.....	87,587	23,054,457
Brick, tile, &c.....	67,203	13,764,723
Furniture and upholstery	64,127	25,371,831
Leather, harness, &c....	63,136	25,081,913
Printing, publish. g, &c.,	62,800	32,838,939
Flour and grist mill prod,	58,401	17,422,316
Agricultural implements.	39,580	15,359,010
Shipbuilding	21,345	12,713,813

The Commercial

WINNIPEG, JUNE 12, 1893.

SCATTERED SETTLEMENT.

The Canadian North-west is at present in the peculiar position of having railway communication far ahead of actual settlement, a state of affairs which is seldom the case in new countries. Usually settlers in the west have farms opened up and homes made, and waiting often long and patiently for the advent of the iron horse to connect them with older centres of civilization. There are some districts of the North-west still in this latter state, notably Southern Manitoba and the Prince Albert and Edmonton districts in the far North. But rapid as the flow of immigration into the country has been during the past two years, the construction of the main line of the C.P.R. has kept steadily westward of settlement. This rapid railway extension while it is the backbone of North-western progress, is productive of a system of scattered settlement, which is by no means beneficial to the trade interests of the country at large. Towns of greater pretensions than the country will for years support, will naturally spring up in far western districts, and in these disappointed merchants must struggle along for years, until the tide of settlement thickens the producing population around them. The natural drift in such circumstances would lead to very undesirable, although unavoidable results, but the evil is liable to be aggravated by the fact, that it is the interests of numerous wealthy corporations possessing great power in the country, to direct the tide of settlement as far westward as possible. It is certainly the interests of the Canadian Pacific Railway to follow out such a policy, as the further westward production commences and progresses, the heavier will be their freight returns for placing the same in eastern markets. The Company's land grant is also an incentive to the same course, as the quicker they can sell their lands in the far west, the sooner will they realize the cash returns from the same, and these form quite a heavy item in the resources of the C.P.R. syndicate.

The Hudson's Bay Company have disposed of the bulk of their lands for several hundred miles west of the Red River and contiguous to the main line of the C.P.R., and it is, therefore, their interests

to encourage also the westward flow of immigration, in order to make further sales. To these two corporations must be added the North-west Land Co., and a score or so of minor land jobbing organizations, all of which have their agents in the east and in Europe using every endeavor to carry immigration westward into new and unsettled districts. The fact that almost the only agents, who have been working for immigration to the North-west during the past year, were those of corporations such as above named, will account in a great measure for immigrants passing unheeded the older towns of this province, and hurrying onward to their far western homes, much to the disappointment of hotel-keepers and retail traders, who have during the past winter been making calculations upon a lively business out of immigrants.

A stranger, after scouring the country around Winnipeg and other towns in the vicinity of the Red River, would be at a loss to comprehend the present westward rush of immigration, when but a small proportion of the lands around these older settlements is yet under cultivation, and he would only be able to comprehend it, after he had made a thorough investigation as to how these uncultivated lands had fallen into the hands of speculators, whose aims were gain even at the risk of obstructing settlement. It is unnecessary to go over the history of the system of unscrupulous land-grabbing which has been carried on in the old province of Manitoba during the last ten years. Old settlers can tell of hundreds of half-breed claims, that were sold by their original owners for a pair of blankets, for the simple reason that these primitive land-owners knew nothing of the value of their lands. The whole system has culminated in hundreds of thousands of acres of rich lands now being in the possession of speculators, few of whom have ever made any effort at cultivation, or the encouragement of it.

No city in the North-west has suffered so much from the evil above complained of as Winnipeg. In close proximity to the city can be found section after section of rich prairie land unbroken by the plow, where hundreds of industrious farmers might be settled, and contributing to the wealth of the country. As a natural consequence Winnipeg has no retail mercantile trade from the surrounding country worthy of mention, and storekeepers have,

outside of those who reside in the city, very few but transient customers to depend upon, and these latter, being composed at present principally of immigrants rushing to their western homes, are of very little value to the trading community of the city. These land speculators are therefore not only obstructions to actual settlement, but are a burden and drawback to the legitimate trade of the city of Winnipeg. The real interests of legitimate traders and actual settlers, in this as in all other matters must be identical, and greedy speculation is the natural enemy of both.

There exists no legislative cure for the evils above named, as the property rights, even of the most unscrupulous speculator, must be respected in Canada, and the country is too broad, wide and unsettled to furnish any plea for land bills of a confiscatory character. Yet there is at present some hope of relief from the evil, and the promise of relief comes from an unlooked for direction, namely the owners of the lands in question. Some of these are owners of city property also, and late though it be, they are opening their eyes to the injury they are doing to themselves by their obstructive policy. There is now a movement on foot to form an association of owners of lands around Winnipeg, the aim of which will be to secure control of as much of these idle lands as possible, and place them on the market for actual settlers only at moderate prices and on long terms of payment, so as to encourage the growth of a local rural population. The movement is a laudable one, and will receive the commendation of every one interested in progress. We will not say that it is the outcome of "rogues falling out, and honest men getting their own." The motives that prompt it we shall not question, but give the whole movement our hearty commendation, as one that will contribute much to the progress of the country, and greatly benefit the trade of Winnipeg.

CONSERVATISM IN BUSINESS.

The COMMERCIAL has many a time pointed out that the only safeguard in business was by doing it in a conservative manner. That we were right has been amply demonstrated by the history of the past few months in this country. There have been a larger per centage of bankruptcies than should have occurred, and this is all traceable to one origin, viz., that of giving unlimited credit, or rather

selling goods on credit to every one that asked for accommodation in that direction

There is only one basis upon which business can be done in this country and that is to sell only to responsible men, and not encourage adventurers in speculative ideas of running a store carrying ten thousand dollars of stock on a capital of less than as many hundreds. They cannot weather the storm. The population is as yet too limited to allow of business being extended much beyond its present limits, and if the wholesale houses do in the future encourage such trade and lose money thereby they do so with their eyes open to the consequences. The country is all right, but this rushing business must be done away with. A steady growth, such as has been the case in all other countries, is the only thing that will assure success, and anything outside of that in the shape of what is generally known as a "boom," can only be looked upon as a fatality to the spot upon which it strikes. Winnipeg has had satisfaction in that way, and our advice to every business man is this: "Do business in a legitimate matter; and sell as little on credit as possible."

RIVER NAVIGATION IN THE NORTH-WEST.

The necessity for the improvement of the great water routes in the North-west never impressed itself more forcibly upon the people of this country than at present. This season the water in the rivers has reached a lower level than has ever been known at this time of the year. Navigation on the Red and Assiniboine rivers has been already seriously interfered with, and should the season be one of little rain there is a possibility of an almost entire block in traffic. The obstructions to navigation occur only at a few points where rapids occur on the streams, and those conversant with the matter say that the expenditure required to remove them would not be heavy. Last year the Dominion Government made an appropriation for the purpose of improving the rapids on the Red River, between Winnipeg and the Lake, but so far nothing has been done. The consequence is that a great deal of extra work is caused by the necessity of having to tranship freight and passengers from vessels of draught light enough to run on the river to the heavier craft to bear them across the Lake. This means time and money which with the

limited period of navigation amounts to a great deal.

The whole district up the Saskatchewan, as far as Edmonton, relies to a great extent upon the boats as a means of transport, and the barrier thus placed upon speedy navigation must interfere seriously with the regular course of trade in all the commercial centres rapidly rising up throughout the North-west. The Government, in justice to the people of the North-west and to those who have invested a large amount of capital in establishing lines of boats on these waters, should act promptly in this matter, and see that another summer is not allowed to pass without some substantial work being done in the direction mentioned. On the Assiniboine, the same difficulty prevails this season, and the cost of removing the principal obstructions would not be heavy.

FUTURE GRAIN CENTRE OF AMERICA.

From the first settlement of the continent of North America, the grain producing section of the same has been gradually making its way northward and westward, the Rocky Mountains being evidently the limit in the latter direction, while in the former the limit has been steadily extending, until the great prairies that slope northward to the Arctic circle are now looked upon as the most valuable fields. The Gulf States had their day as grain producers. The Empire and Keystone States had theirs, and the Mississippi valley still holds a prominent place in that line, and is well supplemented by the great country lying between that river and the Missouri. With the movement of the grain-producing districts of the continent, the grain centre of the same has not remained motionless. From the time when the old Dutch settlers of New Amsterdam (now New York) centered their grain market in that port, the grain centre has been steadily following the course of production. For a time it lingered at Buffalo, then moved onward to the lake ports of Ohio, and latterly centered in the systems of Chicago and Milwaukee. Here it has rested for years, as if having reached the head of the great chain of American waterways, by which cheap transportation is secured, and at Chicago bidding defiance to all further westward movement. While the great bulk of American grain came from the Western and South-western States, Chi-

cago was in a position to say to the march of grain centering, as Canute of old said to the advancing tide, "Thus far and no further shalt thou come," and say it with less fear of disobedience than was manifested towards the old English monarch's command. But with the rapid northward march of grain raising during the past few years, that city's control of the grain trade is becoming every day less tenable. The western ports of Lake Superior fed by the Northern Pacific railway and its tributaries on the American side, and the Canadian Pacific on the Canadian side, promise soon to direct a heavy share of the grain trade by that lake instead of Lake Michigan, and a grain centre for the vast prairies of the North-west will be found much nearer than on the shores of the latter lake. While national trade restrictions continue there must necessarily exist two North-western grain centres, one on the Canadian and another on the American side. But these restrictions are steadily approaching their end, and the now divided grain interests of the North-west must soon become united, and banded together on a route for their shipments to the seaboard. With no common route but the bosom of Lake Superior for the carrying of their exports the grain interests of the Canadian and American North-west must eventually combine in one centre, if only as a matter of protection against competitors.

But every arrangement of nature dictates, that the years are few until these North-western grain fields will find their outlet to the seaboard by the Hudson's Bay. The flow of the rivers, and the whole geography of the country both on the Canadian and American side point straight to the great northern bay as the natural outlet of the North-west. For a time this outlet may be held closed by the financial power of those interested in holding it so, but the growth of the North-west, and the necessity for its natural outlet will eventually burst open these obstructions; and the imaginary terrors which have been portrayed of the navigation of the Hudson's Bay and Straits will vanish as do the "Raw head and bloody bones" of our infancy before the knowledge which experience brings. Under such circumstances, and with the immense grain development of the North-west which a few years will bring, a great wheat centre, the greatest on this conti-

ment must be somewhere as a key to this vast productive country; and the grain products from a hundred miles north of the head of the Mississippi navigation on the south, from the base of the Rocky Mountains on the west, and from the eastern boundary of the Red River valley on the east must find their central market there. A very few years will tell where this great wheat centre is likely to be, and it does not require a prophet to tell now where it may be. Everything points to Winnipeg as the future wheat centre of the Great North-west, if the steps are only taken to secure the prize by its citizens. A few miles of canal at the St. Andrew's Rapids, with some other trifling river improvements would make the city the key to the whole chain of northern lakes, which will in time prove as useful in commerce, as those extending to the St. Lawrence. With these river improvements steps must be taken to concentrate the grain trade in the city, by supplying storage and otherwise. Let the opportunity now open pass, and it may never again be open. Take full advantage of it now, and there are these in Winnipeg who will live to see this city the greatest wheat centre of the American continent and of the world.

UNRELIABLE FINANCIAL RESOURCES.

Finance is the foundation upon which the superstructure of commerce must be reared, and in proportion to the solidity and reliability of the former, must necessarily be the stability of the latter. Reckless systems of finance have for a time floated what seemed a prosperous state of trade, but the collapse of the same sooner or later was irresistible. In the same way a growing volume of business may for a time struggle along upon limited and unreliable financial resources, but it must eventually become so crippled or stunted in its growth, that a quick collapse would be almost preferable to its lingering style of life.

Numerous instances could be quoted to illustrate both of the above principles, and the state of Winnipeg at present comes very near to an illustration of the latter. There can be no doubt but the financial resources are at present altogether inadequate to the volume of business done in the city, and the scarcity of these resources is all the more keenly felt, as they are of a very unreliable nature. With limited, but definitely fixed finan-

cial resources a business community may make calculations of rigid retrenchment, and weather through a time of depression, but when no certainty is attached to these limited resources, commercial disasters must necessarily be the consequence.

It is unnecessary to recapitulate the course of affairs during the inflated period of 1881, and part of 1882, but the effects and after consequences of the same on financial affairs are not so clearly understood as they should be. During the period known as the boom hundreds if not thousands of a floating population were in this city, nearly every man in which number possessed more or less funds, which were deposited in local bank branches. Although transactions requiring many thousands of dollars changing hands were carried out daily the pressure for funds was in no way felt, as these transactions required merely an exchange of checks between banks, while the funds deposited seemed as a sufficient foundation for said exchange. Banks were able to swing heavy transactions, without drawing upon their own resources, and the funds at their disposal seemed amply sufficient for all probable demands. With the collapse of the boom the funds of this speculative class have been withdrawn from the banks and from the country, and now that the former are thrown upon their own resources, the supply of funds for ordinary commercial purposes proves sadly deficient. Banks like all other business affairs were inflated during the boom, but their inflation was not the result of too much money out, but of too much funds to carry, and at the headquarters of all of them there has grown up more or less of a belief, that the North-west was merely a field in which to make collections and receive deposits, and that a reasonable supply of funds for the conduct of business here was altogether unnecessary. Now that a period of depression and financial stringency is being passed through, it might be expected, that the legitimate commerce of the city would at least find financial resources sufficient for its demands; but this is far from being the case, and the invariable answer at the chartered bank branches, when first-class commercial paper is presented is, "We are not discounting, unless for regular customers." A close inquiry reveals the fact, that these regular customers are as a rule men to whom the banks are often indebted for a good share of

their available funds, and the accommodation, as it is called, which such secure, is pretty much upon the principle of the two itchy Scotchmen, who formed the mutual agreement of "Scratch you me and I'll scratch you."

Were there any hope of early relief from the present unsatisfactory state of bank resources in the North-west, the commercial circles of the same could bear meekly for a time; but while the financial resources of North-western commerce have their origin and interests of their manipulators in other and older provinces of the Dominion, the evil must remain uncured. There is no reason to believe, that banks purposely withhold their funds from this country, but it is a fact beyond doubt, that the proportion they have to spare in the development of North-western commerce is altogether too limited for the necessities of the same.

There is but one course by which to secure a permanent cure of the evil, and that is the taking of steps for a chartered bank for Manitoba, an institution which should be managed with a view of concentrating capital in the country to be used for commercial purposes. Not only would the capital of such an institution be a firm financial rock in the country, but it would compel banks, whose headquarters are in the east, to apportion a much larger share of their funds for the North-west, if they had any desire to hold a footing in the money market of this country.

The funds for the organization of such a bank are looked upon as beyond reach at present, but if a million dollars can be secured during nine months for investment in landed mortgage loans, (and a sum much greater than that has been invested by a few loan companies through agents in Winnipeg during the last nine months), the same effort should be able to secure as much for a banking project, where a field for progress and profit exists, which is unsurpassed in the world. The North-west is about to enter the field as an exporting country, and with its exports steadily on the increase, the time is but short, until the returns from the country's products will furnish quite an auxiliary to financial supplies, and the bank which is first to secure a hold upon the transactions of a growing export trade has a pledge for an extensive and safe banking business. The matter if plainly laid before distant capitalists could not fail to find many and heavy investors.

WINNIPEG MONEY MARKET.

The past week has been one of disappointment in mercantile circles regarding the monetary state of affairs in the city. Instead of an easier feeling taking place after the safe passing of the dreaded fourth, the financial stringency in connection with commercial affairs has become more severe, and the impression has steadily gained ground among business men, that the resources at the disposal of the banks are altogether inadequate to the demands of the commerce of the city. The general report is that the banks supply all the demands of regular customers; but the number included in the term regular customers has been narrowed down much of late, and first-class paper has during the week had in many instances to seek a discount market in private quarters. The regular rates of the banks for commercial paper has been 9 to 10 for gilt edge, and 10 to 12 for ordinary, but quite a share of good paper has been discounted at much higher rates by private parties.

In loans on landed mortgage security the demand has been active during the week, and companies have had almost as much business as they desired. The rates of interest have ranged from 8 to 10 per cent, but there has been an upward tendency, and the latter figure has been more general than during the week previous.

WINNIPEG WHOLESALE TRADE.

The past week has been one of considerable anxiety in wholesale circles, and towards its close there was more or less of a feeling of relief felt in almost every line of mercantile business. The fourth of June, while it produced more or less financial irregularity, passed off more quietly than many expected, and trade thereafter settled down as a rule to somewhat of a quiet state, which might be interpreted as a kind of breathing spell. In the staple branches a steady but not over heavy volume of business is being done, but the trade of the past week goes to show, that retrenchment is general, and fancy lines have not been patronized to any extent. The demands from the west and Southern Manitoba have been reasonably active, but in the city and immediate neighborhood a decided quietness has been felt. Altogether there has been no improvement in matters generally, and the minds of wholesale merchants are now settled in the belief, that trade will display no actual buoyancy, until the crops of 1883 are about ready for harvesting. The only exceptions to this belief are to be found in those branches immediately affected by immigration.

AGRICULTURAL MACHINERY.

While most branches of trade are becoming more or less depressed, in this line there is plenty of activity, and each week as the season advances towards harvest dealers become more hopeful. The beautiful weather and refreshing showers of the past ten days have given a fresh impetus to retail sales, and the depot houses in the city are beginning to receive fresh orders from their country agents. Some dealers are beginning to predict, that this season as well as

last the supply of harvesting machinery in the country will be found insufficient for the demand, but if such is likely to be the case, it is altogether premature to make any calculations as yet. Altogether this branch of trade is in a most satisfactory condition, and promises to continue so, while such crop prospects as the present exist.

BOOTS AND SHOES.

From this line the report of the past week is not a very brilliant one, although it is scarcely as discouraging as that of the previous one. Trade is certainly quiet, and wholesalers by a conservative course of action are not making any special efforts to extend it. Orders during the week have been for the filling of present and it might be said immediate wants, and have been consequently light in the aggregate. Collections are reported as good as could be expected, and June has opened with a prospect of a slight improvement upon May.

CLOTHING.

From this line the report of the week is rather varied. Complaints of actual dullness come from one source, a limited trade in sorts is the report from another, while a third reports a steady and satisfactory volume of business. Taken altogether the aggregate is only fair, but not disappointing, as all wholesalers expect a lull during June. Collections are reported rather improved, and a feeling of reconciliation rather than satisfaction is felt among the trade generally.

DRUGS AND CHEMICALS.

Business during the week has been about up to the average, but not rushed in any way. Country orders have been coming in fairly and city trade is about the usual run. Collections have been fair to good.

CROCKERY AND GLASSWARE.

In this as in other fancy lines the feeling of quietness is beginning to be felt, and the report of the past week is far from being as bright as during the early part of May. There is no dullness, however, and wholesalers are in no way disappointed with the present state of affairs. Staples are still in steady demand, but it is in the fancy lines, that the falling off is most observable. Collections are not too good, but may be rated fair.

DRY GOODS.

In this staple line trade is still in an unsatisfactory state. While the retail trade is slowly recovering from the overstocking of last winter and spring, the demand for new goods is very limited, and the wholesale trade are consequently unusually quiet. To this must be added the fact, that a very cautious system of extending trade is being carried out, amounting almost to commercial timidity. Confidence is not gaining ground very fast, and it may safely be concluded that the trade for this summer is much demoralized. Yet there have been some hopeful developments during the past ten days, one of which was the unexpectedly large proportion of paper met on the 4th of June and since. The whole trade seems combined in an effort to carry the load which it now has, and with a good crop prospect this is steadily becoming lighter, and should a good harvest be

realized, it will be relieved altogether much sooner than was anticipated some weeks ago.

FANCY GOODS AND SMALL WARES.

Business in this line although not very heavy is much better than could have been expected at this season of the year. There is, however, quite a falling off from the rush of two weeks ago. Collections are reported as fair, and the trade generally is in a satisfactory condition.

FISH AND POULTRY.

There has been a fair trade done during the week. There are no novelties in the market. The supply of pike and whitefish is fully equal to the demand and are worth 4 and 8c per lb. respectively. Lake Superior fish have not yet come in so freely as was expected, but a better supply from there is looked for shortly.

FRUIT.

The supply of delicacies in the fruit line is still very limited and not in such quantities as to warrant wholesale quotations. Apples are becoming scarce and are worth from \$3 to 9 per barrel, according to quality, it is expected that new apples will reach the market here in a week or two. Oranges are not very plentiful and are quoted at \$7.50 to 8. Lemons hold steady at the old figure, \$7.50. Quotations in dried fruit are; Loose Muscatel raisins, \$3; black crown, \$4.75; triple crown, \$8; golden dates 11 to 12c in mats and 16c in boxes. A very fair trade has been done during the week and the general state of business is satisfactory.

FUEL.

There has not as yet been any change in the price of coal, the influence of Port Arthur rates not having made itself felt. Anthracite is quoted at \$15 delivered, and bituminous from \$13.50 to 14.50. Wood is in good supply. Tamarac in lots of ten cars or over sells at \$6.50; smaller lots \$6.75. Poplar is quoted at \$5 for large lots and \$5.50 for smaller quantities.

FURNITURE.

There has been quite a revival in the furniture business of late and the factories are kept pretty busy. Collections are reported considerably better than they were some time ago, but there is still lots of room for improvement.

GROCERIES.

The leading houses report a good steady trade for the week, but nothing of a rash. This was not to be expected at this season of the year. Orders from the country have come in with tolerable freedom, and the city trade continues in its usual condition. Collections have been moderately good. Prices of staples are about the same as last week with the exception of sugars, which are a shade easier. Yellows are quoted at 9½ to 10c; granulated 10½ to 11c. Coffees remain unchanged at 15 to 18c for Rios, and 22 to 27c for Javas. Teas are quoted at, Japan 25 to 45c; Moyune gunpowders from 35 to 75c; Hysons 26½ to 70c. Next week new season blacks will be quoted, by which time the first arrivals of the season are expected.

HARDWARE AND METALS.

Business in this line has been very quiet, in fact disappointing to the dealers, who had con-

fidently expected a brisk trade this season. The demand for building purposes is especially light, and there is not much prospect of a revival this summer. There has been the usual ordinary demand for light hardware, but in the heavier lines and in metals there has been but little done. Quotations are unchanged, as follows: Tin plate, 14x20, \$8.00 to \$8.25; 20x28, \$15.00 to \$15.25; bar iron, \$3.75 to 4; sheet iron, 5½ to 6c; iron piping, 25 per cent off price list; ingot tin, 32 to 35c; pig lead, 6½ to 7c; galvanized iron, No. 28, 8½ to 9c, according to quality.

LEATHER AND FINDINGS.

Business in this line has been on the quiet side, and collections are fair. There has been no change in prices, which are as follows: Sole leather, No. 1 Spanish, 33 to 35c; kips, slaughter, 70 to 75c; B. Z., 85 to 90c; French first choice, \$1.15 to \$1.25; French calf first choice, \$1.40 to \$1.50; wax upper, No. 1, 55c; grain, No. 1, 55c; harness leather, 34 to 36c for plump stock.

LUMBER.

There is no change to report in the state of the lumber trade this week. Business is inclined to be quiet, and dealers' stocks are not lessening rapidly, owing to the lull in building operations. A scale of prices has been arranged by the trade, but which is not rigidly adhered to by all the dealers. Quotations are as follows: Pine lumber,—1st, common boards, dressed, \$26.50c.; 2nd, dressed, \$25.50c.; 1st do., rough, \$26.50c.; 2nd do., \$25.50c.; sheathing, rough, \$25.00; timber 16 feet and under, \$25.00; do. over 16 feet, for each additional 2 ft., \$1.00; dimension and joists, 16 ft. and under, \$25.00; do., over 16 ft. for each, \$1.00; fencing, \$30.00; 2 and 3 in. battens, \$32.00; A stock boards, all widths, \$50.00; B do., \$45.00; C do., \$40.00; D do., \$35.00; 1st clear, 1, 1½, and 2 in., \$60.00; 2nd, do., \$50.00; window and door casings, \$50.00; base boards, dressed, \$50.00; 1st pine flooring, siding and ceiling, \$40.00; 2nd do., \$35.00; 3rd do., \$32.00; ½ in. split siding, dressed, \$30.00. Spruce lumber,—timber 16 ft. and under, \$24.00; do. over 16 ft., for each additional 2 ft., \$1.00; dimensions and joists, 16 ft. and under, \$24.00; do., over 16 ft., for each additional 2 ft., \$1.00; boards, \$24.00; 1st flooring, siding and ceiling, \$32.00; XX shingles, \$5.50; Star A star shingles, \$5.50; X shingles, \$5.50; A do., \$5.00; lath, \$4.50.

STATIONERY AND PAPER.

Business has been quiet for some time and still continues so. It is not expected that there will be any general revival of business for a few weeks yet. Collections are reported moderately good.

WINES AND SPIRITS.

Trade in this line, although it cannot be said to be dull, is inclined to be slightly quieter than for some time past. Prices remain the same. Quotations to jobbers and heavy purchasers are. Henney's one star, in cases, \$14.00, in wood, \$5 per gallon, Imperial, vintage of 1878, \$5.50, Martel, in case, one star, \$14; Renault, one star, \$12; Roleyn, in wood, \$4 to \$5.50; Rouet, in cases, quarts, \$8.50; flasks, \$10, half flasks, \$11, Finette, in wood, \$4

per Imp. gal.; Louis Freres, in cases, qts, \$10; flasks, two dozen in a case, \$11; half flasks, four dozen in a case, \$12; M. Dubois, in wood, \$3.50 per gallon; cases, quarts, \$8; flasks, \$9; half flasks, \$10. Gin, Holland, in wood, \$3 per gallon; red cases, \$11; green cases, \$6; Old Tom gin, Bernard's, in wood, \$3.25 per gallon; Booth's, in wood, \$3.25; Booth's, in cases, quarts, \$9.50; Scotch whisky, Ramsay's in wood, \$4.00; Caol-Ia Islay, in wood, \$4.50; Stewart's, in cases, quarts, \$8.50; flasks, \$9.50. Irish whisky, John Jameson & Sons, in wood, \$4.50; Bernard's, in cases, quarts, \$8; flasks, \$9.50. Jamaica rum, \$3.50 to \$4 per gallon. Domestic whiskies, Gooderham & Wort's, in wood, \$1.65 per gallon; 65 o. p. rectified, in wood, \$3.50; W. F. L. five-year old, \$2.50 per gallon; cases, quarts, \$7.50; flasks, \$8.50.

THE MARKETS.

WINNIPEG.

GRAIN AND PROVISIONS.

The grain market of the city has shown no improvement during the past week, but has preserved the dullness which has characterized it during the past month. There has been no movement of grain worthy of note, and the receipts have been very light both by rail and on the street. Scarcely any wheat has reached the city, and the rough grain was in farmer's loads principally, which were sold to consumers direct. A few orders for car lots for contractors out west have made holders more hopeful, and prevented a heavy decline, which seemed inevitable. In provisions there has been quite an active business, with very few changes in prices. Any changes that have taken place have been in a downward direction, although no decided decline has taken place in any particular article. The bulk of the trade done has been for distant points, while the city has shown considerable slowness. The provision wholesalers, however, express satisfaction altogether, and are quite hopeful of the near future.

WHEAT.

Only a car or two has changed hands during the week, and prices have been nominal. Eighty cents is still offered for dry hard Fyfe, and unless receipts increase rapidly, millers will soon be more anxious to secure supplies. The stock in the city is still liberal, but even the home demand must soon reduce it, and if any eastern shipments are to be made by the new lake route, receipts must very soon increase.

OATS

Sales from store in the city have been a little more liberal during the past week, than for two weeks previously, and there is a probability that heavy demands will yet come from western points, owing to the stores out there becoming musty from being wet. There are large quantities of damaged oats in the country, but it is fast becoming apparent, that good dry oats, fit to keep through summer, are by no means plentiful. Dealers in the city have shown some disposition during the week to make fresh purchases, and 40c to 45c has been offered. The street receipts during the week were all sold to consumers at from 45c to 50c.

BARLEY.

Barley is as unsaleable as ever, and holders have been considering the advisability of shipping to eastern markets, even at a loss. Unless a local demand beyond any present expectations springs up, this course will have to be adopted, and with the dullness which has pervaded east-

ern barley markets for weeks, the move is not likely to prove a profitable one. There have been no quotations during the week, and no buyers asking for any.

No other grains have been on the market.

FLOUR.

Millers are still confining their production to the demands of the local trade. No shipping except to north-western points has been done during the week. The stock in the city has not increased much, and prices have not changed. The home demand has been reasonably active but not extra heavy. Quotations still remain as follows: Patents, \$3 to 3.20; xxx, or strong baker's, \$2.50 to 2.60; baker's, \$2 to 2.10; traders or xx, \$1.10.

BRAN

Very little in demand and has held steady during the week at \$10 a ton on track. Mills although not running full, can produce all that is necessary at present for the demand.

SHORTS

There has been no change in the price of this product, quotations still being \$12 a ton on track. Demand has been slow and light.

CHOPPED FEED.

There is still almost no demand for this article, and no sales of any quantity are reported for the week. Quotations are nominal at \$28 a ton.

POTATOES.

There has been quite a drop in the price of potatoes during the week, while sales have been made all the way from 60 to 90c. Only car lots changed hands at the former figure, while 65c on track has been the most general quotation, and in some instances 70c was reached. Small lots have sold all the way from 75 to 90c, but the latter figure could not be obtained near the end of the week.

BUTTER.

There have been during the week unmistakable evidences of a coming decline in this article. At least one consignment of the new season's butter from Ontario has reached the city, and quite a number of others are daily expected. Not less than eight car loads are known to be now on the way here. In view of these receipts prices have declined a little. Choice creamery has not sold above 27c unless in a very few instances, while creamery has been very hard to sell at 30c. Buyers are holding off as much as possible in expectation of a plentiful supply of new season's. Poor butter is still plentiful, and quoted at 20 to 24c, with very few sales to report.

CHEESE

seems fixed in price, sales being steady at 16c for prime goods.

EGGS.

There has been very little change in the egg market of the city during the past week. Quotations have held at 21c for barreled goods and 22c for cases. The supply is now abundant, but the demand has rapidly increased, making the sales of the week quite heavy. A slight reduction is looked for by some, but it is not likely that this summer will bring quotations below 20c.

HAMS.

There has been no change worthy of note in prices, although a continuation of the easy feeling of our last report has existed all week. Quotations of smoked were made as low as 15½c but the general figures have been 16c, with 16½c for canvassed. The demand has held quite active and dealers report liberal sales.

BACON.

A steady feeling has held out during the week, and prices have remained almost without change, except in cases of car lot sales. Dry salt has sold from 14½ to 15c, and long clear smoked at 15½. Spiced rolls have held at 16c steady. Breakfast bacon held at 17c. The aggregate of sales has been quite large.

MESS PORK.

There has been no change in prices during the past week, although the lowest quotation of last week was more general, namely \$25, although most sales were made at \$25.50. The Chicago market seems to have recovered from its recent weakness, and it is likely that this city will soon give evidence of a sympathetic feeling. No decided advance however is expected for some time, and the steadiness of the past week will probably continue.

MESS BEEF.

It is almost unnecessary to quote this article, as the sales have been exceedingly light, and quotations of \$18.50 are merely nominal.

MINNEAPOLIS.

During the week there has been considerable of an unsettled feeling, and not a little fluctuation in the market. A good deal of uncertainty exists as to what the near future will bring forth consequent upon conflicting reports as to the state of the crops throughout the country. The amount of business transacted was hardly up to the average.

On Tuesday the market opened dull in all lines and continued so throughout the day. Sellers and buyers were a long way apart. The following quotations represent the business of the day.

WHEAT, No. 1 hard, \$1.113½ to \$1.14; No. 1, \$1.06 to 1.12; No. 2 hard, \$1.10 to 1.12.

CORN, No. 2, 51 to 52c; no grade, 46 to 50c.

OATS, No. 2 white, 39½ to 40c; No. 2, 38½ to 39½c; rejected, 35 to 39½c.

FLOUR, Patents, \$6.50 to \$6.90; straights, \$5.50 to \$6.00; clears, \$5.00 to \$5.50.

On Wednesday the market was weak and trading light. The following quotations represent the business of the day.

WHEAT, No. 1 hard, \$1.13½ to 1.13½; No. 1, \$1.06 to \$1.11½; No. 2 hard \$1.10 to \$1.12.

CORN, No. 2, 51 to 52c; no grade, 46 to 50c.

OATS, No. 2 white, 39½ to 40c; No. 2 38½ to 39½; rejected, 37 to 39c; samples 35 to 36½c.

FLOUR, patents, \$6.50 to \$6.90; straights, \$5.50 to \$6.00; clears, \$5.00 to \$5.50.

On Thursday, owing to excitement over the election of a new grain inspector, very little trading was done and prices remained about the same as the day previous. What business there was is represented by the following quotations:

WHEAT, No. 1 hard, \$1.13½ to \$1.13½; No. 1 \$1.06 to \$1.11½; No. 2 hard, \$1.10 to \$1.11½.

CORN, No. 2 51½ to 52½c; rejected, 46 to 49½c.

OATS, No. 2 white, 39½ to 39½c; No. 2 38 to 39½c; rejected, 35 to 36½c.

FLOUR, patents, \$6.50 to \$6.90; straights, \$5.50 to \$6.00; clears, \$5.00 to \$5.50.

On Friday there was a little more activity, especially in wheat. Corn was slightly weaker and oats were also weak. The business of the day is represented by the following quotations:

WHEAT, No. 1 hard, \$1.13 to 1.13½; No. 1, \$1.06 to 1.11; No. 2 hard, \$1.10 to \$1.11.

CORN, No. 2, 51c to 52c; rejected, 46 to 49c.

OATS, No. 2 white, 39 to 40c; No. 2, 36 to 38c; rejected, 35 to 37c.

FLOUR, patents, \$6.50 to \$6.90; straights, \$5.50 to \$6.00; clears, \$5.00 to \$5.50.

On Saturday the market was dull, and business was transacted at figures slightly below those of Friday. The following quotations represent the business of the day.

WHEAT, No. 1 hard, \$1.12½ to 1.13½; No. 1 \$1.06 to 1.10½; No. 2 hard, \$1.09 to 1.11.

CORN, No. 2, 51c to 52c; no grade 46c to 49c.
OATS, No. 2 white, 39c to 40c; No. 2, 36c to 38c; rejected 35c to 37c.
FLOUR, Patents, \$6.50 to 6.90; straights, \$5.50 to 6.00; clears, \$5.00 to 5.50.

CHICAGO.

The unsettled feeling which was noted last week has continued in a degree very little abated. Reports from across the Atlantic have not tended to inspire confidence, and the reports from the country regarding the condition of the crops have been of such a varying character that a settled state of trade could hardly be expected.

On Tuesday there was a moderate amount of business transacted. In wheat the feeling was unusually unsettled, but the market closed slightly stronger than the previous day. Corn was inclined to be weak, and oats were fairly firm. Provisions were greatly unsettled. Quotations towards the close were:

Wheat,	June,	\$1.11½	July,	\$1.13½
Corn,	"	56	"	57½
Oats,	"	39½	"	39½
Pork,	"	19.10	"	19.20
Lard,	"	11.70	"	11.75

On Wednesday wheat was again weaker, owing to the unfavorable tenor of foreign advices. Corn was weaker. Oats firm. Provisions were weak and still far from being in a settled condition. Quotations towards the close were:

Wheat,	June,	\$1.10½	July,	\$1.12½
Corn,	"	55½	"	56½
Oats,	"	40½	"	40½
Pork,	"	18.85	"	19.02½
Lard,	"	11.60	"	11.67½

On Thursday there was a better feeling and prices firmed up considerably. Quotations towards the close were:

Wheat,	June,	\$1.11½	July,	1.18½
Corn,	"	57½	"	56½
Oats,	"	40½	"	40½
Pork,	"	18.85	"	19.00
Lard,	"	11.60	"	11.65

On Friday a weaker feeling again set in and prices fluctuated in all kinds of grain. Provisions were steadier. Towards the close quotations were:

Wheat,	June,	\$1.11½	July,	\$1.13½
Corn,	"	55½	"	56½
Oats,	"	40½	"	40½
Pork,	"	18.82½	"	18.95
Lard,	"	11.32½	"	11.65

On Saturday the wheat market was unsettled and generally lower. Corn was active but lower, and oats weaker. Quotations towards the close were:

Wheat,	June,	\$1.11	July,	\$1.12½
Corn,	"	55½	"	56½
Oats,	"	40½	"	39½
Pork,	"	18.82	"	18.95½
Lard,	"	11.62	"	11.65

TORONTO.

STOCKS.

This week stocks have rallied from the depression that characterized the two previous weeks. The excellent reports of the Montreal, Merchants and Federal banks at the annual meeting of their shareholders just held, have produced an improved feeling, and a great deal more confidence in the future is the result. On Wednesday quotations took quite a little rise,

and closed at an advance on the previous day, closing bids as compared with the week previous were as follows:

	May 30,	June 6
Montreal	190½	109
Ontario	110	111½
Toronto	180½	187
Merchants	120½	122½
Commerce	133	133½
Imperial	146	145½
Federal	150½	156½
Dominion	197	197
Standard	116½	116½
Hamilton	116	112
North-west Land	73	73½

GRAIN AND PRODUCE.

There has been an easier feeling during the week, and the improvement noticed in our last issue has been nearly lost. Holders were steadily firm and did not seem inclined to press sales. Buyers on the other hand were not anxious to purchase. Owing to a break in the American markets the demand for shipment was light.

WHEAT

The demand for shipping was light during the week and prices closed at from one to two cents below those of last week. Quotations are: Fall No. 1, \$1.10; No. 2, \$1.07 to 1.09; No. 3 \$1.06; Spring, No. 1, \$1.11 to 1.12; No. 2 \$1.00 to 1.10; No. 3 \$1.06 to 1.07

OATS.

The market has ruled fairly steady and prices have not undergone much change, beyond a little temporary fluctuation. Quotations are from 45 to 47c on the track. Street prices 48c.

BARLEY.

There has been a little movement in lower grades, but none in better qualities. Receipts have been light. No. 1 is worth 68 to 70c; No. 2 65 to 66c; extra No. 3 60c; No. 3 48 to 51c.

RYE

No transactions have taken place. Prices nominal at 65 to 67c.

POTATOES

are plentiful and price consequently weak. Car lots have been sold at from 50 to 55c. On the street they are sold at 70 to 75 per bag.

FLOUR.

Owing to a light demand prices have receded. The market closed dull and inactive with no demand heard from. Superior extra is quoted at \$4.70 to 4.75; extra, \$4.60 to 4.65.

BUTTER.

Increasing receipts, warmer weather and a light outside demand have made the situation quiet and weak. Rolls have sold slowly at 14 to 16c; tubs 16 to 17c for best qualities, and no demand for anything but first class. Pound rolls on street bring 17 to 19c.

CHEESE.

Prices have tended downward. Small lots have gone off fairly well at 12½ to 13c. At the factories sales have averaged from 10 to 11c.

EGGS.

Receipts have been light and prices firm at 15 to 15½c.

PORK

continues fairly active, but easier. Car lots have sold at \$22.50; smaller lots steady at \$23.

BACON.

There has been but little inquiry for round lots. Tons and cases sell at former quotations, viz. 11½ to 12c for long clear; 10½ to 11 for Cumberland. Rolls are worth 13 to 13½. A lot of pickled bellies brought 13c, and for smoked 14½c is asked. Stocks in the city are light, and are held firmly.

HAMS.

Small lots of smoked have sold at 14c; can-

vassed 14½ to 14¾; sweet pickled 13c. There has been no movement in round lots.

SUNDRIES.

Lard 14 to 14½; dried apples 9½ to 10¾c; oat meal \$5.30 to 5.35; corn meal \$3.75 to 3.90 Apples \$2 to 3.50; peas 80c.

Markets by Telegraph.

Special Despatches to the Commercial.

TORONTO, June 11.

STOCKS.

Stocks were rather firmer during the week, but most of the advance was lost to-day; closes to-day were: Montreal 196½, sales 197½; Ontario 111, sales 111 and 111½; Toronto 185½; Merchants 122; Commerce 135½, sales 135½; Imperial 145; Federal 158½, sales 158½; Dominion 196; Standard 117½, sales 117½; Hamilton offered at 113; North-west Land 72½, sales at 71 to 72; Ontario and Qu'Appelle Land sold at 156; close sellers 160. North-west Co's dividend is payable on June 14. No cause is assigned for the fall and in the face of it the general feeling to-day is dull.

TORONTO, June 11.

GRAIN AND PRODUCE.

Produce has been very dull for several days. Flour is neglected; Superior extra is quiet at \$4.70; extra at \$4.60. Prices quoted are nominal. Bran is worth about \$11. Oat meal is steady at \$5.30 to 5.40. In wheat there is a slack shipping demand and prices are weak. No 2, fall sold at \$1.07, and for July delivery at \$1.09; No. 2 spring is held at \$1.09; No. 3, sold at \$1.07 to 1.07. Oats are steady; western sold at 47c; barley is inactive; No. 3 is offered at 50c; peas easy at 79c; Potatoes are weak at 50c; butter is coming forward more freely; fine tubs are worth 15 to 17c; eggs are steady at 15 to 15½c for round lots; meats are quiet; stocks are small and are held very firmly at previous prices. Lard is selling in round lots at 13½ for tinnets; new wool is beginning to move very slowly at 17 to 19.

CHICAGO, June 11.

The market to-day was dull and still unsettled. Prices were generally lower. Quotations are: Wheat, June, \$1.10, July, \$1.11½; corn, June, 55½c, July, 56½c; oats very weak, 39½c June, 39½c July; provisions quiet and prices not materially changed.

MINNEAPOLIS, June 11.

The market to-day opened dull and there was but little business done. This was in some measure due to the stormy weather that has prevailed. No. 1 hard wheat is quoted at \$1.13½ to 1.14. There were no transactions worth mentioning in corn, although receipts continue to be large. Oats No. 2 mixed, 38c; rejected 36 to 37c.

Winnipeg Labor Market.

The demand for labor in the city and country is not much greater than it has been for the past two or three weeks, still work is more plentiful than it has been. There are not nearly so many idle men in the city as there were a short time ago. A good many of those have obtained work either in the city or in the country adjoining, and a number have left the city. The Canada Pacific Railway Company have established a labor bureau of their own under the management of Mr. Neilson, and this has had some effect upon the business of the other employment agencies in the city. Laborers' wages now run from \$1.50 to \$2 per day, and a man who is anxious to get work does not have as a rule to wait long before

procuring a job. Carpenters wages are from \$2.50 to 3 per day and other mechanics are paid in proportion. There is still a keen demand for domestic servants, and very good wages are paid. On the whole there is a general improvement in the labor market, and it is not likely that the supply will again exceed the demand as it did a few weeks ago. As the season advances and harvest approaches there will be quite a demand for laborers for the country.

The Secret of Advertising.

The grand secret of advertising is repetition. Iteration and reiteration compel attention. An occasional advertisement is barely sufficient to keep the advertiser's name from falling into the great receptacle of utterly forgotten things. Constant, steady, persistent, habitual and ubiquitous advertising, keeping a certain fact before the eye of the public at all times and in all places is one of the stepping-stones of success in modern business, in fact it is the stepping-stone. Where, says a leading trade journal, there is so much vigorous opposition and sharp competition, the purchasing public cannot possibly hear your invitation to come and buy unless you toot your advertising horn loudly and continuously. They cannot discover your whereabouts unless your advertising flag is always floating in the breeze. They cannot feel your attractive influence unless you make them feel it by spreading it in all directions through the magnetic influence of the press. By continuous dropping in the same spot a light drill will penetrate deeply into the hardest rock, whereas the scattering blows of the heaviest sledge will have scarcely any effect. The three P's of successful advertising are Persistent, Perspicacious Persuasion.

Canadian Trade with Brazil.

It is said to be extremely doubtful whether the steamers of the Canadian Brazilian line, which were withdrawn some two months ago, will be placed on the route again. The boats did not belong to the company which endeavored to establish the line, but were only chartered until the success of the undertaking could be established beyond doubt. The Dominion government has again voted \$50,000 as an annual subsidy for this service, while the Brazilian government grants a similar amount; yet with this combined subsidy the line has not paid running expenses, owing to the comparatively small exchange of natural products between the two countries. The projectors of the line now ask the Dominion government to allow their steamers to call at Boston on the way up from South America, and also on the downward trip, which they hold would enable them to give Canada all the service her merchants might require, while it would at the same time enable them to fill up their vessels with American freight instead of running them with half cargoes. It is doubtful if the government will comply with the demand, the ground for objection being that it would virtually be subsidizing a line of steamers to ply between the United States and Brazil, after the United States government had withdrawn the subsidy formerly granted for the service.

Commercial Travellers Rates.

To the Editor of the Commercial.

The Secretary of the Commercial Travellers' Association of Canada writes me that he has arranged with the C.P.R. Co., to sell our members tickets over their line at three cents per mile, and to allow our members to carry 300 lbs. of baggage free, upon production of certificate of membership of our association. Manitoba travellers can become members and can obtain certificates from Mr. Bull, of Messrs. Henderson & Bull city. Commercial travellers have long enjoyed similar privileges in the east. This is a very important concession to the travellers here, where rates are high both for travel and excess baggage.

S. O. SHOREY,
V.P.C.T.A. of Canada.

Wheat Milling vs. Iron Manufactures.

The following from the New York *Shipping Gazette* in reference to the profits of flour mills as compared with mills engaged in iron manufactures will prove of interest to our readers in this great wheat producing North-west. That authority says that it has been until recently a supposed fact in connection with American manufactures that the second in importance as to the value of products is the grist mill, which it is actually first in the value of material used. The iron and steel makers produce annually \$551,543,109 of manufactured products, and use \$319,594,000 of raw material, while the grist mills produce \$505,185,000, and use \$41,545,000 of raw material—that is, grain. There is of course a great difference in the number of hands employed and amount of wages paid. The iron and steel men employ 306,593 hands, and pay \$138,787,000 a year in wages, while the millers employ but 58,400 hands, and pay \$17,422,000 a year in wages. The capital invested in mills is \$178,000,000, against \$405,636,000 in iron and steel works. The value of the milling raw material, subtracted from the value of the manufactured products, leaves \$64,000,000; deducting from this the \$17,422,000 paid for wages, we have left \$46,578,000, which represents the yearly profits on \$178,000,000 capital invested, less interest, insurance, wear and tear. It is over 26 per cent, while the profits of iron and steel manufactures, whose operating expenses are much greater in proportion, and who are besides liberally protected, are less than 25 per cent, interest, insurance, etc., deducted from this. Hardly any other manufactures pay as well as those of the millers. The iron and steel men take cheap raw material and expend a great deal of labor upon it.

The proposition to flood the great Desert of Sahara, and thus change over a hundred million acres of barren land to agriculture, seems at first glance to suggest a reversal of the scheme of the creation; but M. de Lesseps certifies, after a careful and thorough investigation, that it is entirely feasible. It will cost about \$30,000,000, he estimates, and he is already "working up" a scheme for raising the money and doing the necessary digging. As an irrigator, M. de Lesseps has a supreme contempt for what that other unique Frenchman, Mirabeau, used to call "that blockhead of a word impossible."

Gas and the Electric Light in England.

An English exchange says: The telegraph Construction & Maintenance Co., Limited, Greenwich, has recently furnished the Nottingham corporation with a specification for the lighting of that town by electricity. The manager of the company's electric-light department, Mr. Gordon, has published a few statistics relative to this specification, so as to afford the public some idea as to the price for which "a responsible manufacturing company will undertake to erect the plant and guarantee its successful working." Mr. Gordon writes as follows: "The estimate is for a plant for 60,000 20-candle Swan lamps, and includes condensing engines, boilers, dynamos, street mains, buildings, etc., and the successful working of the plant for 30 consecutive days and nights. The current is to be supplied from five dynamos of 15,000 light capacity each, four being at work and one with its engines and boilers in reserve. The dynamos run at 150 revolutions per minute, and are without belts or rubbing contacts. The mains are to be such as to allow the current to be supplied at a pressure of 70 volts. Our price for the whole is £220,000. We have worked out the estimated working cost, as compared with gas, at 2s. 6d. per 1,000 cubic feet. Steam coal in Nottingham being 10s. per ton, we find that, including depreciation, coals, oils, wages, rates, renewal of Swan lamps, etc., that if a 20-candle Swan lamp is supplied at the same price per hour as a 14-candle gas burner, the profits will pay 23½ per cent. on the £220,000 capital, or that, if the corporation are content with 6 per cent., they can supply electricity, lamp for lamp, at 60 per cent. of the price of gas; or, allowing for the difference of candle power, at 42½ per cent. of the cost of gas, or considerably less than half. We hope, therefore, that electric lighting is now in a fair way to become a practical success, and not only a scientific one. Of course, it is only by working on a large scale that such results as these can be obtained.

MANITOBA CITY.

It is reported on good authority, although not yet officially announced, that the C.P.R. Company have at last decided to locate a station at this place. We believe they also purpose making this the end of the first division on their South-western branch, and to erect a round-house and repair shops here. Should these reports prove correct, and we believe they will, this will make Manitoba City one of the most important points in Southern Manitoba. But business men should not forget that there are enough general stores here now to supply the wants of all the settlers in this section of country for some time to come.

The Messrs. Bethune intend erecting a large store here and moving their business from Archibald to this place. We will then have four general stores with large stocks and if more come profits will be sure to be cut down until there will be no margin left. There are good openings here for grain warehouses and for men who can handle large quantities of farm produce, as there is likely to be a large amount of grain and other agricultural products marketed here during the coming fall and winter.

EMERSON.

Trade news of every kind is scarce, and the only report that can be given is, that a decided improvement has taken place in business.

There have been no business changes in town during the past week, and no trade misfortunes are to report. There has been one addition to the number of business institutions, namely the liquor business of Amey Bros., which has been opened up in the storeroom formerly occupied by J. H. Fleury as a harness shop.

Since last week there has been decided improvement in business both in this town and West Lynne, and the merchants are correspondingly hopeful. The beautiful weather which has so much improved the crop prospect is the main cause of the trade revival, but other causes have been at work, and the improvement is expected to be lasting.

At the last meeting of the town council the town clerk was instructed to inform the solicitors of the C. P. R. that the town of Emerson had no part in the application for re enactment of the Emerson and North western charter now before the Provincial Parliament, but was prepared to fulfil its obligations ament the construction of the branch line to Pembina Junction. The movement had no opposition in the council, which shows that all faith in the E. & N. W. construction is about dead.

RETAIL TRADE PROTECTION.

To the Editor of the Commercial.

DEAR SIR: In your last issue there appeared a letter from a correspondent at Portage la Prairie on the above subject, which wakes up a question well worthy of the consideration of the retail merchants of Winnipeg as well as Portage. Your article in the same issue and on the same subject, I am of opinion, does not give a fair estimate of the business ability of the retail traders of the North-west, while I must admit, that many men ignorant of trade principles have got a footing in mercantile life in this country. I believe it is only the want of organization which prevents retail traders in this or any other North-western town from having as complete a system of protection from dishonest customers as wholesale traders possibly can have, and I for one will gladly join in with any movement for such a purpose in Winnipeg. It is needed very much, and the longer it is delayed the greater loss must come to merchants in this city. Some people may tell us that there are mercantile agencies which will do our business in that line. But these mercantile agencies are of very little value to traders who sell only to consumers; and I have been long enough in trade to find out that they are generally worked in the interests of wholesale merchants, bankers and such like, and are mostly spies upon the retail trade, and their secret information is not always reliable, but often accomplishes the business ruin of struggling men. I cannot help thinking there is something cowardly and treacherous about the professional private inquiry man, and for that reason more than any other I agree with your suggestion, that any protection organization of retail traders should

be strictly mutual. I hope there will be some move made in this affair in Winnipeg, as no city has greater necessity for it, and the movers may calculate upon the hearty cooperation of
Your obedt. servant,
STORREKKEPER.

KEEWATIN.

Mr. B. B. Rideout has erected a tent which he will use as a restaurant.

The water is very low in the lakes, and all mill owners complain of scarcity of power.

Mr. Hall, of the Northwestern Telegraph Co., has been in town for the past week, looking for cedar telegraph poles.

Mr. Atchison, who has been employed for some time with Dick, Banning & Co., has resigned and engaged with Mr. R. J. Cole, as general factor.

The steamer N. Mosher, Captain McMurdie has brought in three tons of logs and one tow of telegraph poles during the past week for the Keewatin Lumber Co.

Messrs. Dick & Banning's drives, on Grasse and Pine rivers are lying up for the want of water, and will not come out this season, unless heavy rains come on during the summer.

The steamer Lillie Macaulay, with a tow from Hungry Hall for Dick & Banning, was caught in a storm in the Grand Traverse and had to abandon the raft. The logs were all swept into Buffalo Bay, and are a dead loss, as it would cost more than they are worth to collect them again.

PORTAGE LA PRAIRIE.

Mr. Newman & Finnerty, of the west end, have shipped their furs collected during the past season, amounting in all to over \$11,000 in value, and numbering over 30,000 skins.

There have been no business changes in town during the week, if we except the sale of the grocery stock of W. Sutherland to D. S. McDonald. The latter intends shortly to move into Sutherland's premises.

All the government red tape arrangements are now completed in regard to raising Portage la Prairie to a customs port of entry, and Mr. J. N. Morton has been appointed customs' officer here. This will be found a great matter for the facilitating of business generally.

A second oatmeal mill is offered to be built in town, by J. W. Pratt, on the same advantages being granted him, as were granted to the party making a similar offer some time ago. The question is now before the town council whether to accept Mr. Pratt's or Mr. Johnson's offer. The council have agreed to allow the ten year's exemption from taxation of the elevator proposed to be erected by Messrs. Ogilvie & Co.

The past week has done much to make every person in and around this town more hopeful. The refreshing showers and warm genial weather has made great improvements on the growing crops, and the oldest settlers assert that never in their day did the prospect of a good crop look better at this season of the year. The effect of this has been to liven up business in every branch, more or less, and there is probably a more hopeful feeling among business men now than has existed for six months past.

STONEWALL.

The building for the planing factory is finished, and as the machinery has been shipped from Ontario more than a week, we may expect to see it running in a very short time.

G. M. Weberg has his photograph gallery in complete order now, and besides the work which he has been called upon to do in the studio, he has taken a number of views of the town.

Geo. Dark, butcher, has gone out of business, the trouble being a difficulty in collecting outstanding accounts. W. Lutz, formerly of Walton & Lutz, has taken Dark's old stand and will continue in the same line.

Messrs. Carman & Bros., of this town intend opening a branch store in Balmoral. They are busy getting the lumber on the ground now and will rush the building up immediately. W. T. Green has the contract.

Work at the Bowles quarries has been suspended for the past few days, but will probably begin again next week, when operations will be pushed more vigorously than ever, as we believe there is a large quantity of stone to go west.

Mr. Graham, agent for the Massey Manufacturing Co., has a Toronto cord binder on exhibition in his warehouse. It is certainly a most complete machine. He has placed quite a number of orders and the machine bids fair to be favorite.

The lime business is looking up a little. A. H. Clark & Co. have shipped several car loads lately, and have made arrangements to furnish parties in Brandon who, it is supposed will use large quantities during the season.

The building committee of the Presbyterian Church, having decided to put up a frame building instead of stone, as originally intended, advertised for tenders some time ago, which were opened on Friday. It is possible that W. T. Green will get the contract.

BRANDON.

Miss A. M. Elliot, milliner, has also gone under, liabilities small.

Thos. Barton, hotelkeeper, is being assisted to entertain his guests by the sheriff.

Sword & Moor have their planing mill running in full blast after building a large addition this spring.

Messrs. Alexander, Kelley & Sutherland are about to enlarge their grist mill, and also to erect an oatmeal mill.

The prospects of a large crop and high prices for wheat are good; already 90c. has been offered for wheat to be delivered as soon as harvested.

A. E. Gavin, general storekeeper, has made an assignment. This has been expected for some time as the natural outcome of Winter & O'Neail's double shuffle.

Owen Carson, general storekeeper, has made an assignment in favor of Bannatyne & Co., Winnipeg. Too much property and too much stock having placed him in a tight place. There will be no loss as his assets are several thousand dollars more than his liabilities.

Business has been good this week, there hav-

ing been a good local trade since seeding time. There has been a better demand for oxen, and the prices have again advanced; horses are somewhat slow of sale just now, but the depression is only temporary; cows bring from \$60 to \$80. There is a large demand.

The Langhain Hotel, (Brandon Club), has been entirely refitted and furnished by Mr. Millard F. Thompson, late of the Gateway House, Emerson. The Langhain is strictly first-class and merits its share of patronage from the travelling public. The hotel is to be formally opened on the 14th with a ball and supper.

BROADVIEW.

A travelling correspondent of THE COMMERCIAL gives the following notes on the progress of the above place:

The people here no longer rely upon the canvas for home and shelter. The town is steadily growing and being substantially built up. Broadview has an advantage over some other towns, being the terminus of the 2nd Division west. The round-house has twelve stalls. In the town are three general stores, one hardware store, one tin shop, one shoemaker, one stationer, one lawyer, one watchmaker and jeweller, one billiard hall, and two hotels. Mr. A. G. Thorburn is just moving his stock of hardware, stoves and tinware into his new store, 24 x 52, situated south of the C. P. R. track. In fact the most of the town is south on account of the large Indian Reserve immediately north. It is sincerely hoped by all interested that the Government will soon remove the obstacle which proves so detrimental to the prosperity of the town. As soon as this Reserve is thrown open to settlement the town will have a double advantage compared with its present. Messrs. Clementson & Painter are erecting a large two story frame building, 24 x 60, for general store and post office. There is abundance of wood four miles south. The crops look well. The warm showers of the last few days have given them a good start, and the farmers look forward to a good harvest. The educational facilities keep pace with the town. Two young ladies—Misses Petchell—have opened a private school. There is also a public school-house erected, in which service is held every Sabbath by ministers of different denominations.

Crop Prospects.

The past week has been one that has raised the hopes of all in the North west who are interested in the present growing crop. In the Red River valley showers have been general, and growth has been rapid. Wheat fields look now more like grassy lawns, so thick is the stand, and so well is the ground covered. In the early part of the week a few sultry days made farmers wish for rain, and the wish was granted on Thursday and Friday by general showers all over the province, making as old settlers say a crop prospect at present unsurpassed, if equalled at this period of the season since the first settlement of the province. In the lower valley of the Assiniboine, and especially around Portage la Prairie showers fell a few days earlier than in that of the Red

River, and the prospect in the district named is if anything better than in the immediate vicinity of Winnipeg. Further west beyond Brandon farmers were less favored, and fears of injury from drought were entertained by some. During the last few days, however, showers have been frequent out there, and appearances betoken further falls. From southwestern Manitoba the report is quite satisfactory, and rains there have put all fears at an end. Taken altogether the week has added greatly to the prospects of an abundant crop, and unless from heavy rains in the fall, which are not usual in this country, the North-west has no reason to doubt, but a crop unsurpassed for abundance will be gathered this year. A settler of 13 years' residence in the province, who carries on extensive farming operations near Portage la Prairie, gives it as his opinion, that the crop prospect in his section of country is better now, than he ever saw it in the early part of June. All reports from parties of experience in the North-west are of the most encouraging description, although not so brilliant as the one specialized. Such a prospect cannot but have its effect upon business generally, and before the close of June it will doubtless be felt.

Western Express Service.

The *Edmonton Bulletin* complains bitterly, of the manner in which the express business between Winnipeg and that place is conducted. The business, it says, is supposed to be carried on by two express lines, one a chartered Company running on the C. P. R. west, connecting at Troy with Sinclair & McLane's Saskatchewan mail and express line, which is, or was, supposed to forward express matter to all points as far west as Edmonton. The express Company advertised, and the mail contractors gave it to be understood, that they were doing, and going to do, an express business. Having the idea that this was a fact, many parties sent for necessary articles to come by express, which articles were placed in the hands of the express agents in Winnipeg in the ordinary way. Some—a very small proportion—have arrived during the winter, some have been heard from at different points along the line, and some have never been heard of at all. Somebody is to blame for this state of affairs. If the railway express company has received goods not knowing whether they could forward them or not, and taken no means to prevent loss to the consignors or consignees, they should be held accountable for any loss incurred, and more than that, by having failed to transact their business in a proper manner they have shown themselves unfit to hold their charter. As for the mail contractors, if they were unable or unwilling to carry express matter they should have notified the railway express company of the fact, so that no more of such matter should be sent and if they did not do so they are just as criminal as the others. It has been said that check is all that is necessary to carry anything or any person through the world, but this is false. If abundant check could have had any effect in carrying express matter our express would have arrived long ago. The check of the one company in asking payment of charges on goods

lying at Indian Head was thought to be nearly the limit, but in that case only the ordinary rates were charged and the location of the goods was known. The mail contractors discount this altogether. For goods which have been six months on the road from Winnipeg, which have not arrived yet, and location of which is not known apparently by anyone, \$1.10 a pound express charges is demanded, 20 cents more than double the highest rates previously charged. It would seem that as the length of time taken on the trip is increased the rates are increased also, while the chances of safety are proportionately decreased. In some cases at least the value of the matter sent will not equal the charges, and the consignees will prefer to lose the cost price rather than pay those charges, the company retaining the goods for their pay. There are many different ways of committing robbery and this is one of them, although it is probably the clumsiest and least profitable of all.

Export Demand.

A representative of one of the leading grain houses of Scotland has been visiting Winnipeg and other parts of the Canadian North-west during the past ten days, with a view of opening up a trade in grain importing from this country to Scotland direct. At Chicago, Milwaukee, Minneapolis and other grain centres of the United States, he received the most discouraging reports of Manitoba, and was strongly advised not to visit the province. In spite of all these interested persuasions he came onward, and before leaving expressed his great satisfaction at having done so, and made investigation for himself. He is thoroughly satisfied that this must be a great grain exporting country, and that an early footing here will prove of value to his house. He has accordingly left an order with Messrs. Maulson & Clark, of this city for 1,000 quarters (8,000 bushels) of the crop of 1883, hard wheat, to be sent via Port Arthur. His instructions are to send the earliest and best lot to be had, and let price be no object, as he intends the consignment merely as a sample to astonish the Scotch millers, which he has no doubt but it will. If twenty cars of wheat is only a sample order for one firm, what must be the demand for the grain of this country in Britain within two years from the present date? It will astonish the most sanguine friends of the North-west.

Nails in the Days of our Great Grandfathers.

To obtain the supply of nails was in the 18th century by no means the easy problem that it is now, and many substitutions and make-shifts, such as wooden pins, bolts, clamps, riders, &c., were resorted to, to supply the inevitable deficiency. All nails were hammered out by hand at the anvil, and nothing like uniformity in weight or size was attempted. All were of wrought iron, and at best clumsily constructed, and, because of their softness, when one was once started the driver was never sure of its ultimate direction. Every hard substance turned them aside, and holes had to be bored for them in hardwood. Unavailing efforts were made to cast nails singly in molds, but from

their brittleness they were found worthless. On our desk before us we have a collection of nails drawn from the pulpit whence Patrick Henry electrified America by that speech which yet rings through the land with its imperishable burden of liberty or death.

These nails were all made in England and brought to Virginia, together with a large proportion of the other building materials early used in America. Like all their prototypes these are rudely shaped, generally sharp at the point, like a modern horse-nail thence rapidly getting thicker to the middle, whence they taper slightly to the head. The latter has in all cases been entirely disfigured by driving. They are all sizes, from half an inch to five inches in length, thick or thin without regard to length, and bearing everywhere the imprints of the hammer. When we consider how long it must have taken the blacksmith to pound out a keg of these, we can form some slight conception of the advantages we enjoy from modern methods and appliances.—*Industrial World.*

A *Drovers Journal* Special from Liverpool reports cattle steady, weak; best American steers, 15c estimate dead weight. Sheep receipts very weak, and 2c per lb. lower; best bring 17c dressed.

The Texas papers claim that the profits on cattle raising in that State have averaged 100 per cent. in the past five years, while in some cases they have reached 500 per cent. The profit for the first year is nominal; the second year it averages 10 per cent.; the third year 30 per cent., the fourth year 50 per cent., and the fifth year 70 per cent. The average loss by disease and casualty during the same period has been 15 per cent., or 3 per cent. annually. The extension of the railroad system of Texas is expected to increase the profits of the business, as it does away with the great risks involved in long drives.

**Thompson,
Codville & Co.,
WHOLESALE GROCERS,**

26 McDermott Street,

WINNIPEG.

REMOVAL.

Mr. Jos. Barrowclough,
Manufacturer of every class of
MATTRESSES,
AND

Fiber and Curled Hair,

Has removed his business to Union Point, near Winnipeg where he still conducts an extensive business in the line. Post Office address, 32 Adelaide, Man.

TO THE TRADE.

The undersigned are now prepared to supply the Trade with their manufactures, viz:

**Biscuit and Pilot Bread. Corn Brooms.
Coffees and Spices. Self-Raising Flour.**

BISCUITS are packed in barrels, boxes and cartons. COFFEES AND SPICES in bulk, barrels and boxes. Packages— $\frac{1}{2}$ lb. and 1 lb., 10 or 20 lb. boxes; tins of 5 or 10 lbs. each. SELF-RAISING FLOUR—3 or 6 lb. packages in barrels or boxes.

Their facilities for the manufacture of goods in the above lines are equal to any firm in the North-west, and they solicit orders, confident that in quality and price goods will be found satisfactory.

WOODS, OVENS & CO.

Factory and Office—Cor. Higgins and Fonseca streets; or orders may be left at office of WOODS & CO., Alexander street, 4 doors west of Main. Telephone communication in a few days.

NOTHING LIKE LEATHER.

W. N. JOHNSTON & CO.,

Importers and Dealers in

Leather, Findings, Plasterers' Hair

HIDES AND OIL.

No. 8 Logan St., West. Winnipeg.

VIPOND, McBRIDE & CO.,

COMMISSION MERCHANTS

AND IMPORTERS OF

Foreign & Domestic Fruits

18 Alexander St., East, Winnipeg, & 261 & 263 Commissioner St., Montreal.

ROLLS & NEELANDS,

IMPORTERS,

Wholesale Druggists

AND

Manufacturing Chemists,

WINNIPEG.

FULL STOCK

Teas,
Sugars,
Syrups,
Molasses,
Coffees,

AND

GENERAL GROCERIES.

M. A. MACLEAN,

WHOLESALE GROCER,

OFFICE AND SAMPLE ROOM 8 and 10 James Street, West, WINNIPEG.

Manitoba Steam Coffee and Spice Mills.

G. N. SCOTT & CO.

IMPORTERS, MANUFACTURERS AND WHOLESALE DEALERS IN

Coffees, Spices

MUSTARDS AND GROCERS SPECIALTIES.

Roast... and Grinding for the Trade.

Telephone Communication. P. O. 935 Winnipeg.

JAMES ROBERTSON & CO.,

—IMPORTERS OF—

TINSMITHS' AND PLUMBERS' SUPPLIES

AND GENERAL

METAL MERCHANTS.

11 McWILLIAM ST., EAST,

WINNIPEG.

Jas. TBES, Manager.

WHOLESALE ONLY

R. JAMES BANNATYNE

ANDREW STRANGER

BANNATYNE & CO.

(SUCCESSORS TO A. G. B. BANNATYNE)

WHOLESALE GROCERS

AND DEALERS IN

Provisions, Wines & Liquors.

383 MAIN STREET, WINNIPEG, MAN

BALFOUR & FRASER

MANUFACTURERS & DEALERS IN ALL KINDS OF

**Oak, Dimension Timbers,
Sleigh Material, Bent
Stuff, etc., etc.****Bridge & Ship Timber
a Specialty.**Bridges Built on short notice. Plans
and estimates furnished on Application
P. O. BOX 32. EMERSON, MAN.**CAUTION.**We beg to call attention to the very close imitation of
our bottled whiskey, which is being shipped to Manitoba
and sold, we have reason to believe, for the original RED
SEAL, which we have registered at Ottawa under the

TRADE MARK OF "W. F. L."

The Red Seal and Label are imitated almost exactly; but
our whiskey bears our own signature on**COPKS, LABELS AND CASES,**besides Dr. Girdwood's certificate attached to every bot-
tle, which we have placed thereon because of the imita-
tions of the other labels.

Montreal, April, 1883.

W. F. LEWIS & CO.

**ON HAND
Pressed Hay for Sale Low.**

AGENT FOR

Emerson & Fisher's MARBELIZED HAY.Parties requiring same will do well to leave their orders
early.
B. V. MILLIDGE,
824 Main St., Corner Sutherland St., Winnipeg.

STEEL CUSHIONED

BILLIARD TABLES.**SAMUEL MAY.**

MANUFACTURER,

W. O. ANDREWSole Agent for Manitoba and the North West
Territories.P. O. Box 1012, or Room 32 Club Chambers,
Winnipeg.

W. R. LANGRIDGE.

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LANGRIDGE & WILSON,**WHOLESALE
DRUGGISTS,****PRINCESS ST.**

Between McDermott & Bannatyne,

WINNIPEG.

SEND FOR QUOTATIONS.

**Ontario Metallic Spinning Co.,**

WOODSTOCK, ONT.

Manufacturers of the best and cheapest four-pointed

BARBED STEEL WIREmade. Over FOUR THOUSAND MILES already put up
on the Canadian Pacific Railway and in the North-west.
For circulars and prices apply to

R. J. SHORT, Agent,

Opp. C. P. R. Freight Sheds, Point Douglas.
P. O. Box 944.**CLOVIS LUCIER,**

Manufacturer of

**Saddlery, Harness, Whips, Curry Combs, Horse
Brushes, Blankets, Bells, Spurs, etc.**Collars and Fine Harness a Specialty. Special Attention
to Outfitting Emigrants.
63 Princess Street, facing Market Square, Winnipeg.**LEVETUS, WRIGHT & CO.,**

IMPORTERS OF

Jewelry, Watches, Etc.,

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Agents for Montreal Optical Co.

Office and Sample Rooms, Bird Block,
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LINKLATER & DESLAURIERS

WHOLESALE DEALERS IN

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520 & 522 MAIN STREET, WINNIPEG.

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PLAIN, FANCY AND PLATE

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

93 Portage Avenue, - - WINNIPEG

**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 3.45 p.m.; arriving in
Chicago at 7.00 a.m. and 2.00 p.m.

COMING WEST.

Express trains leave Chicago at 11.30 a.m. (except Sun-
day) and 9.00 p.m., arriving at St. Paul at 6.15 a.m. and
12.45 p.m., and Minneapolis at 7.00 a.m. and 1.30 p.m.This is the only line between St. Paul and Chicago run-
ning the Pullman Smoking Room Sleepers, and Palace
dining cars.

GOING SOUTHWEST.

The Chicago 6 p.m., and Omaha trains leave St. Paul
for Sioux City, Omaha, Kansas City, and San Francisco at
10 a.m. and 3.30 p.m.**St. Paul, Minneapolis & Manitoba.**

SOUTHEASTWARD.

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

NORTHEASTWARD.

Express leaves St. Paul at 7.00 p.m. and 8.00 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 no St. Paul time.

Michigan Central.

EASTWARD.

Express trains leave Chicago at 6.45 a.m., 9.00 a.m.
3.30 p.m., 5.15 p.m. and 9.10 p.m.; arriving at Detroit at
6.15 p.m., 6.30 p.m., 11.40 p.m., 4.35 a.m. and 8.00 a.m.All trains make close connection at Detroit with the
Great Western and Canada Southern for points east,
through sleepers being attached.

WESTWARD.

Express Trains leave Detroit at 7.00 a.m., 9.30 a.m.,
8.00 p.m. and 9.50 p.m.; arriving in Chicago at 6.50 p.m.,
7.40 p.m., 7.30 a.m. and 8.00 a.m.These trains take the through sleepers from Great-
Western, and Canada Southern, and make close connec-
tion at Chicago with the trains of other roads.

Dining car on trains for breakfast and supper.

WINNIPEG IRON WORKS CO.,

Cor. of Post Office and Victoria Sts.,

Manufacturers of

**Shafting, Hangers, Pulleys,
Brass and Iron Castings
OF EVERY DESCRIPTION.**Iron Columns, Gratings, Forgings, Light
and Heavy, General Blacksmithing, all
kinds of Iron Work, Millwrighting, etc.Our Shops have been fitted up with the LATEST
IMPROVED MACHINERY and satisfaction
guaranteed in all kinds of work.

Canadian Pacific R'y Co.

(WESTERN DIVISION)

TRAIN SERVICE.

CHANGE OF TIME

On and after April 1st, 1883, Trains will move as follows:

Going West.		Going East	
8.15 a.m. leave Winnipeg	arrive 6.05 p.m.		
11.10 " Portage la Prairie	3.15 "		
2.30 p.m. Brandon	12.01 "		
4.15 " Oak Lake	10.20 a.m.		
11.30 " Broadview	3.30 "		
5.55 a.m. Regina	8.30 p.m.		
13.25 " Moose Jaw	4.15 "		
9.00 p.m. at Swift Current	lv 7.00 a.m.		
9.40 a.m. leave Rat Portage	arrive 4.03 p.m.		
1.40 p.m. Whittemouth	12.20 "		
3.45 " Selkirk	9.50 a.m.		
4.65 " arrive Winnipeg	leave 8.46 "		
8.25 a.m. leave Winnipeg	arrive 4.10 p.m.		
9.45 " arrive Stonewall	leave 2.30 "		
Daily except Sundays.			

Going South.	Winnipeg	Going North.	Arrive.
Leave		10.35 a.m.	7.00 p.m.
17.35 a.m.	7.35 p.m.	Otturburn.	
8.50 a.m.	8.50 p.m.	5.20 a.m.	6.50 p.m.
	Emerson.		
10.25 a.m.	10.13 p.m.	4.05 a.m.	4.40 p.m.
	Arrive.	St. Vincent.	Leave.
10.40 a.m.	10.23 p.m.	3.45 a.m.	4.20 p.m.
Daily.			
Daily except Saturdays.			
Daily except Mondays.			

SOUTHWESTERN BRANCH.

Going South.	Winnipeg	8.50 p.m.	4.30 p.m.	Av.
lv 7.50 a.m.				
" 11.40 "	Morris	4.45 "	12.25 "	
Ar 1.55 p.m.	Gretna	2.30 "		Lv.
" 5.00 "	Manitoba City		7.35 a.m.	"

Mondays and Thursdays to Gretna and return.
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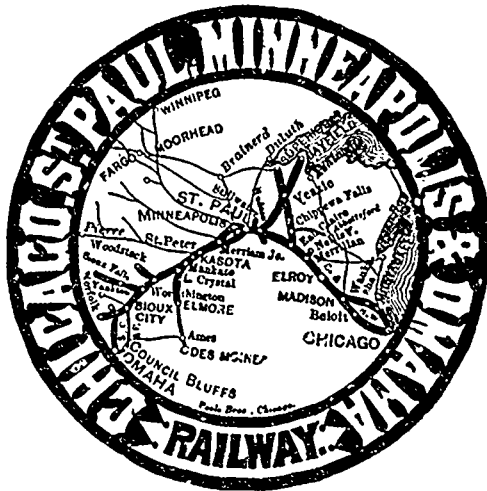
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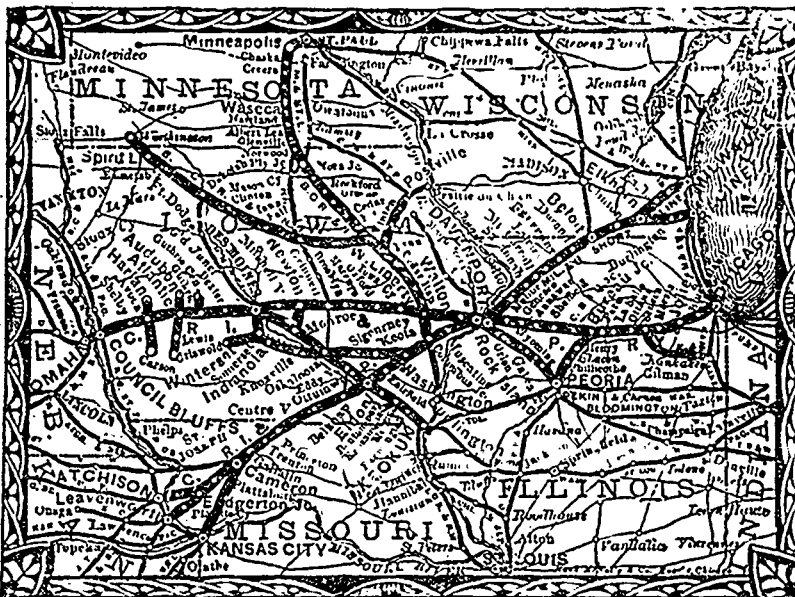


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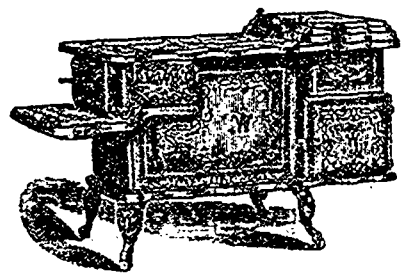
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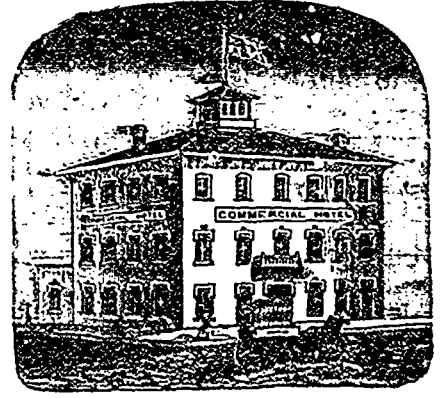
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