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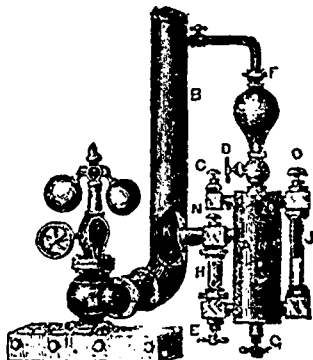
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The Commercial

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

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

VOL. II.

WINNIPEG, JUNE 3, 1884.

NO. 36

The Commercial

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

ISSUED EVERY TUESDAY.

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Office, 16 James St. East.

JAS. E. STEEN,
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WINNIPEG, JUNE 3, 1884.

J. GOLDIE, hotel, Gretna, wants to sell out.

GEORGE MERRITT, grocer, Winnipeg, is giving up business.

H. BURROWS, hotel, Medicine Hat, offers his business for sale.

GEORGE WILSON, dry goods, Winnipeg, has closed up his business.

JAMES McILROY, grocer, Winnipeg, has sold out to Hardy & Moffat.

M. SHEARR, blacksmith, Prince Albert, has removed to Silver City.

J. A. PELKEY, general store, Winnipeg, has removed to Port Arthur.

A. H. McDOUGALL, loan agent, Emerson, has removed to Port Arthur.

WHITNEY & Co., general store, Virden, have sold out to John Caulfield.

BANNERMAN & Co., stationery, Calgary, are about dissolving partnership.

W. R. ROBERTS, jeweller, Regina, contemplates removing to Silver City.

SWANSEY & CHITTY, hotel, Virden, have rented their hotel to -- English.

W. STREET, blacksmith, Whitewood, has been burned out. No insurance.

WRIGHT BROS., grocers, Winnipeg, contemplates removing to British Columbia.

THOMAS FORREST, hotel, Portage la Prairie, has been burned out. Insured for \$1,000.

T. E. OWEN, livery and feed stables, Whitewood, has been burned out. No insurance.

W. J. MILLS, carriage shop, Portage la Prairie, has been burned out. No insurance.

McMILLAN & LANE, lumber merchants, Moosejaw, contemplate dissolving partnership.

D. LEIGH & Co., furriers, Winnipeg, have dissolved partnership; business continued by M. Moses.

WALSH & HENDRICKS, livery stables, Moosejaw, have dissolved partnership; Wm. Walsh continues.

DENTON & MARTIN, contractors, Calgary, have dissolved partnership; business continued by James V. Martin.

W. J. GAGE & Co., wholesale books and stationery, Toronto and Winnipeg, are closing their Winnipeg branch.

THE stock of the estate of Linklaters & Deslauriers, hardware and stoves, Winnipeg, has been sold to E. T. Smart & Co.

McDOUGALL & HAMILTON, blacksmiths, Calgary, have dissolved partnership. David Hamilton is closing up the business.

ROBERT WAUGH, commission merchant, Winnipeg, is about forming partnership with Kelly & McDonald in the plumbing business.

MR. KERR, the new assistant-traffic manager of the C.P.R., entered upon his duties here on Wednesday last, and is now one of the permanent residents of Winnipeg. His past record warrants the assumption that he will become popular here.

THE steamer *Campana*, from Collingwood, arrived at Port Arthur on Saturday with 100 passengers and 300 tons of freight, unloaded and loaded the same day, and sailed at mid night. Her days at Port Arthur will now be, to arrive on Friday, and depart on Saturday.

S. J. KING & Co., general store, Calgary, have obtained an extension from their creditors.

AMERICAN PLUMBING Co., Winnipeg, are selling out to Kelly & McDonald and Robert Waugh.

STEPHEN NAIRS, a veteran Ontario miller, is making arrangements for the speedy construction of an oatmeal mill of 100 bbls. a day capacity. The mill will be in the Point Douglas district, near the C.P.R. track, and will be fitted with new and improved machinery, and by next fall, will take its place among the prominent industries of Winnipeg.

C. H. GIRDLESTONE, of the Winnipeg Coffee and Spice Mills, has made addition to his machinery in the shape of a new roasting cylinder (self-discharging), a Doty engine and boiler, and other improvements, which will place him on a footing with any house in his line in the Dominion. This move is a good one and cannot help paying him well for the money invested.

THE rains of the past week seem to have had quite a cheering effect all over the Northwest, especially as they have been falling at numerous points as far west as the Saskatchewan River. In many places a further fall would be a great boon, and indications are that more will be had during the next week or two. It does not require much more moisture to insure a good wheat crop prospect all over.

BLACKWOOD BROTHERS, manufacturers of aerated waters in Winnipeg, have purchased the Port Arthur aerated water works, and will in future carry on both factories. This firm has shown great enterprise since their establishment here, and the goods they have been making have been steadily crowding imported waters out of the Northwestern market, until now the demand for the latter is extremely small.

THE number of failures in the United Kingdom and Ireland as reported by *Kemp's Mercantile Gazette* (London), for the week ending May 3, was 94 against 223 and 242 respectively in like weeks in 1883 and 1882; England and Wales had 60 as compared with 208 and 217 in the weeks specified in preceding years, and Scotland 23 as compared with 15 and 17; Ireland had 11, while none were reported in that week 1883 and but 8 in the corresponding period in 1882.

Business East.

ONTARIO.

J. L. Burko, hotel, Raglan, has sold out.
 James Hill, hotel, Mount Salem, has sold out.
 Charles Percival, hotel, Port Sidney, is dead.
 Charles Beyer shoes, Point Edward, has sold out.
 James Hill, hotel, Mount Salem, has sold out.
 Burke & Myland, bakers, Blenheim, have sold out.
 Israel Evans, livery, Chatham, has assigned in trust.
 John Plaxton, tins, Barrie, is removing to Winnipeg.
 George Cushman, hotel, Clifford, has removed to Belmore.
 Hugh Clark, saw mill, Goodwood, has been burned out.
 Thomas Wright, saloon, Toronto, has sold out to J. O'Neil.
 H. Samuels, grocer, Oshawa, has sold out to A. Howatson.
 R. Gilpin, hotel, Uxbridge, has sold out to George Sharp.
 M. C. Cary & Co., general store, Stratford, have sold out.
 Peter Holt, hotel, Cartwright, has sold out to W. J. Coulter.
 C. Freeman, hardware, St. Marys, has assigned in trust.
 Alvin Hastings, hotel, Claremont, has sold out to F. Webb.
 Beall & Bro., general store, Columbus, have assigned in trust.
 W. & T. Carroll, general store, Marsville, is giving up business.
 Isaac Huber, books, Bracebridge, has sold out to W. E. Wilson.
 W. W. Gurly, general store, Kincardine, has moved back to Dresden.
 Mills Bros., grocers, Toronto, have dissolved; Robert Mills continues.
 French & French, dry goods and groceries, Dresden, have sold out.
 Gafney & Going, grocers, East London, have sold out to J. B. Johnson.
 John McRoberts, sawmill, Appin, has sold out to McKenzie & Whittaker.
 Davis & Petty, jewellers, Lindsay, have dissolved; S. J. Petty continues.
 Bicknell & Pyle, general store, Byng, have dissolved; Bicknell continues.
 R. P. Scedmore, general store and hotel, Guysboro, has moved to Eden.
 Duncan Bros., general store, Richard's Landing, advertises business for sale.
 F. Yeo, wagons, and E. J. Williams, blacksmith, Clifford, are burned out.
 Gordon & Ellis, hardware, Simcoe, have dissolved; Frank Gordon continues.
 Barron, Walker & Co., photos, Sarnia, have dissolved; John Barron continues.
 Edwards & Willy, publishers, Wingham, have dissolved; Edwards continues.
 George H. Stevens, shoes and hotel, Galt, has sold out his shoe business to P. W. Campbell.
 A. & S. Nairn, coal, etc., Toronto, have dissolved partnership; Alex. Nairn continues alone.

Davenport, Jones & Co., general store, Port Perry, have dissolved; Campbell retires.

D. D. Calvin, of the firm of Calvin & Son, timber and shipbuilders, Kingston, is dead.

McKee & Davidson, hardware, Lindsay, have dissolved partnership; R. B. McKee continues.

Essery Manufacturing Co., planing mill, Toronto, are succeeded by the Toronto Planing Mill Co.

Neil McBride, general store, West Lorne, has admitted his brother as partner, style now McBride Bros.

Aaron Clemmer, tins, Breslau, has admitted Henry Gerster as partner; style now Gerster, Clemmer & Co.

James Rutherford, general store, Blenheim, has taken W. E. Hall, into partnership; style now Rutherford & Hall.

Watson & Thompson, hardware and coffins, Toronto, have dissolved; Henry Watson retires and new partnership formed composed of D. W. Thompson and W. T. Kesley; style now D. W. Thompson & Co.

QUEBEC.

H. Maynard, pianos, St. John's, has failed.

Cyril Chancellor, lumber, Riceburgh, is dead.

Francis Drolet, shoes, Quebec, has assigned in trust.

T. J. Donovan, tanners, Stanford, has assigned in trust.

H. Page & Co., general store, St. Denis, have assigned in trust.

J. P. McNamara, leather dresser, Stanford, has assigned in trust.

F. Naukert, general store, St. Philippe, Argenteuil, has assigned in trust.

C. J. Chandler, general store, Stanbridge East, has sold out to Gardner & Reynolds.

Edwin Cox, engraver, Montreal, has admitted Wm. Greig, jr., as partner; style now Edwin Cox & Co.

St. Henri Carriage Leather Co., St. Henri, have dissolved; J. McCausland retires, and new firm formed composed of Peter Fulton and Thos. Sutherland as general partners, and Henry Speid as special partner. Contributing \$15,000 to May 1st, 1893.

NOVA SCOTIA.

F. A. Darling, blacksmith, Bridgewater, has assigned.

Rafuse & Corkum, general store, Conqueror Bank, have dissolved.

NEW BRUNSWICK.

Friel & Co., clothing, St. John, have assigned.
 W. B. Beal, general store, Sackville, has assigned.

J. N. Marks, carriages, Moncton, is burned out; loss over insurance \$5,000.

PRINCE EDWARD ISLAND.

Frazer & Reddin, drugs, Charlottetown, have dissolved; D. O. M. Reddin continues.

NEWFOUNDLAND.

Duff & Balmer, dry goods, Carbonaur, have dissolved; Wm. Duff, continues under old style.

Alex. Harvey, baker, St. John's; Hon. Aug. Harvey is now a partner under style of A. J. Harvey & Co.

What Stopped the Wall Street Panic.

* * * By far the most effective means for restoring confidence was, however, the action taken by the Clearing House Association. That body most unquestionably has in its direction some men whose heads are "level." Some of the embarrassed banks and firms held large amounts in really good securities, which, however, if forced upon the market to be sold for cash would have had to go at an enormous sacrifice. The association decided that such good securities should be received on deposit, and that certificates available for clearing house settlements should be issued against them, to the extent of seventy-five per cent. In other words, a bank or a large firm handing in four hundred thousand dollars' worth of accepted good securities got clearing house certificates for three hundred thousand. These certificates were by the action of the board made as good as gold for paying debts with, and the sacrifice of really good securities in the open market to raise cash was stopped at once.

The British Bank Act allows the Bank of England to issue its notes to a certain amount on security of government paper held by the bank. But for every note issued beyond the specified amount the bank must hold gold coin or bullion to balance the overplus. When panic came, securities of the very best kind were offered to the bank for loans, but the full issue allowed by law being already out, not another five-pound note beyond that could the bank lend to anybody. In this extremity the government, by order in council, suspended the act, and the bank was at liberty to issue more notes to anybody offering good security. What has always followed on such occasions is instructive as showing how a panic makes money artificially scarce, while confidence makes it plentiful. Immediately it was known that the bank was at liberty to issue more notes to the public the demand for notes ceased and the panic was over, though its consequences remained in the ruin of thousands.

The *Chicago Tribune* rightly points out the substantial similarity between the two methods of meeting panics - the method adopted by the British government on three occasions within the last sixty years, and that adopted last week by the New York clearing house. The essential fact in both cases was the creation of a large additional amount of paper money, which was by the action of the controlling authority made as good as gold for paying debts with. The British government allowed the Bank of England to create and issue more notes; the New York clearing house by its fiat created millions more of current money in the shape of certificates available for settlements. In the former case it was the national government, in the latter it was a representative financial association, at the nation's financial centre, that interposed. The New York clearing house association in a manner assumed the functions of a national government, for the time being. And the fact that such functions were not merely assumed, but successfully performed, shows the immense power wielded by the association aforesaid. And this is a true explanation of how the panic of a couple week's ago was stopped in New York.—*Toronto World*.

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The Commercial

WINNIPEG, JUNE 3, 1884.

EARLY CLOSING.

Three weeks since THE COMMERCIAL had occasion to call attention to the question of early closing of mercantile houses in this city, and we have been pleased to notice the promptitude with which the wholesale merchants of the city responded to the suggestions contained in our article, by making the Saturday half-holiday general with them in the city.

People who have few and small faults are always more ready to discard them than those who have many and great ones, and in the matter of early closing this finds verification. There was very little cause for complaint against our wholesale men on this subject, yet the little they have promptly removed. On the other hand a large proportion of our retail merchants have been the great transgressors and at the same time the slowest to reform, and most determined against reform.

Since our last article on this subject appeared we have gone to some pains to find out the average closing hours of most of our retail merchants, and we find that less than one-fourth of them close before eight o'clock in the evening, and more than half of them at and after nine. One house of considerable prominence modestly placards its windows that their store closes at 9 o'clock, Saturday excepted, which means relief for clerks about 9.30 during the week, and when the Sunday law compels, closing on Saturdays. In this and other such stores young men and women are thus cooped up for some thirteen or fourteen hours every day; kept wearily loitering while business is slow, and actively at work when busy. The pleasures of a social evening are unknown to them, and when the young men do get released in the evening the hour is too late to adjourn anywhere but the bar or billiard room. The respectable family circle does not receive visitors at such hours, and other legitimate relaxation is also beyond their reach. Young women have but little else than a life of sleep and daily drudgery. Outside of the social-science view of the question, employers might know that no clerks can be successful unless interested and attached to the business engaged in, and how is it possible for young persons to be attached to any business which dooms them to a life of drudgery,

and deprives them of the relaxation so necessary for health and true happiness. Under such circumstances employers can only receive the unwilling services of those who work merely because it is necessary to do so to gain an existence. Advertisements have been circulated in the city by a retail house, who to bolster up a cheap sale, offer so much of a commission on sales to the General Hospital. Philanthropy is made known in many forms, but in this it appears as a hideous mockery, offering contributions to an institution which the semi-slavery it is associated with is only making patients to fill.

It is satisfactory to see that the pulpit of Winnipeg has made itself distinctly heard on the right side in this question, and it is to be hoped that its teachings will be followed. The public are not aware of how much misery, how much immorality, and how much disease they are indirectly creating by purchasing late in the evening, and encouraging merchants who keep open to unreasonable hours. No permanent reform in this line can be reached unless the general public make their influence felt very decidedly on the right side, and that they can only do by refusing to patronize any merchant who keeps open after seven o'clock in the evening. This is a question of business reform, and should commence in business circles, therefore let business men commence the practice, and use their influence in their homes to see that it is carried out to the letter. If they will only do this, early closing will soon become general in this city.

BETTER TERMS.

Sensible and politically unbiassed people must have been amused at the farce which has been played during the past two months, with the Dominion Government in the role of the stern and unbending parent, and our Local Government and Local Legislature as the wayward and pleading children; and they would doubtless have been agreeably disappointed had the results of the play turned out any way but as they have. Times have been rather dull here of late, and now affairs in the Northwest outside of politics have had a kind of monotony about them, so that the demand for and refusal of Manitoba rights is welcome at present, at least as a piece of amusement to vary the monotony. When, however,

the practical side of the question is looked at, the same sensible people are very likely to ask the oft repeated question of "What's all the noise about."

Under the heading of "A Political Millenium," THE COMMERCIAL some time ago endeavored to show the folly of making any appeal to Ottawa for the adjustment of Manitoba grievances, believing then, as we still do, that the rights and interests of Manitoba must and always will be made subservient there to the loafers, parasites and dead beats who hover around the Dominion capital, and depend for existence upon the Government in power, and who are from time to time foisted upon the people of this country in Civil Service and other Dominion gift positions, which they usually fill in the most uncivil manner, and benefit the community in which they live by swindling tradesmen and retail merchants. We are still of the opinion that an appeal to any such a den of incapacity, dishonesty and rottenness is sheer folly.

Our readers are so well acquainted with the Manitoba bill of rights, recently presented at Ottawa, that it is unnecessary to recapitulate its articles. To contrast it with the refusal received, however, it is necessary to note some of its points. The bill of rights called for the possession of the public and school lands by the province; the rights of the province to charter railways through any portion of its territory; the extension of the provincial boundaries so as to include a portion of the Hudson's Bay coast; the re-adjustment of the present system of tariffs, so as to relieve its burdens upon the Northwest; and an increase of subsidy so as to place the province on equal footing with older ones in the Dominion. The demands, in short, called for an amelioration of the burdens felt by all classes of people in the province,

When a calm view of the demands of the Manitoba bill of rights is taken it is difficult to see how the present Ottawa Government could mistake their meaning. Yet it is to be feared that they have done so completely. The demand for the possession of the public lands was one for the revenue necessary for self-government. That for a re-adjustment of the tariff was a cry for relief from oppression by the commercial and agricultural classes of the province. That for the right to charter railways anywhere within the province was a plea for independence in

a question materially affecting the commercial and other progressive interests of the Northwest. That for the extension of the provincial boundaries was a call for the power to shape our own commercial destinies, while that for increased subsidy was merely a just claim for the necessary funds for our local government to carry on the legislative and executive of the Province. Unfortunately the Ottawa Government have mistaken the whole bill of rights for a bluff on the part of the present Provincial Government, and the concessions, if such they can be called, are shaped so as to tickle the politicians without in any way appealing to the people. The agricultural and commercial classes cannot by any means be satisfied with the refusal to reconsider the unjust and burdensome tariff laws, nor can they have any different feelings about the right of the Province to charter railways. The extension of our boundaries, so that we may grasp and guide our own commercial destiny being refused, every true Manitobian must feel disappointed. But then Sir John A. Macdonald's government can not be expected to grasp or take into consideration the wants of the people of this Province. They are only a gang of politicians with at present a powerful backing in both houses of parliament. In this position they are thoroughly unscrupulous as well as regardless of the wants of the people, and the alleged concessions they have made to Manitoba were meant to satisfy a few provincial politicians, whom they deemed as unscrupulous and regardless as themselves. That they were considering the cry of an united people they never for a moment acknowledged, and their so called concessions consequently grant nothing to the people, but merely a sop for the politicians of our province. Esau sold his birthright for a mess of pottage, but that birthright was his own. The Norquay Government, whatever may have been their inclination, or the inclination of any of their number, dare not propose to sell the cherished but withheld birthright of Manitoba, and had they attempted to do so for the \$100,000 offered to them for distribution among their parishes, every member would, on the first appeal to the people, have been consigned to eternal political oblivion. They are entrusted with the interests of the commercial, agricultural and other classes of the Province, and they, with the Provincial Legislature at their back, have shown by

their decided refusal of the terms offered from Ottawa, that they are not altogether unmindful of the responsibility they are under to the Manitoba people.

After all it is folly to expect any really valuable concessions from Ottawa, unless they are forced therefrom. The Northwest is by far the richest plunder field for Canadian politicians, and any concession that Manitobians would consider of value to them, must interfere with the Ottawa power to plunder and squander, a power which all shades of eastern politicians hold more or less as a sacred right. The present Dominion Government will never cede one jot in that direction, and there is no reason to believe that we would fare much better under the rule of the party now in opposition. A power which enables cabinet ministers to rise from comparative poverty to the position of millionaires, and hordes of their satellites to affluent indolence within a dozen years or so, will be held with all the tenacity possible. Let the appeal of Manitoba be made with as little delay as possible to the throne of Great Britain. Justice we may and doubtless will get there, but we need never expect it from Ottawa. At the foot of the throne the interests of our people, whether engaged in agriculture, commerce or manufactures will be considered, at Ottawa the greatest consideration we have yet received is a slight consideration for the need and greed of our local politicians.

DISCRIMINATING FREIGHT RATES.

As the season advances, wholesale merchants in Winnipeg begin to feel more and more the oppression of the discrimination in C.P.R. rates against this city. It is daily becoming more evident that in some classes of heavy goods it is folly to attempt competition with Montreal, Toronto and Hamilton, the three favored cities of Eastern Canada who are allowed a through rate to all points on the C.P.R. and its connections. To any interested person who will take the trouble of examining the new freight tariff tables, a hundred or two glaring inconsistencies and outrageous discriminations will be evident, all of which we have not the space to follow up. But a few facts will be sufficient for the general reader. In connection with the hardware business the grievance complained of is most glaring. A wholesale merchant importing goods from an eastern point and reshipping to

Regina has to submit to a discrimination against him greater than the average profit on any article of heavy hardware, and even in re-shipping to Brandon the same is the case on quite a number of leading lines. To ship such goods west of Regina and expect to compete with eastern cities would be impossible. In the grocery business the same is the case, and particularly in the item of sugar; and in some articles there is a little extra manipulation in favor of the east. For instance, tobacco. If a wholesale grocer here wishes to take advantage of car load rates, he finds to his disgust that that commodity is classed considerably higher in car loads than in small lots, and his chance of thus holding an eastern competitor even, is wiped out by a provision which can be nothing more or less than a deliberate and carefully considered attempt to injure the wholesale interests of Winnipeg.

The policy of the C.P.R. in following out such a course is very plain. To effectually choke off through traffic from the south, it may be necessary for them to crush Winnipeg as a wholesale center out of existence, and their new tariff shows them possessed of the desire to do so. It is just to be questioned, however, if they have the power. They possess a monopoly which, now that they have violated and failed to fulfil the original terms on which it was granted them, not one man in ten in Manitoba considers morally binding, and the moral weight of an obligation being removed, the ingenuity and perhaps the exasperated daring of a united people may soon overcome any legal objection that is still maintained. It is human nature to play the tyrant when too much power is possessed, and this discrimination in freight rates against Winnipeg proves that the C.P.R. Company are not excepted from this rule. But tyranny invariably brings a re-action, and assuredly it will in this case if the present policy is persisted in. Already there are mutterings of overtures on the part of importers to lines south of us, which will include a sacrifice on their part to be independent of the C.P.R. The company can judge for themselves if they can afford to let such a feeling spread.

But there is a more dangerous feeling spreading in this Province at present. The people here are beginning to learn their own power, and it is a growing belief that it extends to the ability to construct a railway across our southern boundary line in defiance of Dominion disallowance. With all moral objections removed, it would not be difficult to fan this smouldering feeling into a flame, and one that the Ottawa Government would be powerless to extinguish. Should such a movement develop into action, both the Government and C.P.R. would be astonished at how many law abiding people would say, "good speed to the undertaking."

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WINNIPEG MONEY MARKET.

Monetary matters have been in rather a slow state in the city during the past week, and specially so in connection with commercial affairs. The volume of business done in mercantile circles has been light, and the demand for discounts correspondingly so, and the activity which is usual about the opening of each month is by no means great for June. To-morrow being the 4th some anxiety about payments might be expected, but the quantity of paper due is too light to cause any, and the general feeling on the matter is one of carelessness, or at least want of interest. The rains which have been general over the province during the past two weeks are expected to give an impetus to mercantile affairs, and, in time, more activity in discounts, but it will probably be a few weeks before this is felt, and June promises to be altogether a slow month in commercial discounts. Rates have not changed, and are, first-class paper 8 to 9 per cent., except in the few cases where discounts are arranged through eastern connections at 7; ordinary paper ranges 9 to 10, with 9 to 12 for promiscuous discounts and renewals. In real estate mortgage loans there has been just a little more life, and the late rains are expected to increase the demand. Still, business is slow in that line, and is not expected to be very active until a prospect of the harvest is pretty clear. Rates still range from 8 to 10 per cent., but so far as loans on improved farm lands are concerned, they are to a great extent nominal. Taking the money market of the city for the past week it has been on the whole decidedly slow.

WINNIPEG WHOLESALE TRADE.

The state of the wholesale trade of the city during the past week shows no improvement upon that of the preceding one, and it may be said that the feeling has been on the whole somewhat quieter. In a few lines matters have been approaching dullness, and some dealers chafe a little under the same. Both city and country demands for goods are light, and are not prompted by anything but actual wants, while in fancy lines the aggregate of sales is exceedingly small. Travellers on the road report business very quiet and retailers' stocks very light, but at the same time there is no disposition to replenish them, unless so far as immediate wants are concerned. The contrast in this season and last is very marked in this respect. Last year purchases were liberal in anticipation of a good summer's business, while now, although the prospects of the country are much brighter, than they were a year ago, scarcely a merchant can be tempted into buying on prospect. It is believed that general rains all over the country would cause a marked improvement in business, and create more of a hopeful feeling among retailers, and until crops have advanced far enough to admit of an estimate of the coming harvest, it is not likely that any quantity of sales on prospect will be made. The grocery, provision and lines connected with building affairs have been doing a steady, good business, but even these have noticed a quieter tone during the past week. Although the continued slowness feels irksome to some wholesalers,

there are none who are annoyed by that feeling of uncertainty which was so general in 1883. As yet some staple lines of goods are scarce in the city, stocks having been run down greatly in anticipation of the opening of the Port Arthur route from the east, and now that it is open the quantity of freight that has to be forwarded here causes considerable delay. This difficulty, however, will be overtaken in the course of another week, and matters will work smoothly. Taken altogether, the last week's business has been a slow one, and when a look ahead is taken, there seems no hope of any great improvement for some week's to come.

AGRICULTURAL MACHINERY.

Although retailers in the city have been doing a steady, good business during the week, there has been but little life in wholesale affairs, and demands from country travellers and agencies have been very light. The country still requires a large quantity of machinery for harvesting, but there seems to be a tendency to let purchases stand until they become imperative for immediate use. Until crops are in a more forward state the general sale of these goods will not set in, and demands so far have been from large farms where heavy crops have been sown. The report about collections is a poor one, and houses have now about made up their minds to carry over the bulk of the overdue paper now on hand until after harvest. There are numerous cash sales made.

BOOTS AND SHOES.

In this branch there has been a little of a hectic revival during the past week or ten days, and the aggregate sales for that period present a moderately encouraging appearance. Orders have been principally for sorts, and have come in many instances by mail; the city has contributed a fair proportion also. Collections are reported fair to good, but with room yet for improvement.

CLOTHING.

Business in this line has been very slow during the past week, and but for orders from eastern points, where railway construction is being carried on matters would be monotonously dull. The sorting trade of the season has so far been very light, and for the past two weeks much short of general expectations; still the aggregate of business since the opening of spring trade is quite as large as that of the corresponding period of last year, but it will require to improve during the next few weeks, if it holds so until the close of the season. Collections are reported almost fair.

CROCKERY AND GLASSWARE.

The report from this trade is also a quiet one, although real dullness cannot be said to exist. There has been a steady volume of sales, which has been slightly below the average, but not by any means discouraging; the city retail trade has been slightly active, but from the country demands are very light.

DRY GOODS.

The limited and hectic business which was done in this staple branch two weeks ago has fallen-off greatly, and matters are now in a very slow state; sales are now at the lowest ebb they have reached since the opening of spring business, and the past week shows the lightest

aggregate. All over the country stocks of goods are light, and a very little increased demand on retailers would necessitate sorting-up, but no purchases will be made unless for immediate wants, and these have to be pressingly felt before they are supplied. In the city, slaughter sales in the retail trade have demoralized business greatly, while it has not in any way increased the demand for goods on the wholesalers. Altogether the dry goods business is in a very unsatisfactory state at present, and only the fact that we have now reached safety, and goods sold are as a rule sure to be paid for, prevents it from being in as discouraging a condition as it was a year ago.

DRUGS AND CHEMICALS.

There is very little change to report in this line, and the past week has been one of steady, uneventful business, with the average volume of sales. Collections are reported a little slow.

FANCY GOODS AND SMALL WARES.

In fancy goods the business of the past week has been exceedingly light, while in staples it has been slightly below the average; sales and orders have been coming in in a rather irregular manner, making a slight rush at times followed by a very slow stage afterwards. There has been no disappointment at the state of affairs, and improvement is confidently expected as the summer progresses. Collections are reported fair to good.

FISH AND POULTRY.

The fresh fish trade of the week has been light, as has also been the supply; river fish have been on the market all week but not in quantities large enough to admit of wholesale quotations; the first of the Lake Manitoba white fish have made their appearance and are quoted at 8c; the supply is as yet very limited, and no shipping lots have been sent out. Next week Lake Winnipeg fish will be available, and shipping will then commence. Lake Superior trout are expected very soon, probably next week; dried fish are very scarce, and very little in demand. Poultry is only to be had from the retailers as yet.

FRUIT.

The business done in the fruit trade during the week has reached a good average, although it shows a falling-off from the week previous. There has been a falling-off in variety of green fruits also; apples have disappeared and will not be on the market until this season's crop commences to come in, which is expected about the middle of June; bananas have also disappeared for a season; oranges have advanced in price and are quoted at \$7 to \$7.50 a box; lemons are still held from \$5 upwards; fresh tomatoes are held at \$1.75 a box, and green vegetables are to be had daily; coconuts are worth \$10 a sack still; peanuts and Brazil nuts still sell from 15 to 17c. Valencia and loose Muscatels raisins are quoted at \$2.25. This comprises the variety on the market.

FOEL.

This trade is in a very dull and uninteresting state at present. Sales are very light, both of wood and coal, and not likely to increase during this mild weather. Wood is quoted \$4 to \$5 for poplar; tamarac \$5 to \$6. Coal still

sells at \$10.75 for anthracite and \$9.50 for bituminous on track. Some Saskatchewan lignite still held in the city has been offered in large lots at very low figures, with no person anxious to buy it.

FURNITURE.

There has been a decided falling-off in sales in this trade during the week, and matters have been rather dull. On the other hand the city retail trade has been quite lively. It is believed that the present lull is only temporary and another ten days will bring renewed activity. Collections are reported fair to good.

GROCERIES.

The feeling in this staple line during the past week has been rather slow, while the volume of business doing has been steady. Retailers seem to try to get away with as little as possible, and are buying light in consequence. The regularity with which business moves is gratifying. Collections are reported quite encouraging also, some reports being very satisfactory. There have been no changes in price, and the following are the prices of the week. Sugars are quoted, yellows 7½ to 8½c; granulated 9½ to 9½c; Paris lumps 11c; Coffees 15 to 17c for Rio; Javas 22 to 27c; teas run, Japans 20 to 45c, Moyune gunpowder 25 to 70c; Young Hyson 25 to 70c; Congous 24 to 75c.

HARDWARE AND METALS.

Business in this line has been steadily good during the week, especially in the line of building supplies. Light and fancy hardware has not been so much in demand, but the volume of sales altogether has been quite satisfactory. In heavy goods the discrimination in freight rates against this city is keenly felt, and handicaps our merchants when competing with houses in Montreal, Toronto and Hamilton. There have been no changes in the prices of staple goods, and the following are the week's quotations: Tin plate 14x20, \$6.75 to 7.25 a box; 20x28, \$13 to 13.50 Canada plates \$4.50 to 4.60; sheet iron, 28G, \$4.75 to 5.25 per 100 lbs; iron pipe, 40 to 50 per cent. off list price; ingot tin, 28 to 31c per lb.; pig lead, 6 to 6½c; galvanized iron, No. 28, 7½ to 8½c, according to quality; bar iron \$2.95 to 3.15 per 100 lbs; cut nails, \$3.60 to 3.80. It is not expected that these prices can be shaded during the present season.

LEATHER AND FINDINGS.

Business in this line holds about as steady as in any other, and the sales of the past week are up to a fair average. Collections are also reported moderately good, and quite encouraging for this time of the year. There have been no changes in prices of staple goods. Quotations are as follows: Spanish solo 33c to 35c; slaughter sole 35c French calf, first choice, \$1.40 to 1.50; domestic 55c; B Z calf \$1.00 to 1.10; French kip, \$1.00 to 1.25; B Z kip 55c to 90c; slaughter kip 65c to 75c; No. 1 wax upper 55c; grain upper 55c; harness leather 34c to 36c for plump stock; English oak sole 65c.

LUMBER.

The business of the week in this line has been fully up to the average of May, and the trade is settling down to an easy, regular flow. There has been an easy regular flow. There has been nothing heard of the reckless cutting of

prices prevalent a few weeks ago, and business is steadily reaching something of a paying basis. As yet it is impossible to give quotations of a reliable nature, as prices are ruled to some extent by the magnitude of the contract to be filled. As matters are now moving the summer's business will doubtless be a great improvement upon that of 1893.

SADDLERY AND HARNESS.

In this line sales of staple goods, especially for the country, have fallen-off very materially during the week, and wholesale business is now rather quiet; the only activity apparent is in fancy harness for the city trade, which makes some life in retail circles. Prices of staple goods have not undergone any change and quotations are as follows: Harness leather, 33 to 36c per lb; collar splits, 27 to 33c; sheep skins, \$7.50 to 11.50 per doz, according to quality.

STATIONERY AND PAPER.

There has been considerable increased activity in this business during the past week, and the week's sales foot up a satisfactory aggregate. Several lines of staple goods which have been short have reached the city, and that has helped to make the present activity. Collections are reported fair to good.

PAINTS, OILS AND COLORS.

Business in this line has improved slightly during the week, and matters would be even better but for the scarcity of some lines of staple goods which have been delayed in transit, notably glass. Pressing wants are being felt for some run out lines, and the trade have been considerably inconvenienced thereby. Prices of staple goods have not changed, and quotations are as follows: Linseed oil in bbls, raw, 74c per gal; boiled, 76c; seal oil, steam refined, \$1.10; no pale or straw seal in the market; castor, 15c per lb; lard, No. 1, \$1.30 per gal; olive, \$1.50 to \$2, according to quality; machine oils, black 30c; oleine 50c; fine qualities 65c to \$1. Coal oils, Headlight 32c; water white 37c. Calcined plaster, \$4.50 per bbl; Portland cement, \$6; white lead, genuine, \$8.00; No. 1, \$7.50; No. 2, \$7. Window glass, broken, first break, are quoted at \$2.75.

WINES AND SPIRITS.

There has been a little improvement in this trade during the week, and as the operation of the new licensing act approaches matters are gradually settling down to a more satisfactory state. Quotations of goods are unchanged, and are as follows: Hennessy's one star, \$13 to \$14; in wood, \$4.50 to 5.00 per gallon; Martel, in case, one star, \$13 to \$14; Renault, 1-star, \$12, \$16 and \$20; Louis Freres, in cases, qts, \$9; flasks, two dozen in a case, \$11; M. Dubois, in wood, \$3.50 per gallon; cases, quarts, \$8; flasks, \$9. Gin, Holland, in wood, \$3 per gallon; red cases, \$10.50 to 11.50; green cases, \$5.50 to \$6.50; Old Tom gin, Bernard's, in wood, \$3.25 per gallon; Booth's, in wood, \$3.25; Booths, in cases, quarts, \$8.50; Scotch whisky, Ramsay's in wood, \$3.50 to \$4.00; Col-Ila Islay, in wood, \$2.50; Stewart's, in cases, quarts, \$8.50; flasks, \$10.50. Irish whisky, John Jameson & Sons, in wood, \$3.50 to \$4; Bernard's, in cases, quarts, \$8; flasks, \$9.50.

Jamaica rum, \$3.75 to \$4.00 per gallon. Champagne—Pomeroy, quarts, \$34; pints \$35 per case; Bollinger, quarts, \$33; pints \$34; Moot & Chandon, quarts, \$27; pints \$20; G. H. Mumm, quarts, \$28; pints \$30; Piper Heidsieck, quarts, \$27; pints \$20; Carte Blanche, quarts, \$20; pints \$22. Sherry from \$2.50 to 8.00 per gallon, according to quality and brand; ports \$2.50 to 7.00, according to quality and brand; claret in cases \$5.00 to 7.00; Bass's ale in quarts \$3.50 per doz; pints \$2.25; Guinness' porter in quarts \$4.00; pints \$2.50. Domestic whiskies, Gooderham & Wort's, in wood, \$1.65 to 2.25 per gallon; 65 o. p. rectified, in wood, \$3.50; W. F. L. five-year old, \$2.50 per gallon cases, quarts, \$7.50; flasks \$8.50.

THE MARKETS.

WINNIPEG.

GRAIN AND PROVISIONS.

There is still no movement in grain, with the exception of a few loads of oats which were on the market this week; millers think that stocks of wheat in farmers' hands are very light, consequently receipts are not expected to be heavy at any time during the summer; they are running full time and have a supply of wheat on hand sufficient for present and future wants. In provisions the market has been active during the past week in sympathy with outside markets, which are reported excited and higher, and with still an upward tendency.

WHEAT.

Receipts have been nil during the past week, nor do millers expect large deliveries at any time during the summer, as stocks in farmers' hands are reported exceedingly light; values remain firm at 90c for No. 1 hard.

OATS.

During the past week street receipts have increased considerably, and as the season advances they are expected to assume large proportions as dealers think that stocks are heavy in the country, the low price ruling last fall having the effect of making farmers hold their oats for higher prices; values unchanged at 25 to 30c, according to sample.

BARLEY.

Unquotable; no receipts and no demand, only for feed purposes.

FLOUR.

An active local and eastern demand has prevailed during the past week; the mills are running full time; the shipments east, via the lakes, will average from six to eight car loads daily; prices are firm at \$3 for patents; strong bakers', \$2.60; and superfine, \$2.

BRAN AND SHORTS.

The activity in mill feed still continues unabated; eastern orders are large, and the local demand is reported excellent; values unchanged at \$8 for bran and \$10 for shorts per ton on track.

POTATOS.

The scarcity noted in our last issue still continues; street receipts, however, are increasing and dealers anticipate that before many days they will be large, and prices will ease off as a natural consequence; car lots are still in good demand at 60c for good sound stock; street prices are from 50 to 70c.

EGGS.

There is no change to report in the egg market; business is fair, and values firm at last

week's quotation; round lots of strictly fresh are worth 17c, and 18c in a small way.

BUTTER.

The demand for choice dairy is active at firm prices, while the low grades do not seem to be in demand at any price; choice creamery is firm at 28c; good dairy is worth 25 to 27c, and inferior from 12 to 15c.

CHEESE.

No stocks of old in the market; receipts of new are fair and prices firm at 16c for prime stock; the business of the past week has been large.

EACON.

Dealers report an active trade in this product during the past week; stocks in the city are being rapidly reduced, and it is evident that values will go higher in the near future, in sympathy with outside markets, which are advancing; quotations are: dry salt 13c; smoked, in round lots, 14c; spiced rolls, 15 to 15½c; and English breakfast, 16c to 17c.

MESS PORK.

Trade in this product during the past week has been above the average; prices are somewhat higher than our last report; quotations are: \$23 in round lots, and \$23.50 in a small way.

HAMS.

The demand for hams during the week is reported as only fair; prices are firm although not notably higher; round lots, 16½ and small lots 17c.

MESS BEEF.

The demand for this product during the week has been very good; prices are unchanged; round lots are still quoted at \$18 per bbl.

SEEDS.

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

MINNEAPOLIS.

Wheat has been strong all the week, with a very good volume of trade. The bulls have had things pretty much their own way and scored a sharp advance to-day, when cash No. 1 hard closed at \$1.02, the highest figure for several weeks. Receipts were large and shipments rather light, though there was a reduction in the amount in store here, owing to the heavy work of the mills. In the absence of any regular system of reports from elevators and mills, such as are furnished in other large markets, it is hard to figure out the exact condition of affairs, but there is nothing to indicate a scarcity of good milling wheat, hence the bull movement must be mainly chargeable to manipulation and is therefore likely to be short lived. Despite the cry of soft wheat, receipts of hard were much larger than the previous week. If, as is claimed the association has secured the bulk of the hard wheat, the future price of No. 1 and 2 hard on change here will have no bearing as indicating its true value.

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

Wheat.	Highest.	Lowest.	Closing.
No. 1 hard.....	\$1.02 ..	99½ ..	1.02
" 2 "	96½ ..	93½ ..	96½
" 1 northern ..	93 ..	90½ ..	93
" 2 " ..	87 ..	83 ..	87

There was considerable trading in futures at the close, No. 1 hard, July selling at \$1.06 and No. 2 hard at \$1.00½.

Coarse grains are dull and nominal, No. 2 corn closing at 57c, No. 2 oats at 32c and barley at 35 to 60c, according to grade.

MILLSTUFF.—Has been in very good demand, with bran closing at \$8 to \$9.50 per ton in bulk and shorts at \$10 to \$14 per ton in bulk.

FLOUR.—There is little change to note in the flour market, beyond a continuance of the confident feeling on the part of millers, who seem to have made up their minds that the next change will be in the direction of higher prices. Patents are having the heaviest run, while bakers' come next in favor with buyers. The export demand is very light, and the domestic trade is dull but steady. Quotations at the mills for car or round lots are about as follows:

Patents, \$5.75 to 6.25; straights, \$5.40 to 5.60; first bakers', \$4.60 to 5.00; second bakers', \$4.15 to 4.40; best low grades, \$2.25 to 2.75, in bags; red dog, \$1.75 to 2.00, in bags.

Our mills seem to have settled down to a certain amount of work, and apparently it is hard for them to vary either up or down from that point. About three-quarters of the whole number of mills in the city are kept in operation, but the most of them are running at a comparatively light gait. The other quarter is largely composed of mills which have been run very little or not at all for some time. The flour production last week showed a slight increase and the shipments were unusually large. The week's output amounted 108,000 bbls.—18,000 bbls. daily—against 103,900 bbls. the preceding week. On Tuesday there were fifteen mills running but this number will probably be increased before the close of the week by one of two starting up, and the week's work is not liable to go wide of 100,000.

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

	RECEIPTS.	May 27.	May 20.
Wheat, bush.....		439,500	540,000
Flour, brls.....		750	1,097
Millstuff, tons.....		24	12
	SHIPMENTS.	May 27.	May 20.
Wheat, bush.....		32,000	39,000
Flour, brls.....		134,652	98,772
Millstuff, tons.....		3,315	1,746

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

	MINNEAPOLIS.	
	May 28.	May 21.
In elevators, bus.	2,160,000	2,184,000
	ST. PAUL.	
	May 28.	May 21.
In elevators, bus.	511,700	559,000
	DULUTH.	
	May 27.	May 20.
In elevators, bus.	1,670,000	2,008,491

—Northwestern Miller.

CHICAGO.

There was an active business done during the week under review, and prices were quite unsettled, changing frequently and sharply, but at the close cash or May wheat showed quite an improvement over last week's prices, due principally to the more hopeful feeling in Wall street, New York; there was also rumors of serious injury to wheat in the southwest which created a bullish feeling on the board. In corn the trading was active, in sympathy with wheat. Provisions were on the rampage; evidently the market is under the control of strong parties, and in all probability we have seen the end of the great depression. On Monday the wheat market opened weak and sold about ¾ lower under heavy offerings, then reacted sharply, which created a free demand from shorts which helped the bulls to raise values. Quotations toward the close were:

Wheat.....	May, \$0.86½	June, \$0.87½
Corn.....	54½	54½
Oats.....	30½	31½
Pork.....	18.52½	18.55
Lard.....	8.10	8.17½

On Tuesday the market again opened lower, under the determined efforts of the bears to control the situation, but their tactics were futile, as eastern and foreign markets were more encouraging, and the visible supply of wheat showed a further reduction of 1,500,000 bus.; corn, in sympathy, was also strong and higher; receipts during the week were light, and the stock in store is rapidly decreasing; provisions were again active and closed strong and higher. Quotations towards the close were:

Wheat.....	May, \$0.87	June, \$0.87½
Corn.....	54½	55½
Oats.....	31	31½
Pork.....	18.75	18.80
Lard.....	8.15	8.20

Wednesday the markets all round were on the up turn, due partly to unfavorable reports of the growing winter wheat, and partly to heavy operators buying large blocks for investment, shorts also helping the advance in their eager efforts to cover their short sales; near the close sellers seemed to be scarce. Quotations towards the close were:

Wheat.....	May, \$0.88½	June, \$0.89½
Corn.....	55½	56
Oats.....	31½	31½
Pork.....	19.80	19.85
Lard.....	8.27½	8.35

Thursday the markets opened unsettled and a shade lower; later on in the session it firmed up, and after numerous fluctuations closed lower on all the speculative articles. Quotations towards the close were:

Wheat.....	May, \$0.88½	June, \$0.88½
Corn.....	55	55½
Oats.....	31½	31½
Pork.....	19.10	19.20
Lard.....	8.15	8.17½

There was no Board held on Friday or Saturday, on account of Friday being Decoration Day.

THERE were on the 7th May in the port of San Francisco 76 disengaged vessels, many of them having been tied up there for a long while, waiting better rates than were offered.

TORONTO.

STOCKS.

The market has been very quiet during the past week, and any variation has been towards a lower range of prices. Wednesday closing bids, as compared with the week previous were:

	May 21.	May 27.
Montreal	187½	187½
Ontario	102½	102½
Molsons	108	108
Toronto	172½	172
Merchants	108½	108½
Commerce	122	120
Imperial	137½	136½
Federal	121½	120½
Dominion	179½	189½
Standard	115	114
Hamilton		120
North-west Land	46	44

GRAIN AND PRODUCE.

There is no change to note in the situation during the past week; no business—reason, want of stocks; buyers are to be found in abundance, but sellers are scarce for the reason noted above, and there is no likelihood of any improvement worth mentioning until another harvest. Stocks continue decreasing and according to Monday's report were as follows: Flour, 2,060 bbls.; fall wheat, 60,785 bush.; spring wheat, 73,663 bush.; oats, nil bush.; barley, 10,599 bush.; peas, 34,506 bush.; rye, nil bush.; against on the corresponding date last year; flour, 6,355 bbls.; fall wheat, 164,769 bush.; spring wheat, 166,683 bush.; oats, nil bush.; barley, 64,454 bush.; peas, 12,182 bush.; rye, 19 bush.

WHEAT.

There is apparently a firm undertone in this cereal; stocks are light both in city and country, consequently holders are careless about selling at present prices; No. 2 fall changed hands at \$1.17½ f.o.c.; No. 3 fall, \$1.12 to \$1.13 f.o.c.; on the street fall wheat sold at 90c for inferior, and \$1 to \$1.14 for fair to good; spring sold from \$1.14 to \$1.16, and goose from 80 to 92c.

OATS

are somewhat easier, due principally to larger receipts; car lots sold fairly well at 42½ to 43c, but towards the close this price was shaded a trifle; street receipts are increasing and prices vary from 42 to 44c, according to sample.

BARLEY.

The only movement reported was a sale of one small lot of extra No. 3 at 64c; there are no buyers on the market other than for speculative purposes; the prices they offer are considerably under the above quotations; street offerings fair and values from 60 to 63c.

RYE.

The business of the past week has been exceeding light; prices range from 61 to 63c.

PEAS.

The market has somewhat of an easier feeling, although not quotably lower; the business of the past week has been light, only one sale of No. 2 reported, and that sold at 78c f.o.c.; street values are from 74 to 78c.

FLOUR.

The demand for flour during the past week has not been so active as for some time past, and values are not so firm as noted in our last issue; superior extras are quoted at \$5.10 for guaranteed; extra is firm at \$4.90, and spring extras from \$4.45 to \$4.50.

POTATOES.

Car lots are in good supply while the demand is only fair; prices, however, are well maintained; good stock is still quoted at 65c, while a few cars of choice brought 70c; street receipts are small, and prices are from 75 to 80c per bag.

BUTTER.

The supply has been very large during the past week; stocks are increasing rapidly and values are steadily on the decline; really fine dairy is the only grade that is scarce, and the little of it offered is worth about 17c for the best; choice store butter has sold for shipment to a small extent at 15 to 16c; inferior old is still in the market but no sales have been reported; new rolls are plentiful and prices are lower, ranging from 14 to 16c; street receipts of pound rolls are large and prices range from 16 to 20c; no tubs or crocks on the market.

EGGS.

Receipts are large and prices easier at 14c for round lots; street prices weak at 15c to 16c for fresh.

CHEESE.

Quiet and easier at 12 to 12½c for new in small lots; old is out of the market.

PORK.

Unchanged; small lots are selling fairly at \$21; nothing doing in round lots.

BACON.

No movement in round lots reported; long clear is offered at 10½c, tons, and cases unchanged at 10½ to 11c; Cumberland, in small parcels, is moving slowly at 10c; rolls have sold fairly well as 11½ to 12c, and bellies at 13c.

HAMS.

The activity noted in our last issue still continues; round lots of smoked are readily sold at 13½c; small lots are moving rapidly at 13½ to 14c; canvassed are offered at 14½c.

LARD.

No sales reported in round lots; tinnets in round lots, are moving at 12 to 12½c, and pails at 12½c.

APPLES.

Scarcely any offered; the few in have been readily taken, when sound, at \$3.75 to \$4.25 per barrel.

POULTRY.

A few fowl were sold at 90c to \$1 per pair; nothing else doing.

SUNDRIES.

Dried apples are firm at 8½c; oatmeal, per 136 lbs., \$4.60 to \$4.70; cornmeal receipts nil.

Business Laws in Daily Use.

The following compilation of business law contains the essence of a large amount of legal verbiage:

If a note is lost or stolen it does not release the maker; he must pay it, if the consideration for which it was given and the amount can be proven.

Notes bear interest only when so stated.

Principals are responsible for the acts of their agents.

Each individual in a partnership is responsible for the whole amount of the debts of the firm, except in cases of special partnership.

Ignorance of the law excuses no one.

The law compels no one to do impossibilities.

An agreement without a consideration is void.

A note made on Sunday is void

Contracts made on Sunday cannot be enforced.

A note by a minor is void.

A contract made by a minor is void.

A contract made with a lunatic is void.

A note obtained by fraud, or from a person in a state of intoxication, cannot be collected.

It is a fraud to conceal a fraud.

Signatures made with a lead pencil are good in law.

A receipt for money is not always conclusive.

The acts of one partner bind the rest.

"Value received" is usually written in a note, and should be, but it is not necessary. If not written it is presumed by the law, or may be supplied by proof.

The maker of an "accommodation" bill or note (one for which he has received no consideration, having lent his name or credit for the accommodation of the holder) is not bound to the person accommodated, but is bound to all parties, precisely as if there was a good consideration.

No consideration is sufficient in law if it be illegal in its nature.

Checks or drafts must be presented for payment without unreasonable delay.

Checks or drafts must be presented during business hours, but in this country, except in the case of the banks, the time extends through the day and evening.

If the drawee of a check or draft has changed his residence, the holder must use due or reasonable diligence to find him.

If one who holds a check as payee or otherwise transfers it to another, he has a right to insist that the check be presented that day, or at farthest, on the day following.

A note indorsed in blank (the name of the indorser only written) is transferable by delivery the same as if made payable to bearer.

If the time of payment of a note is not inserted, it is payable on demand.

The time of payment of a note must not depend upon a contingency. The promise must be absolute.

A bill may be written upon any paper, or substitute for it, either with ink or pencil.

The payee should be distinctly named in the note, unless it is payable to bearer.

An indorsee has a right of action against all whose names were on the bill when he received it.

The holder of a note may give notice of a protest to all previous indorsers, or only to one of them; in case of the latter he must select the last indorser and the last give notice to the last before him, and so on. Each indorser must send notice the same day or the day following. Neither Sunday nor holiday is to be counted in reckoning the time in which notice is to be given.

The loss of a bill or note is not sufficient excuse for not giving notice of protest.

If two or more persons as partners are jointly liable on a note or bill, due notice to one of them is sufficient.

If a note or bill is transferred as security, or even as payment of a pre-existing debt, the debt revives if the bill or note be dishonored.

In indorsement may be written on the face or back.

An indorser may prevent his own liability to be sued by writing "without recourse," or similar words.

All claims which do not rest upon a seal or judgment must be sued within six years from the time when they arise.

Part payment of a debt which has passed the time of statutory limitation revives the whole

debt, and the claim holds good for another period of six years from the date of such partial payment.

A verbal promise to pay, made without conditions, is generally held sufficient to revive a claim otherwise shut out by the law of limitation.

If, when a debt is due, the debtor is out of the State, the "six years" do not begin to run until he returns. If he afterward leaves the State the time forward counts the same as if he remained in the State.

Canadian Grain and Flour Trade.

At the eighteenth annual meeting of the Toronto corn exchange association, the following officers were elected to office until the amalgamation with the Board of Trade had been consummated: President, W. Galbraith; vice-president, J. L. Spink; treasurer, Jas. Goodall; committee of management, W. D. Matthews, jr., George A. Chapman, James Young, T. Flynn, H. N. Baird, W. Stark, T. D. Laidlaw.

The committee of management, in its annual report, said:

The past year has been one which is likely to be long remembered by every member of the association as being the most unsatisfactory, from a business point of view, in the history of the association. Owing to the short crop and the poor quality of the grain, those who usually handle grain, especially grain for export, have been almost entirely prevented from touching it, and millers have been almost the only buyers; but, from various causes, few if any millers have done any good from milling this year's product. The very low prices of wheat in Chicago and other United States markets, and the unusually low rates of freight in our own markets, as compared with prices and rates of freight in their own market, have enabled American millers to send large quantities of flour into this country, to the serious interference with and loss of business of our millers and dealers in grain and flour; for it is to be noted in this connection that flour has not been sent in to be handled by dealers and mongers, but travellers have come and sold direct in small or large parcels to all who would purchase, thereby not contributing in any way to the business which properly belongs to this and kindred associations. It may be said that the community at large reaps a benefit from this direct way of doing business, but a comparison of the prices paid by those who are the purchasers will convince anyone that buyers get no advantage whatever from dealing through travellers. This matter has frequently been discussed by the mercantile community, and although merchants in different lines of business are nearly all opposed to it, yet for want of harmonious and united action, the practice of sending out travellers or 'drummers,' as they are called, is not only continued, but is being extended even into the produce trade, with which this association has more immediately to do; and it is worthy of consideration whether the association should not take steps to discontinue the practice altogether, or to regulate it in such a way as may best protect and promote our interests as members of the Corn Exchange."

The Coffee Market.

The following letter, written by a gentleman in the trade, in response to a request from a Western dealer for his views, gives a very fair analysis of the present situation:—

Sir.—The market in 1881 was, as it is now, a speculative one. The article was handled as a ball, and kept floating high in the air. Heavy reinforcements were constantly dashing to the support of the coffee king, who wore his crown with great modesty. Suddenly the ball dropped; the king's throne tottered and fell; the reinforcements retreated thoroughly demoralized, and coffee was left to prices regulated by production and consumption, and gradually declined to a point below eight cents until speculation revived with the organization of the Coffee Exchange in 1882. From a very sickly beginning it has grown to a power that not only controls the market prices in this country but in the producing countries in the world. Actual supply and demand have ceased in a measure to indicate values. Combinations here, and syndicates in Europe and in the producing countries may easily force the consumers of this country to pay annually millions more than if the price were left to be regulated by the legitimate laws of trade. You request my opinion as to the probable future movements of coffee. Opinions are worthless now, but I think of Brazil coffees present prices are 2 cents per lb. too high, and have no doubt the present large visible supply here and in foreign countries, constantly increased as it will be from receipts at Rio and Santos of new crop (which is estimated to be an average one), will soon result in heavy speculative movements that will during the summer force prices much lower. We can hardly expect any decrease in the supply in this country, as we have special representatives in the East Indies and in the West Indies, embracing all of Don Pedro's domain, as well as all the lands of the ancient Aztecs; and from every port of the producing countries in the world we have cable advices and transportation by steamer. Notwithstanding everything in the situation points to much lower prices, it is hazardous to sell short. You are liable, very suddenly, to be everlastingly roasted; then the giants are slumbering behind a range of mountains of millions, from which they may move at any moment. Besides which, heavy capitalists from the Stock, Cotton, and Produce Exchanges are very large operators on the Coffee Exchange.—*N. Y. Shipping List.*

The Use of Steel in Naval Construction.

Following is the substance of a communication made in the *Revue Industrielle* by M. Peusse to the Society of Civil Engineers of France on the new uses of steel:

It is especially in the construction of ships that this metal has received the most varied and judicious tests. The cost of steel hulls is actually less than that of iron; their lightness increases the measurement and consequent capacity 15 to 20 per cent., and they are much less liable to suffer from the accidents to which all vessels are subject, such as light collisions and stranding. This last point is sufficiently interesting to recall the circumstances under

which the French plated ship *Devastation* was stranded and raised after leaving the port of Lorient.

On the 12th of November, 1881, at seven a.m., this ship touched to the northeast of the Errants reefs. She touched fore with several severe shocks and considerable dragging, in spite of her engines being reversed. The tide receding, the *Devastation* found herself at low tide at larboard—a position she retained till being floated. She was lightened by 1,100 tons, and still did not float. Her pressure against the rocks was estimated at 2,500 tons, and consequently this was the reaction of the hull, which was entirely of steel. During the night of the 16th of November she was subjected to a severe trial. Being raised from larboard by the sea, she received terrible shocks. The hull victoriously sustained this trial and sprung no leak. On the 17th of November, at 10-45 a.m., tanks partly to the tide and partly to the fact of the hull having been raised by the south-easterly wind, she floated and obeyed her moorings. She then steamed into Lorient roads with her engines intact. The interior of the hull had received no damage, although the ship had been tossed by the winds and wave for five days on the Errants reefs.

This accident has proved that the thickness of the ship's steel ribs, together with their flexibility, were sufficient to resist the great pressure brought to bear upon them. We therefore recommend, without hesitation, to constructors and builders, the adoption of steel in preference to iron in building ships' hulls.

Business Aphorisms.

Whenever you know of a bank official or employe dabbling in stocks, grain or provisions, transfer your account to some other bank.

Whenever an employe who has had any access whatever to your cash begins to speculate, discharge him, unless he at once and forever renounces his infatuation.

When you hear that your bank is in the habit of paying unsigned checks, and paying five or ten for one on checks, transfer your account.

When you have an irresistible desire to engage in speculation of any kind, divide your property equally, settle one-half irrevocably upon your wife and family, give up your present business and open a brokerage office. If you break and your wife turns you out of doors, you will get your deserts.

When an intimate friend becomes afflicted with the stock or grain gambling mania, go to him and show him, in a kindly way, the folly of his course. If he refuses to quit, cut his acquaintance, shut off whatever you may be doing for him in the way of endorsement or backing, and notify the mercantile agencies of your reasons therefor.

When a customer whose habits you know to be reprehensible, suddenly comes to you with the announcement that he is embarrassed and wants to settle at a big discount, get all you can and then, if he resumes business, scratch his name off your books. Warn any merchants whom you know to be trading with him, and sell him nothing thereafter except for cash down.

When a merchant who trades with you suddenly changes his line from genuine to shoddy goods, after having built up a good business with good goods, make up your mind he is a sharper and cut off his credit. Otherwise he will swindle you sooner or later.

When a customer in a location where the trade never changes is doing a safe and fairly profitable business, and comes to you with a request for more on the plea that he is going to enlarge and refit his store and carry a bigger and a finer stock, advise him to let well enough alone. If he persists, refuse his request and let him go. You can better afford to lose his custom than give him unlimited credit and afterward get 5 or 10 cents on the dollar.

Freight Rates and Exports.

The ocean freight market continues very dull but rates are somewhat higher all around. The following rates, reported by Henderson Bros., agents of the Anchor line, were current on the New York market during last week:

Ports.	Flour, per 100 lbs.	Wheat, per bu.
Liverpool	8.44c	3.0c
London	11.25c	7.0c
Glasgow	14.06c	8.5c
Leith	14.06c	6.0c
Bristol	15.47c	6.0c

Shipments from New York last week were 45,033 sks., 375 bbls. flour, and 302,297 bushels wheat, against 30,232 bags, 6,102 bbls flour, and 269,037 bushels wheat for the same week in 1883.

Foreign Grain Market.

VIENNA AND BERLIN, May 11.—Very favorable weather prevails, and crops grow rapidly. Austria exhibits a good average. Wheat is vigorous, and justifies great expectations. Rye has suffered some drouth, and is not looking well. Corn planting in many districts has been delayed by rain. Hungary is not so well suited with her crops, and complains of too much rain. Still in the last week a fortunate change has taken place, and less adverse reports are heard. German farmers find the prospect satisfactory, and look forward to good crops. Roumania has had a few beautiful days of late, and is more hopeful.

At the beginning of the week England manifested more life in trade, but this grew less perceptible at the close, owing chiefly to the listlessness of buyers. Wheat imports to the United Kingdom are still moderate. Large quantities of flour are received, and the firmer tendency in that commodity must soon fall off.

France has had good weather during the week, and wheat will be much benefitted thereby, though rye is too badly hurt to be quite restored. A firm feeling is noticeable in the markets, and contracts for summer delivery are active at an advance. Wheat has risen somewhat, and inquiry from millers revived noticeably.

Wheat prices have fallen in Belgium. Oats are considerably higher, other cereals being about the same.

Holland showed an improvement in wheat at the beginning of the week. All other grains but oats are dull. Trade is limited.

On the Rhine the firm feeling of the first part of the week was of short duration. Wheat

futures are dull, those of rye, which were in better consideration, having also declined.

South Germany is very quiet, but prices are firm, owing to a lack of south Russian supplies.

Russia has good weather and winter wheat there looks well. Markets are firm, but demands are small.

Vienna markets are the same. Trades for immediate delivery are few and futures are unimportant.

Dullness in grain is having some effect on flour. The demand for rye flour in Germany is less strong, though the mills are still busy. Feedstuffs are firm and active. Future are animated, prices having a downward tendency. Austro-Hungary has sluggish markets, but the Hungarian mills have made some larger contracts for English and foreign points, and will not be under the necessity of reducing their output further.

Advertise.

Our Cincinnati correspondent furnishes an example of what can be done by men who really want to do business even at the dullest of times. He cites the instance of a manufacturer who, despite the fact that public confidence in financial security has been shaken, and notwithstanding that others are calling trade dull and remarking upon the slowness with which bills are met, is able to say that he is doing a good business and that he finds collections easy. Now, what is the suggestion which follows? We find it in the remark of our correspondent, who says that the manufacturer alluded to *advertises* in seventy papers. Ah! There you have it! Activity and intelligence combine to make the perfect business man, and it certainly does seem that the combination is found. There is no boasting about this. The statement shows discrimination, and we are sure that the manufacturer was able to place his goods favorably and profitably. If there are those whose prejudices forbid them to see the force of this suggestion, we would not that they should strain for light that will never come to them; but to those who, seeing, believe, and have neglected to take advantage of means provided for them, we commend the example, and advise them to profit by it.—*American Stationer.*

General Notes.

SINCE 1879 there has been a steady decline in the exports of butter and cheese from the United States. During the season of 1881-82 the export of butter was 41,794,305 pounds, and of cheese 127,989,782 pounds, the total value being \$16,925,545. In the season of 1882-83 the export of butter was 12,348,641 pounds, and of cheese 99,220,467 pounds.

The rag engine invented by Chaudet is said to be very cheap and simple. He uses weak solutions of caustic soda, either in the open air or under small pressure, and keeping the matter continually stirred. After boiling six hours he evaporates the water, so as to obtain the crystallization of the soda combined with the incrusting matters. The desiccation completely desintegrates the cells containing the incrusting matter by making them soluble and eliminable by washing. The cellulose then remains pure. Only eight per cent of soda and ten per cent of chlorine are required by this method.

A Great Struggle.

The struggle between the city of Manchester to secure, at an expense of £6,000,000, a ship canal from Liverpool to Manchester, and the city of Liverpool to prevent the construction, entered upon its sixth week before the Committee of the House of Lords recently. The expenses of the contest have so far amounted to \$1,000,000 in lawyers' fees alone. What right one city can have to hinder an improvement desired by another it is surely not easy to explain. As we understand it, the Manchester men do not ask Liverpool to contribute money to the scheme, but merely to let it alone.

In England the legal and Parliamentary costs of a railway or canal bill are something frightful. This mere paper cost is a serious addition to the actual material cost of building.

PORTAGE LA PRAIRIE.

Dougald Campbell, of this town has sold his farm near Minnedosa for \$3,000.

The Portage Milling Co. shipped the first 1,000 sacks of flour on their Hudson Bay contract last week.

The County Municipality of Portage la Prairie is 26 miles wide, and 30 miles long, and contains 500 resident and 500 non-resident rate-payers, and has a total population of 1,500 souls.

James Campbell has returned from his trip to the Rockies; he does not give a very glowing account of business out West; Silver City is almost deserted, the miners and prospectors having left for Columbia River where gold is reported as more plentiful.

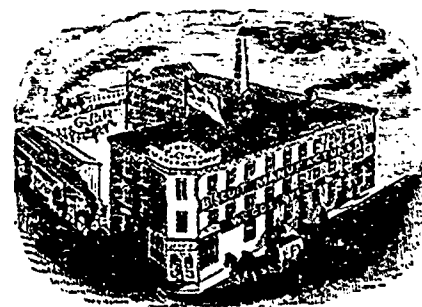
MINNEDOSA.

The building boom continues and the noise of saw and hammer is heard at all hours of the day.

Mr. Cannon will remove the office of the *Tribune* to Roche's Block, Minnedosa street, where a neat and comfortable office is being fitted up for him.

On Fall ploughing the grain is healthy. On Spring ploughing it was beginning to feel the effect of dry weather when a heavy rain (30th May) gave it a new lease of life, and made glad the heart of the farmer.

ENCOURAGE HOME INDUSTRY. THOMAS G. FLETCHER, Manufacturer of Choice Havana Cigars. All orders promptly filled. 361 Main Street, opposite Dun dee Block, Winnipeg.



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

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

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

A Rare Chance for Oil Makers.

A COMPLETE RUN OF
LINSEED OIL MACHINERY

FOR SALE CHEAP,

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

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

Address, **P.O. DRAWER 2050,
MONTREAL, P.Q.**

MONEY TO LEND.

MORTGAGES & DEBENTURES PURCHASED.

Western Canada Loan & Savings Co.

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

WINNIPEG BRANCH, - 373 Main Street,

F. B. ROSS,
Manager Winnipeg Branch.

OSLER, HAMMOND & NANTON,

3 BANNATYNE STREET EAST,

WINNIPEG.

OSLER & HAMMOND,

TORONTO.

(Members Toronto Stock Exchange.)

Financial Agents

And dealers in Railway and Municipal

DEBENTURES.

Correspondence Invited.

E. B. OSLER. H. C. HAMMOND. A. M. NANTON

HENRY PELLATT. HENRY MILL PELLATT.

Pellatt & Pellatt,

STOCK BROKERS,

46 KING ST. EAST, TORONTO.

Members Toronto Stock Exchange.

HUDSON BAY CO.'S SHARES, ETC

Bought and Sold for cash or on margin.

ORDERS BY LETTER OR TELEGRAPH

Receive prompt attention.

MONEY TO LOAN.

\$100,000

To lend at Lowest Current Rates.

Apply

A. MACNAB & SON,

Office, Dundee Blk., Main St., Winnipeg.

REMOVAL NOTICE.

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

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

J. & J. TAYLOR'S SAFES.

Manitoba Mortgage & Investment Co

(LIMITED.)

CAPITAL \$2,500,000

LOCAL ADVISORY BOARD.

Hon. C. P. Brown, M. P., Minister of Public Works.
C. Sweeney, Esq., Man'gr, Bank of Montreal, Winnipeg.
A. F. Eben, Esq., Lord Commissioner of the Manitoba
Northwestern Railway Company, Winnipeg.
A. W. Ross, Esq., M. P.
R. H. Hunter, Esq., Winnipeg.
W. Hespeler, Esq., German Consul, Winnipeg.

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

OFFICES: *Hargrave Block, Main Street.*

H. R. MORTON

ROSS, WILLIAM & HAGGART, Solicitors. Manager.

ROBERT ADAMSON,

ASSIGNEE-IN-TRUST,

Room No. 5, Hingston Smith Block

Corner of Main and Lombard Streets,

WINNIPEG.

Assignments in Trust taken for
the benefit of Creditors.

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

The Sale of Municipal Debentures and
Stocks Negotiated.

THE QUEEN'S,

The Palace Hotel of the Northwest,

WINNIPEG.

O'CONNOR & BROWN Proprietors.

GRAND VIEW HOTEL,

OPPOSITE NEW C. P. R. STATION,

BRANDON MANITOBA.

FRANK BOISSEAU, Proprietor.

LATE OF THE RUSSELL HOUSE, OTTAWA.

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

James Park & Son,

PROVISION MERCHANTS,

MESS PORK, HAMS, BACON,

Butter, Lard, Cheese, Stilton Cheese, Canned
and Preserved Meats

Of all kinds constantly on hand at Lowest Prices to the
Trade.

41 to 47 St. Lawrence Market, 161 King Street
West, and 95 Front Street East,

TORONTO, ONT.

HENRY, SNYDER & CO.,

PACKERS,

And Wholesale Dealers in Canned Goods, Jams, Jellies,
Fruits, Vegetables, Meats, Pickles, &c., &c.

Packing House and Head Office: 131 & 133 Front St. East.

TORONTO, ONT.

Highest Awards and Medals at Exhibitions of 1882.

CARL KAUFFMAN,

Manufacturers Agent & Commission Merchant

SPECIALTY:

Cigars imported from Hamburg, Germany.

42 FRONT STREET EAST, TORONTO.

EDWARD TERRY,

PORTLAND, KEENS' and THORALD CEMENTS.

PLASTER PARIS.

Fire Brick and Clay, Sewer Pipes, Hair, Lime, White
and Grey, Land Plaster, Salt, &c.,

23 and 25 GEORGE STREET, TORONTO.

KILGOUR BROS.

MANUFACTURERS & PRINTERS,

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

TORONTO, ONT.

JAS. A. LOUGHEED,

Barrister, Attorney, Solicitor, Notary Public,
&c., &c.

CALGARY & MEDICINE HAT.

OGILVIE MILLING CO.

Mill at Point Douglas.

Capacity - - 750 Barrels per day.

OFFICE: - - Corner King and
Alexander Streets, Winnipeg.

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

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

Geo. J. Maulson.

W. S. Grant.

GEO. J. MAULSON & CO.,

Grain and Flour Exporters

-AND-

GENERAL COMMISSION MERCHANTS.

Office: Cor. Main and Post Office Streets
WINNIPEG.

Canadian Pacific Railway (WESTERN DIVISION)

CHANGE OF TIME

On and after Feb. 18th, 1894, trains will move as follows.

Going west.	Going East.
47.30 a.m. leave Winnipeg arrive	7.15 p.m.
10.00 " Portage la Prairie	4.60 "
1.25 p.m. Brandon	1.45 "
7.16 " Broadview	7.15 a.m.
3.15 a.m. Regina	11.20 p.m.
6.30 " Moose Jaw	8.30 "
3.30 p.m. Swift Current	11.30 p.m.
10.40 p.m. Maple Creek	4.30 a.m.
2.40 a.m. Medicine Hat	11.40 a.m.
6.45 p.m. arrive Calgary leave	8.00 a.m.

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

Going East	Going West
7.30 a.m. leave Winnipeg arrive	8.30 p.m.
1.55 p.m. Rat Portage	11.40 a.m.
8.55 p.m. Barclay	4.54 p.m.
11.40 a.m. arrive Pt. Arthur leave	1.30 p.m.

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

Going South.	Going North.
8.05 p.m. leave Winnipeg arrive	7.00 a.m.
10.50 p.m. Emerson	4.10 a.m.
11.00 p.m. St. Vincent	14.00 a.m.

17.40, 8.15 a.m., leave Winnipeg arrive 5.15, 8.00 p.m. 10.50, 11.15 a.m., Morris 2.05, 5.30 p.m. 11.50 a.m., Greneta 3.45 p.m. 4.45 p.m., Manitou 4.30 a.m.

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

9.30 a.m. leave Winnipeg arrive 3.00 p.m. 10.30 a.m. Stony Mountain 2.00 p.m. 10.55 " arrive Stonewall leave 1.30 "

Train leaves Winnipeg for West Selkirk Tuesdays, Thursdays and Saturdays at 4 p.m., arriving at West Selkirk 5.40 p.m., returning leaves West Selkirk Mondays, Wednesdays and Fridays at 7.10 a.m., arriving at Winnipeg 8.50 a.m.

- ! Daily.
- ! Daily except Mondays.
- * Daily except Saturdays.
- ‡ Daily except Sundays.

Trains move on Standard time.

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

JOHN M. EGAN, Gen. Superintendent. W. C. VAN HORNE, Gen. Manager. WM. HARDER, Ass't Traffic Manager

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

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

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

Albert Lea Route.

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

J. F. McFarlane, Gen. Northwestern Agent, Winnipeg, Manitoba. J. A. McConnell, Travelling Passenger Agent. F. Boyd, General Traffic and Passenger Agent.

St. Paul, Minneapolis & Manitoba.

SOUTHEASTWARD.

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

NORTHEASTWARD.

Express leaves St. Paul at 7.00 p.m. and 8.00 a.m., arriving at St. Vincent at 4.20 p.m. and 3.45 a.m. the day following, making close connections with the Canadian Pacific. Trains run between St. Paul and Minneapolis almost every hour. Sleeping cars on all night trains. Trains run on St. Paul time.

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

GOING EAST.

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

COMING WEST.

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

GOING SOUTHWEST.

The Chicago 5 p.m., and Omaha trains leave St. Paul at 7.10 a.m. and 3.30 p.m.

Michigan Central Railroad.

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

"THE NIAGARA FALLS ROUTE."

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

Five Through Trains a day from Chicago leave at 6.45 a.m., 8.55 a.m., 4.30 p.m., 5.55 p.m. and 9.55 p.m.

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

H. B. LEDYARD, Gen. Manager, Detroit. O. W. RUGGLES, Gen. Pass. & Tkt. Agt., Chicago. W. M. McLEOD, Manitoba Pass Agent, Winnipeg.

The Chicago, Milwaukee & St. Paul Railway

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

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

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

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

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

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

Chicago and Grand Trunk Railway.

GOING EAST.

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

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

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

GOING WEST.

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

Train leaving Boston 7.00 p.m., Montreal 9.50 a.m., Toronto 11.45 p.m., and Port Huron 7.45 a.m., has through Pullman palace sleeping coach from Boston to Chicago.

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

GOING EAST.

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

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

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

The Chicago & Grand Trunk & Grand Trunk Railways

Will be seen by the following Map to be the most Direct Route between

CHICAGO AND ALL CANADIAN POINTS.



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

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

Always ask for Tickets via this Line.

GEO. D. REEVE, Traffic Manager.

S. R. CALLAWAY, General Manager.