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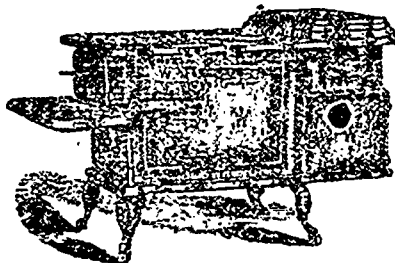
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PUBLISHED BY STEEN & BOYCE EVERY TUESDAY - \$2.00 PER ANNUM

VOL. 1.

WINNIPEG, FEBRUARY 13, 1883.

NO 20.

The Commercial

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

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WINNIPEG, FEB. 13, 1883.

The Stonewall mill is now in running order.

JOHN MCGILVERY has sold his hotel in Minn. ds.

R. T. EVANS, general storekeeper at Charet is about selling out,

JOHN BEARD has succeeded H. Holmes in the hotel business in the city.

B. C. KENWAY, who carried on an extensive planing mill business, has assigned.

OGLVIE & Co., are paying out on an average \$1,000 per day for wheat in Emerson.

THE C. P. R. have ceased charging storage on baggage left at the Winnipeg depot.

THE sale of Knox Church property on Portage Avenue has been postponed till the 12th of March.

GREEN OAK is selling at \$3 a cord in Nelson. So cordwood cannot be very high in Southern Manitoba.

THE railways are now in good running order. The blockade to the south has been raised, and trains run west as far as Moose Jaw, but not beyond.

PETER MCTAVISH, well-known throughout the country, has sold his hotel in Clearwater to J. E. Johnston.

H. F. DESPARS of West Lynne, whose stores were burned a short time ago, involving heavy loss, has assigned.

DOUGLAS & Co., commission merchants, in this city, have sold out their business. The purchaser is D. Jackson.

THE timber industry in Wisconsin is suffering owing to a heavy snow fall, rendering the roads almost impassable.

THE stock of fancy goods belonging to the estate of W. G. Whitehead, Winnipeg, will be sold by the sheriff on the 17th inst.

THE Northern Pacific has effected a contract with the Allen paper car-wheel company of Chicago for four thousand carwheels.

ONE half ounce camphor, one pound of lard, and black lead enough to color, mix and apply with a cloth, is said to prevent machinery from rusting.

A NEW draw-bridge for foot and wagon use across the Red River, connecting Moorhead and Fargo, is to be built next summer at a cost of \$30,000.

C. S. DRUMMOND is in Ottawa. His mission is to urge upon the Government the necessity of improving the navigable water-ways of the North-west.

THE sheriff is in possession of the boot and shoe business of Conley & Cormican, Main Street Winnipeg. They came here from Ingersol, Ont., about a year ago.

A MOORHEAD correspondent of the Pioneer Press says wheat is beginning to come in and \$1 per bushel would soon prove the fact that 50 per cent of the crop, above seed, is still in the hands of the farmers.

IT is the intention of the Red River and Assiniboine Bridge Company to increase their capital stock to \$200,000, and a special general meeting of the stock holders will shortly be held to authorize the step.

EMERSONIANS are preparing a petition to be presented to their town Council setting forth the hardships entailed on settlers in this country, by the high price of lumber which comes mostly from the States, and asking the Manitoba Government to memorialize the Dom-

inion Government to remove the duty. West Lynne will present a similar petition.

THE cold wave has rolled on to Texas, which is suffering the severest cold ever known. The thermometer has been down to 10 degrees below zero, stock has been frozen to death, and not a little suffering has been experienced by poor people.

THE wheat crop of Pennsylvania is estimated at 22,425,000 bushels, from 1,495,000 acres, or at the rate of fifteen bushels per acre which is one of the largest total crops for the past ten years, and only exceeded in yield per acre during the past eighteen years by the crops of 1879 and 1871.

HERON, SHAW & Co., manufacturers' agents and commission merchants, are now safely located in their offices at 475 Main street. They have secured numerous valuable agencies for wines, spices, fancy groceries, fruits and such goods, and are agents for Crosse & Blackwell's goods. They will prove a valuable addition to the trade interests of Winnipeg.

THE city has completed the purchase from Capt. Donaldson, of the property on the corner of Portage Avenue and Main Street for \$35,000. The property in question has a frontage on Portage Avenue of 279 feet and a width of 66 feet. The buildings, consisting of Donaldson's old book store on the corner and the Golden Hotel, will be removed and the ground thus acquired will become part of the street. This will add much to the appearance of the city in that quarter and also enhance the value of the property surrounding the square which will be formed.

IN his speech from the throne at the opening of the Dominion Parliament on Thursday His Excellency referring to the Canada Pacific Railway said:—"The progress of the Canada Pacific Railway is quite unprecedented. Traffic can now be carried on the main line from Thunder Bay to within fifty miles of the crossing south of the Saskatchewan, a distance of over 1,000 miles. It is confidently expected that the Rocky Mountains will be reached during the present year and that within the same period a substantial progress will be made on the Lake Superior section of the railway and the track laid upon a large portion of the road, now under contract in British Columbia."

MINING NOTES.

Mr. Van Buskirk, of the firm of Van Buskirk, Koiser & Co., has been making investigations as to mining in Keewatin, and his report is one full of encouragement. This gentleman was a gold commissioner in Nova Scotia for many years, and is possessed of thorough practical knowledge in connection with quartz mining. His favorable report is, therefore, a valuable testimony to the wealth of the Lake of the Woods mines.

The mining news of the past week is by no means stirring. The work at several shafts of the Lake of the Woods has been carried on steadily, and the Winnipeg Consolidated shaft is now down to a depth of over sixty feet. This company are moving a mill from Boulder Island to their claim, and as soon as weather will permit will commence milling operations. The Kewatin shaft has been steadily progressing, and there will be a race between these two companies as soon as spring opens in the work of actual gold production. Several other workings are progressing equally rapidly, and it only requires the opening of spring for mining in an industrial sense to make a rapid advance.

The sales of mining stock during the week have been very light, owing in a great measure to the tightness of monetary affairs in the city. There have been reports of numerous imaginary sales, which have been set afloat with a speculative intention, but the actual transactions have been few. There will be a powerful effort put forth by the reckless speculative element to reduce the mining business of the Keewatin district to a mere basis of speculation, and numerous worthless schemes will no doubt be floated. It is impossible to avoid this altogether, but parties seeking for mining investment, would do well to be guided to a great extent by how much actual progress towards production has been made. An active effort and work well advanced on a claim are not bad evidences that actual production is fully calculated upon by the projectors of the work.

Industrial Education.

Dr. Rand, chief superintendent of Education for New Brunswick, in 1881, wrote an unofficial letter to his former colleague, Sir Leonard Tilley, Minister of Finance. That excellent commercial paper, the *Montreal Gazette*, in reviewing this letter, contends, and acceptably contends, that suggestions are contained therein which are applicable to the present industrial position and prosperity of Canada. A misconception, it appears, has arisen regarding Dr. Rand's letter, it being inferred that he considered it possible to adapt to the ordinary schools an extended course of industrial instruction. That he considers such an adaptation either possible or desirable Dr. Rand denies and in this he is supported by Dr. Allison, superintendent of education for the sister province of Nova Scotia, both of these gentlemen being of opinion that the ordinary schools have a distinct function to perform, and can deal with those elements of technical knowledge only which are of general application and hence of general utility. It would be manifestly impossible to embrace more than a very few indeed of the occupations pursued in Canada, which, according to the

report, number between three and four hundred. But what can be done is to have the ordinary schools pervaded by an industrial spirit, to cultivate a taste for industrial pursuits, and a respect for honest labor. It is not necessary for us to follow Dr. Rand in tracing the effect of the industrial exhibition of 1881, an inspired conception. Suffice it to say, that taste in workmanship was promoted and nurtured thereby, and that witnessing the fruits of the art education of the British workman, United States and France followed suit with substantial results. Dr. Rand considers a judicious expenditure upon such objects necessary in Canada, more even than in older countries. The question is important for it implies the problem of fructifying our resources and industries and protecting them from the aggression of superior skill from without, as well as the responsibility of providing for our growing population an education of practical value that will suit it for competition with the rest of the world. Dr. Rand recommends that the government should appoint an adviser in industrial education to consider the relation of industrial art to manufactures and other constructive industries; to inquire into the means by which it may be best brought to bear on the industries of the Dominion, and the progress already made in that direction in the public schools and other institutions, in itself and as compared with other countries, and to report on the result and offer suggestions as to how Canadian taste and skill may be increased, and our manufacturing and other industries sustained and elevated. We know that the able Superintendent of Education in this province, and we presume, his Roman Catholic coadjutor, is in favor of an industrial flavour being imparted to education. It is a matter which commends itself to the good will of all men, and no voice but that of hearty approval will be heard in Manitoba if the Dominion Government decide to give effect to Dr. Rand's valuable suggestions.

The Manitoba South-Western.

On Wednesday morning, at 11 o'clock, the annual general meeting of the stockholders of the Manitoba South-western and Colonization Railway took place at the offices of the company in this city, with quite a heavy representation of the two contending sections, who have held the affairs of this company in a turmoil for over a year. The motion of T. C. Scoble, that the chair be taken by General Hammond, was the signal for active hostilities, and the gathering split into two sections, and held separate meetings. The Schultz section, with Col. W. N. Kennedy as chairman, elected Messrs. J. C. Schultz, W. R. Brown, R. R. McLellan, R. L. McGregor, W. N. Kennedy, T. C. Scoble, D. H. McMillan, E. A. C. Pew, and Wm. Murdoch, directors for the ensuing year.

The Hammond section, with General Hammond as chairman, elected General Hammond and Messrs. J. J. Hill, J. H. Ashdown, W. P. Clough, Hugh Sutherland, A. N. Bode, C. C. Smith and A. Manuel directors for the ensuing year.

Both parties claim to represent a majority of the company's stock, and that the election of

their opponents is altogether invalid. Which party is really in the right it remains to be seen, and that will in all probability have to be decided in a law court, which will be the second time that a set of directors for this railway have received confirmation of their election by the decision of a judge.

An Opportunity.

According to a Dutch paper the Amsterdam Exhibition promises to assume unexpectedly large proportions, and to prove of exceptional importance to commerce and industry. Amsterdam itself received the project rather coldly at first; now, however, not only that city but the whole of Holland has become enthusiastic on the subject. More than a thousand Dutch firms are already registered on the list of exhibitors. The number of Belgian exhibitors is even larger than the number of Dutch, 1,100 having been already enrolled. Germany, England and Austria, will also be liberally represented. The Dutch paper does not say that Canada is to be represented; but whether the Dominion do anything or not, the Province of Manitoba should not miss this opportunity. A fine collection of the products of this province should be forwarded and exhibited in the British section. The Dutch do not believe that anywhere else in the world can such wheat as they grow in Zealand be raised. Ocular demonstration is what they require to convince them of the fact that the Canadian North-west alone can excel the product of their rich lands, won from the sea. The prairie grasses excel in sweetness and flavor the finest grasses of the Ramsdank meadows, and it requires here but such careful housewives as the prim maidens and matrons of Gertrudenburg to make butter sweet as that which delights the gourmet of the Hotel des Nouveaux Bains, or cheese such as cause the young merchant prince of the Boom-pjes to call in his friends to the Yacht Club at Rotterdam. No finer class of husbandmen and dairy women exists in the world than the Dutch, and thoroughly domesticated though they be in their habits, the old cosmopolitan adventurous spirit is not yet dead in the land of dykes and windmills. Besides even the Irish of Ulster do not excel the Dutch in growing flax and this is one of the products for the raising of which Manitoba is adapted. The climate is similar and, indeed, Manitoba is a province wherein the Dutch would thrive and be prosperous. Dutch capital is now enlisted in the Canadian Pacific railway enterprise and there is no reason why Dutch muscle should not be enlisted for the development of the Canadian North-west. In their own country the Dutch are content with less wages for the week than what they could make here in the day. If the Canadian Commissioner represent the financial aspect of the inducement offered by the North-west and the provincial authorities show by an exhibit what the capabilities of the country really are, then there will be a migration of the Dutch from the overcrowded fens to the waiting prairies. This immigration would be constant once it begun, for the Dutch when they come, come to stay and have the patient perseverance which ensures success to the immigrant.

American Milling.

A British miller writing to the *Miller's Journal* says:—"The American millers are more ambitious than English. They are also more speculative. They are willing to invest and reinvest in improvements without regard to a very distant future. They expect to have to alter and improve as long as they have mills, and if some better system than roller milling was introduced to-morrow it would soon be adopted. Mills are not so expensively fitted up in America, and on the whole, American mill machinery is not as well finished as European; but wood-work is very good on account of the cheapness of lumber and choice of qualities. White metal is largely used for bearings instead of brass, and where very slow motions are needed, wooden bearings are frequently seen. In designing a machine, the American seeks to make it as light as possible, while the Englishman generally has a superfluity of metal. I think that more wheat is used in making a bag of flour than in the old country, but the flour is of better quality. Much better work is done by machines here than in England, especially with purifiers. The air currents are better regulated and more attention is paid to the feed. One thing is very noticeable in American milling, and that is how thoroughly purifying and belting are carried out. The system of returning time after time which is adopted here makes a great difference in the work, and well repays its cost. Millers in America get better wheat to grind generally than the millers in England. What a treat to most English millers would a few thousand bushels of choice No. 1 hard be! I have often wondered that the English Millers' Association has not formed a combination to send over a buyer to the North-west. I think, with the capital that could be obtained in England, such a scheme would pay well. But it would very likely pay the millers better to transplant themselves and their mills to this country, as manufacturers have done in several other trades and with good results.

No Smoke And No Chimneys.

An American inventor named Mallett, has devised a method of distilling fuel into heat by which he claims that smoke will be entirely consumed, and the necessity for chimneys no longer exist. The *Chicago Journal of Commerce* says:—"In a partial description of the process it is stated that instead of a chimney, a fan is used to exhaust the air in the furnace, and thus produce a draught. To produce a chimney draught consumes 25 to 35 per cent. of the heat of the fire, while the fire fan costs but 3 or 4 per cent. of the fuel used. This use of the fan lessens the tension of the air in the furnace—that is, it makes it less solid, and permits it to unite more easily with the gases to be burned. The air that is admitted to the fire is sub-divided. Part of it passes through the coal as in ordinary fires. Part of it, heated by passing in tubular grate bars under the fire, but not through it, unites in a combustion-chamber with the gases that are given off by the coal. When fresh fuel is put on the fire the air from below is shut off entirely, while

the flue-fan continues at work until the new fuel has been thoroughly heated. The coal during this process lies and distils as it would in a retort. Meanwhile air is being supplied to the gases rising from it, and the result is a fierce heat from what is usually thrown away up the chimneys. At the proper moment the lower draught doors are opened and air is drawn into the solid part of the fire for the combustion of the coal itself. The same lever that lets air into the gas, sucks it off from the coal. The size of the openings is carefully calculated so as to supply air in variable quantities, and the adjustment is so nice that the ideal result is attained of using only twelve pounds of air for each pound of fuel burned. Important parts of the economies of controlled combustion are the contrivances by which the air that is mixed with the gas is first heated, and by which the burning gases, after they have done their work under the boiler, are made to heat the feed water which is to be into the boiler. This is done so thoroughly that part of the feed is in the shape of steam. Gases that come out from under the boiler heated up to 1,000 degrees are stripped of 800 degrees of their heat before they are finally discharged from service. In the application of the process to locomotives a little engine within the engine drives the fan by which a powerful draught can be kept up, even when the locomotive is at rest. There is no exhaust steam draught, and the heavy resonant noise locomotives now make will be heard no more." A practical test of the adaptability of the invention to locomotives will be made in a few weeks by the Erie Railway Company, which is having a locomotive specially built. Gratifying results have already been obtained from stationary engines.

Lotteries.

A prominent subject of conversation during the past week has been the London Lottery, known as a concert gift drawing or under a somewhat similar designation—nevertheless a lottery pure and simple. This scheme was promoted for a semi-benevolent purpose, the proceeds augmenting the building fund of the masonic body of the Forest City. A considerable number of tickets were sold in Winnipeg and throughout Canada the entire amount was easily subscribed. One would think that in these days of close cyphering that the days of lotteries would have drawn to a close; but a knowledge of the simplest rules of arithmetic evidently has little if any tendency to eradicate the gambling spirit. In selling their tickets the promoters of this lottery were selling instead of a commodity, something called chance. They avowed that one-half of the proceeds was to be diverted from the distribution fund to the building fund. That is to say that for one dollar the promoters sold fifty cents worth of chance. And yet there are fools who believe that they "have a good chance" under such circumstances to make a profitable investment. Still these men would laugh at an athlete who said he had a good chance to win in a contest and showed it by laying 2 to 1 against himself. This lottery business is actually worse than gambling, for young exquisites who live in a

mysterious way by fingering ivory chips will tell you that in a small game the faro bank does not charge more than twenty per cent. and in a large game not more than ten per cent. Still the argus eye of the law is ever on the watch for those who tax the devotees of chance ten per cent. and winks at those who fleece the poor fools by a discount of fifty per cent. In extenuation it is said that the object is good; in reply it may be more truthfully said that the object of such gambling is bad. When people have to be wheedled into supporting an object by appealing to their cupidity it is selfishness and not charity. Whether the pious deception be practised in aid of church, chapel, hall or mart the underlying spirit is the same and no amount of sophistry can gild selfishness into charity or benevolence.

Pioneer Commercial Men.

A few weeks ago a paragraph appeared in the *Free Press* stating that Mr. Fanning of Jas. O'Brien & Co., had been on a tour through the Prince Albert district, and that he was the pioneer commercial traveller in the Saskatchewan valley. In this latter assertion the *Free Press* is astray, as a look back over its own files will show. On Nov. 2nd, 1879 the following paragraph appeared in its columns:—

J. D. Carscaden returned Tuesday evening from the Saskatchewan, where during the summer he has been representing the Winnipeg firm of R. Gerrie & Co. The venture was a profitable one, he not only succeeding in disposing of a large stock of goods but also receiving numerous orders for his firm to fill. The principal points in the Far West were visited by Mr. Carscaden, and being the first of the noble army of Commercial Travellers to visit the Land of the Setting Sun a cordial welcome was extended him wherever he went. It is intended that he shall make tours annually amongst our western friends and will set out again in the Spring.

Freight Rates.

Mr. George L. Carman, commissioner of the North-western traffic association, has just issued the following joint circular regarding rates beyond St. Paul, Minnesota Transfer and Minneapolis:

"It is being understood by the members of this association that rates are being quoted by our eastern and southern connections from Chicago and common points on the Northern Pacific, and St. Paul, Minneapolis and Manitoba and Canadian Pacific railways on basis of rates named on tariffs issued by individual roads in this association prior to its organization—viz: Oct. 2, 1892. We, therefore, give notice that the lines in this association will not protect any rates heretofore published by any road in the association from Chicago, Milwaukee, or common points, or from St. Paul, Minnesota Transfer, or Minneapolis, to points on the Northern Pacific, St. Paul, Minneapolis and Manitoba, or Canadian Pacific Railways. Until some arrangement can be made with the Northern Pacific, St. Paul, Minneapolis and Manitoba and Canadian Pacific Railways for guarantee rates between St. Paul, Minnesota Transfer, and Minneapolis and their points, the lines in this association can only quote rates between Chicago, Milwaukee and common points, and St. Paul, Minnesota Transfer or Minneapolis.—*Pioneer Press*.

The Commercial

WINNIPEG, FEB. 13, 1883.

DAMAGED WHEAT.

Grain buyers have been making many complaints during the past two or three months regarding the damaged state in which a very large proportion of the wheat from the country comes into market. Among the farming community it is a settled fact that this general complaint is to a certain extent unnecessary, and that it is only a hue-and-cry meant to keep down the price of grain generally for the benefit of the shipper or the miller. It requires but a slight investigation of the matter to discover, that there is really great cause for complaint, and that the wheat raising reputation of Manitoba is very likely to be greatly injured thereby.

The reports of crops throughout the North-west as furnished some three months ago by Mr. Harder of the C. P. R., was undoubtedly a reliable estimate as to the average yield, but it furnished no index to the state in which the grain reached the farmer's bin, where the farmer possessed such a receptacle, or the state it was in for bringing to market. The experience of millers and shippers for the last three months furnishes the only reliable index in this case, and on examination this is found to be anything but encouraging. A few weeks ago a few sensible people ridiculed the report of one prominent shipper, to the effect that not a single car they had shipped up to that date had graded No. 1 at Duluth and only a comparatively small proportion had passed inspection there as No. 2. Yet there is every reason now to believe that this report was substantially correct. It is not to be argued, however, that no No. 1 wheat has been raised in the North-west in 1882. On the contrary samples can be seen on the market almost any day, which would take a leading grade in any market in the world. And this is invariably the case where farmers have taken proper pains in the stacking and preservation of their grain, and to such an extent is this evident, that almost any shipper can furnish two samples which were equal in quality and weight when harvested, but would now be as far apart in grade as No. 1 and "unmerchantable."

Old residents of the North-west tell us that last fall was an unusual one owing to the frequency of fall rains, as seldom do such occur in this country. Be that as it may, the rainfall was sufficient to injure one per cent of the crop, had the most ordinary care been taken in stacking lost other means of preservation from injure. As it now stands we are safe in saying that at least one-fourth of the wheat raised in the North-west in 1882 has been more or less injured by rain, and one-half of that proportion to such an extent as to make it fit only for feed for animals and very indifferent feed at that. This may seem a strong and, perhaps, unwarrantable statement; but when one farmer can be found with nearly 3000 bushels of grain in his possession, which he had to chop out with an axe for feed for his stock during the recent cold spell, our statement looks a little more credible.

This state of affairs must and will cause a feeling of hard times before another crop is ready for market: but if the farmers of the country will profit by their experience the lesson may not be too dearly bought after all. There is another point from which to view this matter however, and that is the injury to the grain producing reputation of the country, and consequent hindrance to immigration which the exportation of wheat in this damaged state must cause. There are too many enemies of the North-west waiting for such evidences to pervert them to the injury of the country; and the wet grain of 1882 will certainly be heard from in this connection.

It is not difficult to see what a power an elevator and inspection system at Winnipeg would be in preventing this misrepresentation. Grades fixed by inspectors in this city would be proof positive of the quality of North-western grain, and shipments of No. 1 or lower grades could be accurately recorded as they left the country. Every country must and will have careless farmers and damaged grain, and it is in the interest of the North-west that such should be graded at home, and its proportion measured and accurately known, so that it could be compared with the proportion of first-class grain produced.

A fair judgment can hardly be expected in American markets, where interests antagonistic to North-western settlement are paramount; although contrary to what might have been expected, more just and generous testimony has in many cases

come from such sources, than that from many purely Canadian sources. Still misrepresentation will arise in such quarters, and in this particular of testimony as to the grain producing advantages the reputation of the North-west may be placed practically in the care of Winnipeggers, by having its system of storage and inspection located there.

GRAIN FUTURES.

The question of the legality of futures is evidently far from being settled in the great grain centres of the United States. The following extract from Bradstreet's of January 27th shows how the abuse of the system must lead to endless trouble and prevent any sensible solution of difficulties connected with the question:

"The corn market has excited and has experienced some rather violent fluctuations as the result of the speculations in Chicago, which have taken the shape of a corner in the January option but which received a set-back on Wednesday by the most prominent short-seller, (John B. Lyon), appealing to the courts to save him from the results of his own speculations, by restraining anybody from calling on him for margins, or from buying in the corn on his contracts, and making him pay the difference, as he would be obliged to do under the rules of the Chicago Board of Trade. The question as to whether the injunction of the court will be sustained in law and by higher judicial authorities is one of more importance than the mere settlement of this one speculation. If the power of the Chicago Board of Trade to discipline its members or to expel them for disregard of its rules can be restrained by the courts, the Board of Trade has no functions to perform, and there would be no reason for its existence."

It is much to be regretted that the discipline of the Chicago Board of Trade or any other Board of Trade should be in conflict with the laws of well-governed States. It cannot be expected, however, that an institution like the Chicago Board less than one-third of whose members are legitimate traders in the products handled or supposed to be handled at its daily gatherings, will be guided purely in the interests of the legitimate trade. Decisions of the Supreme Court of Illinois have set forth that the actions of settling committees have not always been in accordance with either commercial law or justice, and a few cases have cropped up, in which the transactions in dispute were as purely gambling, and indictable under the statutes of the State as such. Yet settling committees have tried such cases carefully, and rendered decisions very similar to what would be expected from

a committee of sporting critics deciding a disputed bet. While such elements compose the Chicago Board, and while the decisions of its settling committees are so much at variance with the interests of honest trading, it is well that law courts have a power of interference, and it is to be hoped that such power will be freely called into play, and applied against that tendency to gambling into which it seems impossible to keep the transactions of commercial boards from being dragged by those who should never be numbered among their members.

A SLIPPERY SYNDICATE.

Ever since the C. P. Railway passed into the hands of the syndicate, who are now so energetically pushing its construction the term syndicate has become a favorite in the North-west; and during the real estate excitement of a year ago, any combination of impecunious speculators whose united funds were sufficient to put up margins on a fifty-foot square mud hole, were careful to claim for themselves the title of syndicate. Yet there are many combinations of capitalists in the North-west known as syndicates, who are doing much for the development of the country. Among this number might be included the Qu'Appelle Farm Syndicate, whose thousands of acres lie in one of the most fertile districts of the North-west. About two months ago the offices of the syndicate in Winnipeg were invaded by a steam plow, accompanied by a live Yankee Colonel, and loud were the shouts of triumph with which this individual with the military title announced an intention to revolutionize the whole agricultural affairs of the North-west. For a time he was the lion of the season with the press and people of the city, and the pampered pet of the Qu'Appelle Farm Syndicate, whose manager trotted around at the heels of the alleged colonel with all the sycophancy and toadyism of Dog Toby behind his master. The Colonel dispensed cigars, advertisements and orders for goods quite freely, and the manager was in substance his shadow and in sound his echo.

But there came a change. The expenses of the Colonel became too heavy, and the syndicate began to wonder if they were liable for the same. It naturally took but short time for them to come to a selfish decision on this subject. True their manager had accompanied the Col-

onel in most of his business rambles and had given a tacit assent to many of his transactions. Nay, more, he had called for and examined proof of printed matter and advertisements, and had acted altogether as an assistant to the Colonel. Yes, and had even admitted that the syndicate he represented were morally, if not legally, liable for some of these debts the Colonel had contracted. All these facts weighed but lightly with the syndicate. The great seal of the body corporate had not been affixed to any of the Colonel's orders. The paraphernalia of red tape, which was one of the main features of the syndicate's existence had not been observed. Of course they decided they were not liable. Moral obligation they had no business to consider; there was a legal crevice through which they could crawl, and small though it was they decided to crawl. It mattered nothing to them if numerous business men of the city were going to lose their just claims, for goods which would never have been supplied except for the appearance of liability on the part of the syndicate, which the attention of their manager indicated. They decided they were not legally liable, and for any other liability they had no respect. It is questionable, however, if they have acted wisely in this respect. Their legal liability will, in all probability, be tested by some claimants, and it will then be discovered if it is absolutely necessary for a business man to spend a week in the study of a syndicate's constitution and by-laws, before he is safe in undertaking work for the same, even with the tacit consent of one of their officers. But outside of the legal aspect it is questionable if this syndicate have acted wisely. Several of its members are men of unquestioned commercial integrity, and it will certainly never pay such, to repudiate claims of a few hundred dollars for goods supplied in perfect good faith, even if they are legally safe in so doing.

PROTECTION FROM FIRE.

In the cities and towns of Canada and the United States questions relating to preservation of life and property from destruction by fire, have of late been receiving much attention. Disasters such as have recently occurred in Milwaukee and other cities both on this and on the other side of the Atlantic, have roused the public to a sense of responsibility in this

matter. While it is highly desirable that every building should be made as nearly fire proof as possible, in none is it so important and imperative as in the case of those intended for public purposes, where large multitudes of people are expected to assemble. In such cases not only should every precaution be taken to prevent the possibility of the destruction of the building itself, but in case it should fall a victim, ample arrangement should be made for the speedy exit of those who may happen to be within its walls at the time. Want of such provision has been the cause of some of the most tragic scenes that have ever been recorded on the page of history.

In Winnipeg many buildings were erected during the past year which cannot be designated by any other term than "fire traps." The difficulty in obtaining material with which to erect buildings to supply the urgent demands of trade afforded some excuse at that time, such is not the case now, and the excuse cannot be longer held valid. But we regret to see even yet, large structures in course of erection near the very heart of the city which partake largely of the tinder-box character, and in one case we understand the building is to be fitted up as an opera house. If such be the case, then every possible precaution should be taken to provide against the remotest possibility of fire, and also such means of exit provided as will enable the hall to be emptied of an audience in a few minutes in case an alarm were given. There is no terribly urgent demand for stores or business places at present, and those who contemplate building will further the interests of the city, and their own as well, by discarding the old balloon frame idea, and substituting therefor solid substantial brick.

The Board of Trade at a recent meeting took up the question of the new fire limits, and in the discussion which ensued the matter to which we have above referred naturally came up. They decided to take action thereon, and we trust that the matter will not be allowed to drop but that acting in conjunction with the City Council they will leave no stone unturned, nor spare any effort whatever to obtain at once an extension of the fire limits, and at the same time provide that strict scrutiny shall be had on every building erected not only within those limits, but also in other parts of the city.

IMMIGRATION.

The New York Times has been doing some cyphering on the immigration question and says that the tide rose gradually after the close of the war until 1872 when it reached 440,000. Thereafter the tide was on the ebb until in 1877 it reached 130,000. Then began the flow, reaching 250,000 in 1879; 503,000 in 1880; 720,000 in 1881, and 734,000 in 1882. In the last half of 1882 the entries were only 270,479 and from this the Times infers that the ebb set in about midsummer. It says:—"The unusual prosperity of the country in 1880-81, especially in the agricultural regions, taken in conjunction with a comparatively adverse condition in Europe, sufficiently explains the vigor with which the tide of immigration set toward our shores, and the influences had not expended their force in the first part of 1882. But last year was by no means so favorable to new settlers in this country as the two which preceded, while the conditions of life in Europe were less discouraging to the class from which immigrants are chiefly drawn." While we are quite prepared to accept the opinion of the metropolitan daily in regard to the immigration which may be expected by the United States we look for something very different in store for the Canadian North-west. Judging by the number of passages already engaged in the Old Country by intending immigrants the hegira from Britain this year will be two or three times as great as last year. It is true that the immigrants of last year encountered many difficulties and discouragements, while the winter has been the severest on record, yet the sturdy common sense of the immigrants has enabled them to see that the difficulties have been inevitable, the discouragements evanescent and trials by climate and experience from which this year no country has been free and from which the residents of more southern latitudes have suffered more severely than have the immigrants in their new home. The grand secret of the great North-west is, that all who come here feel that they have elbow room and fair play. Men are willing to put up with many things when they see affluence. Not like a spectre haunting their dreams, but as a mile-stone standing fixed at the end of a journey, the duration of which they can easily estimate. Not only will the motherland send us a formidable con-

tingent, but Germany and Scandinavia will send the advance guard of an industrial horde who will be warmly welcomed in their endeavors to over-run and subjugate the prairie domain beneath the sceptre of the husbandman. Canada and the United States will do their part. The army of Canadians seven hundred thousand strong, now adding strength and solidity to the neighboring republic will receive little increase to its numbers save that which nature brings, for Canadians have at last learned that their own land offers them greater advantages than her friendly neighbor. The tide of immigration across the lines may be on the ebb; but we fail to read aright the signs of the times if the tide be not only beginning to flow upon and over the Great North-west.

Winnipeg Wholesale Markets.

The business of the week has been sympathetic with the weather, the moderation in the temperature being followed by an increase in the volume of business transacted. The wholesale trade is by no means lively yet, nor will it be until travel is easier in the country and farmers feel disposed to let their grain go at the current rates, which, it must be confessed, do not offer much inducement. Until more grain is marketed collections from the country cannot be expected to show substantial improvement. At present they are not really bad, but they are not distinctly good. During the week sorting orders were fairly numerous, and in some branches of business a satisfactory spring opening is recorded, but most of the houses have to report on the part of retail buyers a certain amount of timidity in making purchases, many even of the largest houses in the province preferring to wait for the opening of immigration before ordering except in a very modest way. Quite a fair business has been done during the week for points far west, and the traders who accompany the tracklayers are taking time by the forelock and getting their supplies to the front, so as to be prepared for the early resumption of railway construction. The report for the week, taken as a whole is far from being dull, it being decidedly the best week since the new year. Business is decidedly in the ascendant.

AGRICULTURAL MACHINERY.

During the week sales were, as might be expected, merely nominal in agricultural machinery. The receipts also were very small, owing to the freight blockade in Minnesota. On the way there are ten car loads of harvesting machinery, and as many more cars of miscellaneous implements. The various houses are busy stocking provincial agencies, and preparations are being made for a busy season.

BOOTS AND SHOES.

The spring trade not having fairly opened and sorting winter trade being past, business in the boot and shoe line is decidedly dull, collections being sympathetically slow. A few good

orders for spring are being taken, and the outlook is cheerful, though present experience could be more enlivening.

CLOTHING.

A fair measure of activity prevails in the clothing business, which since the holiday season has shown strong recuperative powers. The demand at present is steady, and though collections are not up to a first-class standard they are not by any means bad. For this season of the year the trade is in a much more satisfactory condition than could reasonably be expected.

CROCKERY AND GLASSWARE.

One or two outfitting orders falling to be added to the ordinary business made the volume of trade last week much larger than that of any week since the holidays. Even the ordinary demand showed an improvement; but collections while still remaining fair, show no improvement on last week.

DRY GOODS.

The dry goods trade last week was again dull and it can hardly be said yet to have raised itself from the dead level of the holiday season. While the actual dollars and cents record does not show a material alteration the leading firms are in more cheerful spirits, and look ahead with greater confidence to a revival in the not distant future. The houses are now well prepared for the spring trade, and the signs are that its coming will not be much longer delayed. The grocery trade is being roused up, and from this the dry goods merchants may take comfort for the old maxim still holds good: "first our belly, then our back." Collections are still in a state which leaves something to be desired, retailers all doing as much time as can be given them, giving satisfactory reasons for asking accommodation.

DRUGS AND CHEMICALS.

The volume of business transacted in drugs and chemicals during the week showed no increase on that of the preceding week, but was still a fair week's business for this season of the year. Orders from the provinces have not been quite as numerous, nor have collections shown any improvement. Still no cause for serious complaint is to be found.

FANCY GOODS AND SMALLWARES.

During the past week the trade done in fancy goods and small wares, while not large was sufficient to keep the wholesale houses moving at a profit. The week was quite equal to the last, and while there is no improvement to be recorded in collections this is one of the lines in which there has not been much ground for complaint this season so far. Fair orders are being received from travellers on the road, and they also report the outlook hopeful.

FISH, POULTRY AND GAME.

In the fish market, the coarser qualities continue plentiful, river jack being abundant and easily procurable, even in small quantities at 4c. White fish are very scarce, and though still selling at 8c. this price is hardly much better than nominal. Some fine sturgeon have found their way to market, but the quantity is too small to admit of quotations. The market has been so cleaned out of game and poultry that no quotations can be given. There is no immediate supply in sight.

FRUIT.

A good trade was done in fruit last week, and in this line there is now no cause for complaint. During the week no new variety was added. Apples are in good demand at \$6.50 to \$7.50. Valencia oranges are in fair demand at \$12 to \$13, being a substantial reduction in price during the past fortnight. There are no lemons in stock, but large consignments of fine Naples are in transit, and a shipment of dates is expected daily. Cranberries are very scarce, and are held at \$18 a barrel; Almcira grapes are in demand at \$10 to \$11 per barrel; figs sell in mats at 10c; large boxes 14c; small boxes 20c; raisins are in fair demand at the following prices: Valencias \$3.50; black crown \$5.25; triple crown \$3.50; four crown \$3.75. The market is firm and lively.

FUEL.

The fuel war has settled down to a stereotyped run, the demand and supply being nicely balanced and prices fixed as a law of the Medes and Persians. The quotations are: Anthracite \$13.75 on the track and \$15 delivered; bituminous, \$13.50 for grate and \$12.50 for steam. The supply of wood in the market has been abundant but the prices are so low that a break is hardly possible. In car-loads poplar is worth \$5 and tamarack \$6 per cord. The price shows no tendency to advance.

FURS AND SKINS.

Furs are in better demand than supply, but prices cannot yet be quoted. In hides very little is doing. During the week there were no shipments and receipts did not exceed four hundred fresh frozen. Prices are raw \$5.45½; salted 5½c to 6c; pelts, nominal, 50c.

GROCERIES.

During the week the volume of business transacted considerably exceeded that of the preceding week, which had been the best recorded since the holidays. One or two houses profess to have noticed no improvement, but others freely admit that the trade has taken a distinct turn for the better, the slight advance in meats reported last week being firmly held. Sugars are quoted, raw 9c to 9½c, yellows 10c to 10½, granulated 11½c. Paris lump 12½c. Coffees: Rio 16c to 22c; Java 22c to 32c. Both country and city trade have revived and collections are noticeably better, though they might be more satisfactory.

HARDWARE AND METALS.

The amount of business transacted during the week was equal to last and gave moderate satisfaction. Had the leading houses been induced to relax the conservative lines upon which they have been conducting their business for the past four months they could have turned out heavier shipping bills. Quite a brisk demand is reported from points far west and it is evident that the spring trade is going to work inward from the end of the track. Collections during the week did not improve, but are not yet what can be called worse than indifferent. In metals there has been a fair demand at the following prices: Tin plate 14 x 20, \$7.75 to \$8.00; 20 x 28, \$15 to \$15.25; Bar iron \$3.75 to \$4.00; sheet iron 5½c to 7c; iron piping 25 per cent off list price; ingot tin 32c to 35c; pig lead 6½c to 7c; galvanized iron No. 28, 8½c to 9c according to brand.

LUMBER.

A small custom trade was done during the week at the following prices: sheathing \$28; common dimensions \$30 to \$32; fencing \$28 to \$34; stock \$33 to \$40; flooring \$35 to \$35; graded clear \$50 to \$70 shingles \$1.50 to \$6; laths \$5. These prices seem stereotyped and no change may be expected before building operations are actively resumed.

STATIONERY AND PAPER.

The stationery trade during the past week was abnormally active for this season of the year. The demand for school material is large both from country and city. In staples the demand has been steady. Collections are reported up to the average, and the outlook is bright.

WINES AND SPIRITS.

Though one or two houses report trade and collections worse during the past week, the others have a marked improvement in both to record, and a correct estimate of the whole trade will be formed by concluding that the week was really the best since the holidays, both as regards the deliveries from the warehouse and the receipts in the counting room.

THE MARKETS.

WINNIPEG

GRAIN AND PROVISIONS.

The moderation of the weather all over the province during the past week has given some life to the grain trade, and there has been considerably more activity in the city. The receipts by rail have not made any marked increase, but on the streets the supply has been much more liberal, and quite a number of cars of different grains are in course of transit. The scarcity of cars, which existed a few months ago, has to a great extent disappeared, and free tracks will soon bring a full supply to the city:

WHEAT.

Mills have not had enough wheat to keep them running full all week, but the increase in receipts during the past few days promises that they will have plenty before the close of the current week. The street receipts have, during the past few days, proved quite a valuable assistance. Shipping to eastern points has again commenced, but has as yet only reached a few cars. There has been no change in prices, although an advance is probable at any time. Figures have ranged from 75c to 78c, with the bulk of the sales at the latter, and within one cent of it. Should moderate weather continue, no advance may occur.

OATS.

As in wheat the receipts have increased considerably during the past few days, but the stock in the city has not accumulated. It is known that considerable quantities are stored at points west and south of here, and deficient railway facilities during the late cold spell prevented them from reaching town. The short receipts of three weeks, therefore, have not caused any advance in prices, which are, if anything, easier this past week; 40c to 43c with 45c for a few choice lots have been the figures paid, and there is no longer any probability of an advance upon these prices.

BARLEY

Has been very scarce, none having been received by rail, and the street receipts were limited to a few loads, which have been received during the past few days. Prices are nominal, and are from 40c to 50c. No other kinds of grain have reached the city during the week.

FLOUR.

The home trade in this product has been in

the way of improving during the past week, while shipping to the Eastern Provinces has again commenced. During the past three days at least mills have been running full, and sufficient wheat to keep them so is now confidently expected. About fifteen cars have been shipped east during the past week, and this number will be greatly increased during the current one. Prices have not changed and remain: Patents \$3.10 to \$3.20; xxx or strong bakers \$2.50 to \$2.60; bakers \$2 to \$2.10; traders or xx \$1.50.

BRAN

Has not changed hands in price since last quotations, being \$12 a ton on track, or \$13 delivered. The stock on hand has decreased slightly owing to mills being shut down during the early part of the past week.

SHORTS

Are still quoted at \$13 a ton on track, and \$14 delivered. The demand has not been heavy during the week.

CHOPPED FEED.

There has been but a light demand for this product during the week, and the price has not changed from \$30 a ton.

POTATOES.

There has been quite a sharp advance in the price of these during the week. Stocks are very low in the city, and as yet hauling from the country has not commenced to any extent. A slight scarcity is felt, and prices now stand firm at \$1.20 to \$1.25 a bushel.

BUTTER.

There has been but a light trade in butter during the week, and the demand has been principally for choice dairy. Several consignments from the east have arrived, and the stock in the city is liberal. Prices have ranged: Choice dairy 25c to 28c; inferior grades 19c to 23c, and Ontario creamery 30c to 32c. There is plenty of poor qualities, but choice dairy and creamery are not too plentiful.

EGGS.

The long severe cold spell has been felt in the price of eggs at last. The fact also that the cold has not been confined to the North-west, but has been general in the Eastern provinces and Western States from which supplies come, has added to the scarcity now felt. Prices have advanced sharply, and new consignments of fresh are quoted at 40c to 45c. Iowa barrel eggs are still to be had at 33c to 40c. There is every probability of prices going even higher for a week or two, as a great scarcity is unavoidable.

HAMS.

There has been a fair demand for these during the week, and prices have held firm at 17½c to 18c, only choice lots bringing the latter figure.

BACON.

There has been a general stiffening in prices during the past week, and an advance in some qualities has taken place. Dry salt has been quoted 15½c; long clear smoked 16c to 16½c; rolls 16½c to 18c; breakfast bacon 17½c to 18c. There is every probability of a slight advance during the current week.

MESS PORK.

The advance in the price of this product in Chicago and other packing centres has had more or less of a sympathetic feeling in this city, and prices have advanced somewhat during the past week. During the early part, quotations were \$25.50, but towards the close an advance to \$26 was made, which is now the general quotation. This advance has not been quite as much as in Chicago during the past two weeks, and the margins of dealers here are not any larger with the advance.

CORNEB BEEF.

This product is down to the most monotonous inactivity. The demand during the week has not been heavy, and prices have not moved from \$18.

WINNIPEG MONEY MARKET.

There has been a steady and heavy demand for money in the city during the past week, and banks have been handling all the paper they could conveniently attend to. It is a fact that renewals have been too much in demand by country retailers, and these with the regular current demands added have raised the monetary necessities of the purely commercial circles very much during the week. Most banks have been able to attend to all the wants of regular customers in this respect, but all have carefully avoided any business of a promiscuous nature. Rates have not changed, with the exception of classification of paper. First-class commercial has not been received unless in a very few instances below 9 per cent., and the great bulk has been at 10. Ordinary has not changed from 10 to 12 per cent.

For real estate payments, funds have been secured principally from private sources, unless in cases of last payments on first-class improved property, and we hear of some ruinous rates being paid for loans for a short period, but these instances are very few, and altogether the monetary famine of two weeks ago is relieved. With a continuation of the present good weather, and a freer movement of produce an easier feeling will doubtless set in.

MINNEAPOLIS.

The markets of the past week have not been active, and offerings were light, owing to the disturbed state of railway travel. Fluctuations have been few, but prices have held reasonably steady. On Tuesday business was dull, and the sales of the day were represented by the following quotations:

WHEAT, No. 1 hard, \$1.11 to \$1.12. No. 1, \$1.04 to \$1.09. No. 2 hard, \$1.08 to 1.09.

CORN, No. 2 48½c to 49c. Rejected 43c to 45c, according to sample.

OATS, No. 2 white, 38c to 39c. No. 2 37c to 38c. Rejected, 35c to 36c. Samples 35c to 39c.

FLOUR, Patents, \$6.25 to \$6.75. Straights, \$5.50 to \$6.25. Clears, \$5 to \$5.50.

On Wednesday there was a firmer feeling in wheat, and an advance of about one cent. The following quotations represent the day's business:

WHEAT, No. 1 hard, \$1.12 to \$1.13. No. 1 \$1.04 to \$1.10. No. 2 hard \$1.08 to 1.10.

CORN, No. 2 49c to 50c, nominal.

OATS, No. 2 white, 39c to 39½c. No. 2, 37c to 38½. Rejected 35c to 37c.

FLOUR, Patents, \$6.25 to \$6.75. Straights \$5.50 to \$6.25. Clears, \$5 to \$5.50.

On Thursday the price of wheat was hardly up to the standard of the previous day, about half a cent lower, but the receipts were larger. Quotations representing the day's business are:

WHEAT being: No. 1 hard, 1 11½ to \$1.12½. No bids for older grades; prices nominal.

CORN nominal: No. 2 49c to 50c.

OATS ranged, No. 2 white, 39½c to 40c. No. 2, 38½c to 39c.

FLOUR quotations were: Patents, \$6.40 to \$6.85. Straights, \$5.50 to \$6.25. Clears, \$5 to \$5.60.

On Friday the wheat market was weaker, settling from a ½ to ¼ a cent per bushel. Quotations for the day's sales were as follows:

WHEAT, No. 1 hard, \$1.11 to \$1.12. No. 1, \$1.03 to \$1.09. No. 2 hard, 95c to \$1.03.

CORN, No. 2, 49c to 50c; Rejected 46c to 48c according to sample.

OATS, No. 2 white, 39c to 40c. No. 2 38c to 39c.

FLOUR, Patents, \$6.40 to \$6.85. Straights, \$5.50 to \$6.25. Clears, \$5.00 to \$5.60.

On Saturday business is represented by the following quotations:

WHEAT, No. 1 hard \$1.11½ to \$1.12½; No. 1, \$1.03 to \$1.09; No. 2 hard \$0.96 to \$1.03.

CORN, No. 2, 49c to 50c;

OATS, No. 2 white 39c to 40c; No. 2 38c to 39c

FLOUR, Patents \$6.40 to \$6.85; Straights \$5.50 to \$6.25; Clears \$5.00 to \$5.60.

CHICAGO.

Last week's markets opened with a general firmness in grain, but towards the middle of the week an easier feeling was apparent, and efforts to maintain prices failed somewhat. On Tuesday the market was buoyant, and strong; activity in all products continued. Quotations near the close were:

Wheat, February, \$1.05½	March, \$1.06½
Corn, " 56½	" 57½
Oats, " 38½	" 38½
Pork, " 18.25	" 18.30
Lard, " 11.40	" 11.47½

On Wednesday a weaker feeling set in, and efforts to force advances in prices were fruitless. Quotations near the close were:

Wheat, February, \$1.06½	March, \$1.06½
Corn, " 56½	" 56½
Oats, " 38½	" 38½
Pork, " 18.05	" 18.12½
Lard, " 11.32½	" 11.40

On Thursday a firmer feeling prevailed, with quite an advance during the day, but before the close quotations fell to from ¼c to ½c over the previous day for wheat. Quotations towards the close were:

Wheat February, \$1.05½	March, \$1.07½
Corn, " 56½	" 56½
Oats, " 38½	" 38½
Pork, " 17.95	" 18.05
Lard, " 11.27½	" 11.32½

On Friday the market for wheat was irregular, closing with a decline of nearly a cent from the previous day. The day's business is represented by the quotations given:

Wheat, February, \$1.05½	March, \$1.06½
Corn, " 55½	" 56½
Oats, " 38½	" 38½
Pork, " \$18.00	" \$18.05
Lard, " \$11.22½	" \$11.27½

On Saturday the market was quiet. Quotations for the day's business were:

Wheat, February, \$1.05½	March, \$1.07½
Corn, " 51½	" 56½
Oats, " 38	" 38½
Pork, " 18.05	" 18.10
Lard, " 11.22½	" 11.32½

TORONTO.

STOCKS.

The stock market during the past week has been rather steady, and the fluctuations have been neither many nor wide. A few people reasoned that the sharp decline in several stocks which took place on Monday, was only the commencement of another prolonged period of depression, but the healthy and steady tone which was developed the two following days dissipated these fears. The loss of Monday was not recovered, but bearish movements were not successful, and the impression that bottom had been touched, so far as Monday's dip was concerned, steadily gained ground.

On Wednesday, the business done was light, but there was a slight advance in several bank stocks, notably Montreal, Toronto and Com-

merce. The day altogether was an uneventful one, and in the afternoon closing bids were as follows: Montreal 206½; Ontario 112½; Molsons 130; Toronto 185; Merchants 126; Commerce 134½; Imperial 143; Federal 150; Dominion 200½; Standard 116; Hamilton 114½; North-west Land Co. 61.

GRAIN AND PRODUCE.

The produce trade of the past week has been unusually active, and there has been an advance in the price of grain generally, notably wheat. Flour has kept advancing, and offerings were eagerly seized by buyers. The business of the week in grain does not foot up to a very heavy total, but this is due to the fact, that the offerings were light, and had they been heavier buyers would have taken all.

FLOUR.

Even advanced prices have in no way checked the demand, and throughout the entire week buyers have been eager to secure lots. In the early portion of the week Superior extra sold at \$4.45, but succeeding days developed a very firm feeling, and with limited offerings an advance to \$4.60 was secured by Thursday. Extra also advanced steadily, and on Thursday was worth \$4.45.

WHEAT

The sales of the week have been light. No. 2 fall advanced to \$1.03 asked, with \$1.02 bid; No. 2 spring was held about the same, and No. 1 was held at \$1.05. Even at these prices the supply was insufficient.

OATS

Have been scarce all week, and sales of car lots very few. On Tuesday, 42c was offered for prime western, and later 43c was asked.

BARLEY.

Prices have been easier during the past week, and the offerings have been light. No. 2 sold at 71c to 72c; No. 3 extra sold 64c to 65c, and No. 3, 62c to 63c. No. 1 was scarcely offered, and was nominally worth 75c to 76c.

BUTTER.

There has been almost no change in prices of different grades since last report. There has been, however, a little more demand for lower qualities for shipping lots. Choice dairy has held at 19c to 21c; rolls 18c to 20c, and inferior at 13c to 14c. Mediums are nominal from 15c to 17c.

EGGS.

The supply has been a little more liberal during the past week, but the demand has kept pace with it, and prices have held firm. Fresh have sold at 25c to 26c; limes 22c to 23c.

MEATS.

Mess pork has not been in heavy demand, but has firmed up in price slightly, quotations ranging \$21 to \$21.50. Bacon sales have been light; long clear has been quoted at 11c to 11½c for round lots; rolls were worth 12½c. Hams have ranged from 13c to 13½c for smoked; green 11½c to 12c. These quotations were almost nominal, as trading was very light.

Markets by Telegraph.

Special Dispatch to The Commercial.

STOCKS.

Stocks have been inactive for several days, closing at prices not much changed, but feeling flat. Closing bids; Montreal 206½, sale 206½, Ontario 112½; Molsons 131; Toronto 186, sales 186; Merchants 126½; Commerce 135½; Imperial 143; Federal 157½, sales 157 to 157½; Dominion 199½, sales 200; Standard 115½, sales 115½; North-west Land 60½.

GRAIN AND PRODUCE.

Special Dispatch to The Commercial:

Produce inactive, but inactivity due chiefly to railway blockade, which checks receipts; prices firm all over. Flour wanted at \$4.60 to \$4.65 for superior extra, and \$4.50 for extra ca

spot. Bran steady at \$13.00. Wheat advancing; No 2 fall at \$1.03, and held higher. Spring very scarce, No. 1 sold \$1.07; No. 2 worth \$1.05. Oats not offered, buyers 42c to 43c. Barley, steady but quiet, No. 1 sold at 70c; No. 2 worth 71c to 72c; extra No. 3 sold 65c; No. 3 sold 53c to 55c, closing firm. Peas nominal 73c to 74c. Seeds dull: Clover declined to \$7.50 to \$7.75; timothy and alsike scarce and unchanged. Butter scarce and steady. 10c to 21c for choice dairy; sale of shipping lots, inferior, 13c. Eggs scarce and firm at 26c. Hogs easy, cars ranging at \$3.00 to \$3.20. Meats steady, round lots of Cumberland bacon sold at 10c; long clear held at 11c.

Important Business Decision.

The Canadian *Manufacturer* reports an important business decision recently arrived at by arbitration, the question arising in the case of the wholesale iron firm of A. & C. J. Hope & Co., of Montreal, recently suspended, and now resumed under a guarantee by the Exchange Bank of 40c. It seems that "ten creditors took out seizures against the firm just after its failure, with a view to recovering goods that had been delivered or were in transit to the consignees. The seizures were for about \$35,000 worth of goods. Some of the creditors asked that the goods be sold and that they be paid as privileged creditors out of the proceeds. Others wanted the sales cancelled and the goods given back. The question was referred to Mr. Bethune and Mr. J. McLaren, who was counsel for the estate. They differed. Mr. Bethune held that both classes of seizures were valid, while Mr. McLaren took the ground that no seizure that had not been made within fifteen days of the sale was good. The matter was then referred to three lawyers to save the costs of interminable suits in court. It was subsequently learned that these gentlemen had been much of the same opinion as Mr. Bethune before their appointment, and two more were added, making the board of lawyers—Judge Badgley, W. H. Kerr, W. Robertson, and Messrs. Lacoste and Geoffrion. Mr. Benjamin represented the seizing creditors, Mr. McLaren the creditors of the estate, and Mr. Bethune the estate. The decision given was unanimously against the creditors who wanted the seized goods sold, and the proceeds paid to them as privileged creditors. A majority, Messrs. Badgley, Robertson, and Geoffrion, decided that the goods could not be seized unless within fifteen days of the sale. As none of them had done this the seizures were thus disproven. Messrs. Lacoste and Kerr dissented, taking the ground that any vendor had the right to have his sale set aside, even after the expiration of fifteen days."

The Nicaragua Ship Canal.

Of the commercial importance of a canal across the Isthmus of Darien there cannot possibly be two opinions and the revenue producing power of the Suez Canal gives warrant to the belief that such a canal would be a paying investment. There have been several schemes mooted and one of them crystallized in the Nicaragua Canal Bill has been reported to the United States Senate. Provision is made that the canal shall not be less than 28 feet deep and not less than 150 wide, and have locks not

less than 600 feet long. That the United States shall guarantee for twenty years three per cent. on the cost of the canal, has been stricken out and a section added declaring that the United States may exercise such control over the canal as provided by treaty with Nicaragua or consistent with the rights of that government, and shall enjoy its free use in accordance with such treaty or rights. Should the United States see fit for national reasons to occupy the canal, the right to be so subject to the sovereign rights of Nicaragua is secured to them upon the maintenance of the work and all its accessories in as good condition as when received, and upon payment to the company of an amount equal to the rate of net earnings derived from transit due from the canal for the year immediately preceding occupation. Should the United States continue occupation for more than one year it shall thereafter pay an amount proportionate to the increase of tonnage. The bill reserves to congress power to amend or repeal the act whenever the public interests require. There is a strong probability of the work being prosecuted without much further delay.

THE case against Hutchins & Rice for obtaining goods under false pretences has been dismissed.

THE Elgin House on the market square has been purchased by Scotty MacIntyre, who will continue the business.

THE managers of the electric light in this city have decided to cease operations until a satisfactory settlement of all matters in dispute with the corporation are settled.

THE inquiry into the charges formulated against members of the Winnipeg City Council for 1882 commenced yesterday before Col. Peebles who has been appointed Commissioner.

MESSRS. Fonseca and Monkman of Winnipeg, who are in Ottawa in reference to the Point Douglas Common have effected an agreement with the Government by which the claimants receive some 1,200 lots,

THE London correspondents of the *Toronto Globe* says that emigration from Great Britain and the Continent is likely to be much larger this year than usual. Manitoba and the North West is regarded by the majority of intending emigrants as the land of promise.

THE prospectus is issued of the Parkdale Brick, Tile, Stone and Cement Works with a capital of \$250,000 in 2,500 shares of \$100 each. The property upon which it is the company's intention to operate is situated seven miles from the city and is traversed by the Canadian Pacific Railway. The stone patent is that of Mr. John Lamb, of Toronto.

THE *Corn Trade List*, an English periodical says that:—"the imports of flour into the United Kingdom for the four months ended December 31st, amounted to equal to 3,285,850 sacks of 280 pounds, or 1,130,000 sacks (158,260 tons of 2,000 pounds each) in excess of the quantity imported during the corresponding four months of 1881—an excess over last year at the rate of 3,390,000 sacks per annum."

A Montreal despatch says:—"The arrival of a very large number of immigrants in Montreal during the last few weeks has been commented

on variously by the city press. The ground generally taken is that the Government is to blame for allowing them to be brought here at this time, with the severe weather now prevailing. They say the arrival of hundreds of immigrants at this time means the sending to England of adverse reports as to the country and climate.

A PATRIOT abroad thus delivered himself to a Milwaukee scribe:—"I have wintered in Winnipeg four winters, but your blizzards here in the States discount anything I ever saw in the province. I suffered more on the trip between St. Paul and Milwaukee than I ever did before. The wind along the Mississippi river blew a perfect hurricane, and fine particles of snow sifted through the windows and doors, adding to the unpleasantness. And cold! Your damp-like winds make the atmosphere seem colder at 20 degrees below zero than when it is 40 below in Manitoba."

THE following notice to farmers issued by General Manager Haight, of the Northern Pacific is very timely, and might with profit be followed by other similar corporations:

"To avoid loss of property by fires, and consequent litigation, farmers along the line of the Northern Pacific railroad are earnestly requested to use proper measures for the protection of crops, fencing and buildings against fires. To avoid trouble, it is recommended that farmers protect their property by plowing at proper seasons six to eight furrows just outside the right of way, to secure a fire break. Many of the settlers along the line do this of their own accord, and it is desirable that the practice should be general. The attention of all settlers on the line is respectfully directed to this request. All parties are hereby warned and forbidden to trespass on the company's "right of way" (a strip of land 200 feet wide on each side of the track) for the purpose of breaking and seeding same, as said "right of way" will in proper season be burned over, and any grain standing thereon will be a total loss to the owner.

EMERSON.

Our neighbor towns across the line expect to build a free traffic bridge over the Red River thereby uniting the two corporations. They expect to get the U. S. government to pay one-third the cost.

H. F. Despars two fine stores in West Lynne, were burned last week. Loss \$25,000. The citizens, both there and here, are now earnestly discussing the question of better fire protection.

The Ontario Bank has been removed into the handsome new building just completed, on the corner of Dominion and Winnipeg streets.

No. 1 hard wheat brings 80c in the market. Owing to the severe weather, business has been quieter for the past few days than it would otherwise have been.

A movement is now on foot to unite West Lynne and Emerson under one corporation. This is certainly a very sensible move, and the only wonder is that the citizens of these rival places had not decided upon the course long ago. The strife and bickerings that have characterized the Kilkenny cat policy pursued by both towns cannot have resulted in any benefit to either, and we are pleased to know that it is likely to come to an end.

BRANDON.

Cameron & Harkin, lumbermen, of this city, intend opening a yard at Regina shortly.

Wheat is coming in more freely and has taken a rise to 65c; oats, plentiful at 35c. Coal is somewhat scarce and another famine is feared. Wood plentiful, several of the yards being heavily stocked,

Business has improved very much during this week and a feeling that we are over the hardest part of the season has given more confidence. But we have no reason to complain as we have had only one very small failure in this city since last fall.

The Manitoba Mutual Fire Insurance Company is now doing business here at very reasonable rates. It is to be hoped that this will cause rates to fall to something within reason. The tanks are being filled and we will soon have very fair fire protection.

The Brandon Club is now a thing of the past. On Tuesday last the sheriff took possession and the Merchants' Bank has also placed a man in the building to look after their interest. It is stated that the indebtedness to this institution is at least \$16,000—secured by mortgage on the building. Messrs. Leask & Rose have a chattel mortgage on the furniture which secures their claim of \$1,800, for groceries etc. G. B. Lockhart is suing for the amount of his account which is about \$2,400, for furniture supplied, on which he has only received \$100 cash. The servants are making a test case before the police magistrate to procure their wages. Nothing appears to have been paid from the start and the whole business is looked upon as a great fraud. Several Winnipeg wine merchants are badly bitten and great indignation prevails against the management. Fortunately for the members they are not liable for anything more than their subscriptions, it being a "proprietors club."

PORTAGE LA PRAIRIE.

Wheat at Carman brings 63c.

The town council meet every two weeks this year instead of weekly as formerly.

R. Galloway and P. St. Clair McGregor of Gladstone have dissolved partnership as real estate agents.

The market has been quiet this week; wheat brings 68c to 70c per bushel; oats 35c to 38c and barley 45c to 55c.

Jas. Martin has been appointed town solicitor F. Harley, assessor; W. A. Prest, tax collector and John Watson engineer of fire brigade.

The date for granting liquor licenses has been changed to 1st January from 1st of March so as to be in accord with other places in the province.

This winter a large quantity of wood has been cut in the vicinity of the Portage. Poplar sells at \$3.00 to \$3.50 per cord; oak \$3.50 to \$4.50.

Building operations are reported lively in Pilot Mound. A hotel 60 x 48 feet will be finished by the first of March, and a block of three stores, town hall, and several other buildings are approaching completion.

Considerable interest is felt by our citizens in the operations of the Portage Westbourne North-western Railway. Arrangements have not yet been completed in regard to the transfer of land on which to erect workshops, etc., from the town to the railway corporation. The company require 80 acres.

REGINA.

Perry, one of the proprietors of the Eagle Hotel, a small canvas hotel, went east a few days ago, taking with him all the availables and leaving several local creditors in the lurch.

The Criterion Hotel here has been affected by the trouble of the Brandon Club. The landlord has distrained and is about to sell out the contents for rent, and a number of attachments have been issued against the proprietors.

An inspection has lately been made of the springs at the head of Boggy Creek, about five miles north-east of Regina. All doubts as to the future water supply are now at rest as the inspection has proved that the water is of the sweetest quality and that the volume given out is sufficient to supply a city of 20,000 inhabitants. A company is about to be formed for the purpose of supplying the city with water from the springs. No reservoir will be required as the height of the springs above the level of the city will enable it to be secured by the gravitation system.

THE *Pioneer Press* says:—"Mr. D.A. Holbrook, who handled last year large numbers of emigrants between the Canadas and Manitoba, is in St. Paul, having come from Kasota, where he has been taking a rest. He will probably locate in St. Paul, having received several railroad propositions.

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Civil Engineers, Building Surveyors
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- A.—Nature of ground and size of lot. Best to make a thorough draught of lot, with points of compass and direction in which building is to face and where it is to be placed.
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- C.—Whether you wish to supply any materials, and if so what quantities and kinds.
- D.—Size, height, arrangements, numbers and uses of rooms and floors.
- E.—Style and amount of outside finish—porches, verandahs, balconies, bay windows, tower, etc.
- F.—Outbuilding and offices, and distance of same from main building, also fences.
- G.—What improvements are wished—rain water system, drainage, heating, ventilation, baths, W.C.'s, etc.
- H.—Prices of labor and material in your locality.

Give full name and address with nearest Post Office.

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ELEVATOR A.**

PORTAGE LA PRAIRIE.

The Purest and Best Flour

That Modern Inventions can produce to be had in large and small quantities at said roller mills. Three grades. Also large quantities of SEED WHEAT, BARLEY, AND OATS. Chop, bran and shorts constantly on hand.
Capacity Elevator.....115,000 Bushels
Capacity Mills.....200 Barrels daily.

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Agents at Winnipeg.

Correspondence Solicited.

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EXPORTERS OF

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ETC., AND

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Emerson, Portage La Prairie, Neveville,
Smuggler's Point, Carman, Chater, Carberry,
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Mill at Point Douglass.

Capacity.....750 Barrels per day.

OFFICE:—Corner King and
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A Full Stock of Patent Hungarian, Strong Bakers' and Spring Extra Flour; Oatmeal, Pot and Pearl Barley, Graham Flour, Cracked Wheat, Bran, Shorts, Ground Feed, Oats, Barley, etc., always on hand.

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This Company has been formed expressly for the purpose of lending money on the security of Real Estate in Manitoba. Advances made on the security of farm and city property at lowest current rates.
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Strictly first-class in every respect. Commercial Sample Rooms Attached.

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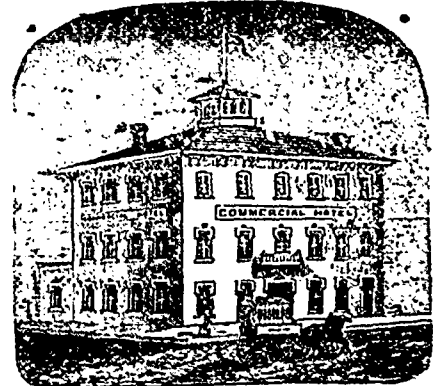
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COMMERCIAL HOTEL,

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RED RIVER



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CANNED Peaches, Apples, Pears, Piums
Grapes, Pineapples, Apricots, Jol
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Lobsters, Sardines, Lunch Tongue, Corn Beef, Roast Beef,
Turkey, Chicken, Turtle.

PICKLES in Glass, Barrels and Half Bar
rels.

FISH Boneless Cod, Mackerel in Kits, Trout,
Etc.

NEW FRUITS.

Finest Prunes in Kegs, Valencia Raisins, London
Layers, Muscatelles, Currants, Elmo Figs, Leghorn Lem-
on Peel, Orange Peel, Citron Peel, etc., etc.

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a Complete Assortment of Sugars,
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Ale and Porter in Wood
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Office and Sample Rooms, Bird Block,
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WINNIPEG, MANITOBA.

Canadian Pacific R'y Co.



(WESTERN DIVISION)
TRAIN SERVICE.

CHANGE OF TIME

On and after October 1st, 1882, Trains will move as follows:

Going west.	Going East
8.15 a.m. leave Winnipeg arrive 6.15 p.m.	
10.35 " Portage la Prairie 3.55 "	
1.55 p.m. Brandon 12.5 "	
4.15 " Oak Lake 10.20 a.m.	
11.30 " Broadview 3.30 "	
5.55 a.m. arrive Regina leave 8.30 p.m.	
9.40 a.m. leave Rat Portage arrive 4.03 p.m.	
1.45 p.m. White mouth 12.20 "	
3.45 " Selkirk 9.50 a.m.	
4.55 " arrive Winnipeg leave 8.45 "	
8.25 a.m. leave Winnipeg arrive 5.15 p.m.	
9.45 " arrive Stonewall leave 3.40 "	
Daily except Sundays.	

Going South.	Winnipeg	Going North.
Leave	Arrive.	Arrive.
7.35 a.m. *7.35 p.m.	7.05 p.m. \$6.50 a.m.	
	Otterburn.	
9.00 a.m. 8.50 p.m.	5.50 p.m. 5.20 a.m.	
	Emerson.	
10.25 a.m. 10.18 p.m.	4.40 p.m. 4.05 a.m.	
Arrive.	St. Vincent.	Leave.
10.40 a.m. 10.28 p.m.	4.20 p.m. 3.45 a.m.	
* Daily except Mondays.		
* Daily except Saturdays.		

SPECIAL NOTICE.

Magnificent Palace Sleeping Cars will be run daily without change, between Winnipeg and Regina.

Trains run on Winnipeg time.

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

HUTCHINGS & RICE, UPHOLSTERERS.

MATRASSES, WINDOW BLINDS, LAMBERKINS, &c.
MADE TO ORDER ON SHORT NOTICE.
All orders will have our personal supervision.
South-west Corner of King and McWilliam Sts. Winnipeg.

G. W. GIRDLESTONE, INSURANCE & GENERAL AGENT

ROYAL OCEANIC, D. Assets \$25,000,000
CITIZENS OF MONTREAL, Capital 2,200,000
CITY OF LONDON, of England 10,250,000

Fire, Life, Marine and Accident Insurance.

Canard Steamship Line passage tickets granted.
Agents for Collingwood Lake Superior line of steamers.
GOLDIE & McCULLOUGH'S SAFES, VAULT DOORS
MONEY TO LOAN.
OFFICE, NO 10 McDERMOTT ST., WINNIPEG, MAN

BISHOP & SHELTON, Steam Cabinet Works, WINNIPEG.

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

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LUMBER, DOORS, SASH, BLINDS AND
MOULDINGS.
TURNING AND BAND SAWING.
NORTH STAR PLANING & SAW MILLS,
Yonge and Disraeli Streets, Point Douglas,
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Manitoba Pioneer PAPER MILLS!

S. McILVANIE, Proprietor.

MANUFACTURER OF

Building, Tar and Wrapping Papers.

Portage la Prairie, Man. Planing Mill and Lumber Yard in Connection.

Michigan Central.

EASTWARD.

Express trains leave Chicago at 6:46 a. m., 9:00 a. m., 3:30 p. m., 6:15 p. m. and 9:10 p. m., arriving at Detroit at 6:15 p. m., 8:30 p. m., 11:40 p. m., 4:35 a. m. and 8:00 a. m.

All trains make close connection at Detroit with the Great Western and Canada Southern for points east, through sleepers being attached.

WESTWARD.

Express Trains leave Detroit at 7:00 a. m., 9:30 a. m., 8:00 p. m. and 9:50 p. m., arriving in Chicago at 6:30 p. m., 7:40 p. m., 7:30 a. m. and 8:00 a. m.

These trains take the through sleepers from Great Western, and Canada Southern, and make close connection at Chicago with the trains of other roads.

Dining cars on trains for breakfast and supper.

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 nm 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.

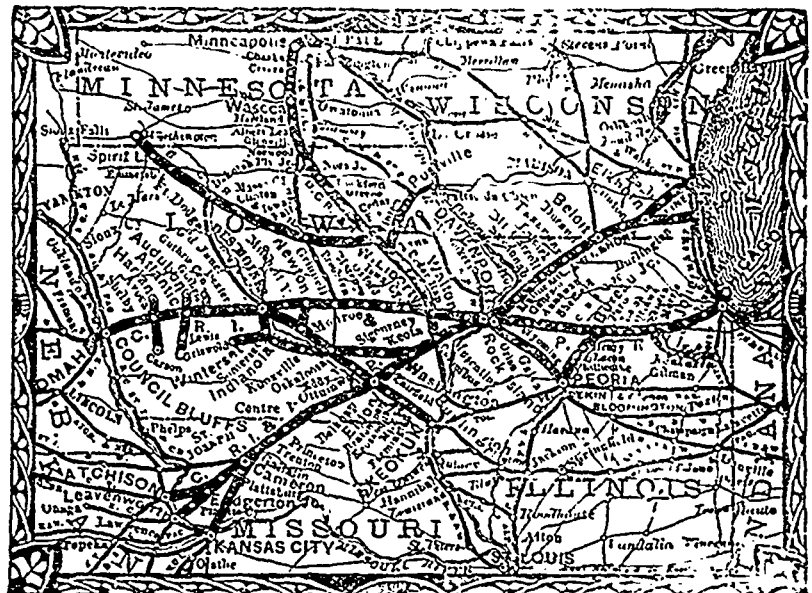
Express trains leave Chicago at 11:30 a. m. (except Sunday) and 9:00 p. m., arriving at St. Paul at 6:15 a. m. and 12:45 p. m., and Minneapolis at 7:00 a. m. and 1:30 p. m.

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 for Sioux City, Omaha, Kansas City and San Francisco at 10 a. m. and 3:30 p. m.

MAP OF THE



ALBERT LEA ROUTE.

The favorite route from the North to Chicago and the East. Chicago fast express leaves Minneapolis at 11:30 a. m. daily, arriving at Chicago 3 p. m. next day. This is a solid train, consisting of Pullman Cars, Conches and Baggage Cars, running through without change. Trains leaving Minneapolis at 3:30 p. m. and 7:55 a. m., connect through to Chicago via the C., R. I. & P. Ry.

J. F. McFARLANE, Gen. Northwestern Agent, WINNIPEG, MAN.

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 Members of Toronto Stock Exchange.
 BUY AND SELL STOCKS, DEBENTURES
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 Orders promptly attended to.
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 Contracts made at SPECIAL RATES, for supplying
 large City, Mill, Elevator and Warehouse Scales. Correspondence
 solicited and satisfaction guaranteed.
 Local agents wanted in all towns in Manitoba and N. W. T. to
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Specimens of all kinds of mineral bearing ores assayed
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 —AND—

HOUSE FURNISHINGS!
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 The British Canadian
LOAN AND INVESTMENT CO.,
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 Have removed their office to the Dundee Block, Main St.
MONEY TO LOAN,
 On improved farm and city property mortgages bought.
 Apply to A. MACNAB & SON,
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 —MANUFACTURERS OF—
CONFECTIONERY & BISCUITS.

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