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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

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NO. 14.

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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JAMES E. STEEN,
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WINNIPEG, JANUARY 1, 1884.

F. S. PALMER, collecting agent, Winnipeg, is reported away.

NEEPAWA is making application for incorporation as a town.

STONE & MEIGHEE, general store, Rapid City, have assigned in trust.

CROMPTON & BURNETT, jewelry, Emerson, are giving up business there.

MRS. CLARKSON, millinery, Winnipeg, intends to retire from business.

S. H. CASWELL, general store, Troy, is about adding banking to his business.

BUDGE & HARDING have opened the St. Charles Hotel in Rat Portage.

RODGERS & HASTINGS, general store, Crystal City, are about removing to Tisdale.

JOHN POLLOCK, formerly of Silver Springs, has leased the Brunswick House, Crystal City.

WILCOX & JACQUES, jewelry, Calgary, have dissolved. The business is continued by C. E. Jacques.

BAKER & Co., general store, Rat Portage, have compromised with their creditors at 40c on the dollar.

A. CAMPBELL, of the Venture Hotel, Winnipeg, has been closed by the bailiff on a landlord's warrant.

WHITE, MANAHAN & Co., clothing, etc., Winnipeg, have dissolved, James Lyster, one of the members of the firm retiring. The firm style remains unchanged.

BRYDON & Co., Kobold & Bro., and Robinson & Co., of Rat Portage, are re-building, and Baker & Co. are putting up a temporary office. The others will probably build in the spring.

FERON, SHAW & Co., commission merchants, Winnipeg, have formed a partnership with J. A. Stewart, under the firm style of Feron, Shaw & Stewart. They have opened a branch in Port Arthur.

GEO. BROWN, formerly of the Ontario Bank, has gone into partnership with Wm. Hunter of Hunter & Wilson. The firm, which will be known as Hunter & Co., will carry on business in the old stand on Portage Avenue.

THE telegraph line is now completed between Qu'Appelle and Prince Albert. This connects the Government line to Battleford and Edmonton with the C.P.R. line, thus greatly increasing the facilities for communication with the far Northwest.

GEO. A. WINTER has established a weekly service between Calgary and Silver City by which not only the mails but parcels and passengers can be conveyed to and fro. This was rendered necessary owing to the stoppage of trains running west of Calgary for the winter.

THERE were 190 failures in the United Kingdom reported to Kemp's Mercantile Gazette for the week ending December 5, against 242 and 251 in like weeks respectively of 1882 and 1881. Of these England and Wales had 170, against 217 and 235 in 1882 and 1881; Scotland 19, against 22 and 10; and Ireland 1, against 3 and 6.

THE London News, of December 8, says that the notice of an intended strike given by the colliers expired on the preceding Saturday, but the men continued at work, waiting the decision

of the Miner's Conference. Building, ship building and marine engineering were active. Laborers were in demand on railway and tramway constructions. The Sunderland engineers' strike continues. The ship-building iron-workers of Greenock and Glasgow have accepted a reduction of 5 per cent. in wages.

LOSSES and insurance of the Rat Portage fire are: Baker & Co., \$15,000, insured for \$6,900, \$2,500 of which was in the defunct Standard; Nicholson, \$500, no insurance; McKinnon, \$25,000, insurance \$5,000; Myers & Lillie, \$1,500, no insurance; Kobold & Bro., \$1,500, no insurance; Thompson & Palmer and McDougall, \$500 respectively, no insurance; Masonic Hall, \$300, insured; Robinson & Co., Winnipeg, \$2,500, no insurance; Brydon & Co., \$500, no insurance; J. Green, \$500 no insurance; Chadwick & McLellan, \$500 insured; Jas. Weidman, \$1,500, no insurance. The total loss will amount to over \$60,000.

THERE are now 953 miles of railroad in operation within the borders of the Province of Manitoba. During the past season the Selkirk branch, 25 miles in length, has been completed and is now in operation; the C.P.R. South-western has been completed to Manitou, and a loop line constructed from Buffalo Junction to Emerson, a distance of fourteen miles. The Manitoba and North Western Railway has been completed and is now in operation from Portage la Prairie, a distance of ninety-eight miles. About fifty miles of the Souris and Rocky Mountain Railway between Melbourne and Rapid City have also been graded.

THE Buffalo Commercial in reviewing the lake trade says the receipts of all kinds of grain, including flour, during the past season were 76,340,000 bushels against 58,757,000 last year, and 61,183,000 in 1881. The imports of lumber aggregated 237,729,000 feet, about 3,000,000 less than last year and a trifle more than those of 1881. Ten years ago the total of shipments of coal from Buffalo by lake was 390,564 tons; this year it was 1,259,528 tons. The average freight for coal was about \$3c a ton. The shipments of cement reached 230,935 barrels, 50 per cent. in excess of the best rate in previous years; and 3,066 tons of new vessel tonnage were constructed during the year.

Business East.

Daniel Barry, hotel, Hamilton, is dead.
Sipes & Stauffer, livery, Galt, have dissolved.
S. S. Wilson, tailor, Embro, has been burned out.

M. Moran, jeweler, Trenton, has assigned in trust.

Wm. Filmer, tins, Hagersville, has assigned in trust.

E. E. Lauzon, grocer, Ottawa, has assigned in trust.

R. Young, fruit dealer, Ingersoll, has sold out to G. Beck.

Codd & Co., bankers, Bowmanville, have suspended payment.

D. Moore & Son, millers, Walkerton, have been burned out.

Pope Bros., general store, Peterboro, have assigned in trust.

James Austin, tailor, Toronto, has compounded with his creditors.

D. Bell & Sons, organs, Toronto, have assigned in trust.

Thos. Story, tailor, Ottawa, has made an assignment in trust.

Thos. Alexander, blacksmith, Moorefield, has sold out to M. Seves.

ONTARIO.

J. I. Heath, hotel, Ayr, is advertised to be sold out by the sheriff.

The Times Printing Co., Brockville, have sold out to N. B. Colcook.

Jas. H. Hughes, paper patterns, Toronto, has suffered from damage by fire.

The Bullock Hardware Manufacturing Company, Otterville, have assigned in trust.

QUEBEC.

John Lawlor, hotel, Montreal, is dead.

C. Wilkinson, hotel, Brighain, is dead.

Jos. Dennison, jeweler, Huntingdon, is dead.

Geo. Bourdon, saddler, Valleyfield, has assigned in trust.

A. Laflamme, dry goods, Three Rivers, has assigned in trust.

Lasalle & Lasalle, general store, St. Thomas de Pierreville, have assigned in trust.

Geo. A. Perry & Co., manufacturers of boots and shoes, Montreal, have been closed up.

Wm. M. Duff is closing up his general store business at Dauby Station. He will remove to Montreal, and open in the grocery business.

Archambault & Larose, grocers and butchers, Montreal, have dissolved. Joseph N. Archambault will continue the grocery, and H. Larose the meat business.

General Notes.

DURING the twelve months ending Oct. 31, 1883, twenty-seven rice laden vessels arrived at Antwerp, carrying 500,000 bags.

THE grain trade of Belfast has been moving actively to secure the erection of large elevators in that harbor. By this means they hope to rejuvenate the declining grain trade of Belfast.

THE German Millers' Association has offered a prize of \$250 for the cultivation of a wheat rich in nitrogenous substances which is adapted to the German climate, and the minister of agriculture has added \$125 to the prize.

LATEST returns from the Scotch wheat crop are discouraging, and it does not appear prob-

able that this year will financially "do itself" on the Scotch farm. That, together with the steadily increasing labor bill, cannot fail to result in a further decline of farm rents, and probably in more vacant farms.

ALL grocers should instruct their customers who use canned goods to pour out the contents of the can as soon as it is cut, says the *St. Louis Grocer*. It will not do to wait fifteen or twenty minutes. The can should be emptied at once. A few minutes' exposure to the air while in the can will give the contents a metallic taste that is not at all agreeable.

THE receipts of grain at Montreal this year have been, up to the middle of the month, a million bushels greater than they were last year, the figures being 13,100,953 bushels received up to 12th Dec., against 12,094,785 bushels in 1882 up to same date. The shipments were in the aggregate 11,332,015 bushels grain, as compared with 10,445,798 bushels last year.

THE average annual importation of wheat and flour into the United Kingdom during the five years ending Sept. 1, 1872, was equivalent to 130,760,000 bushels of wheat. Last year's total largely exceeded the average, reaching a sum of 168,068,000 bushels. England can now buy her wheat cheaper than she can raise it, and her markets are fully supplied with foreign wheat and flour from all points.

Official reports make an average wheat crop in Russia for the eight years ended with 1878, 197,377,175 bus. In the year 1878 the wheat crop was 203,702,600 bus., with 100,142,472 bus. exported in that year. The wheat crop of 1883 is conceded to be under average. The Vienna congress makes the crop of 1883, 77 4-5 of an average, or 153,550,441 bus. The probable exportable surplus over the crop of 1883 is under 60,000,000 bus.

To satisfactorily test the contents of a grain sack without the necessity of emptying it, Nobbe's proving staff is offered, by means of which samples from any desired part of a grain filled sack can be quickly obtained. The staff is placed in the grain, and by revolving the outside layer, three divisions (upper, middle and lower) are thrown open. The instrument being now shaken, grain falls into the openings, and the staff being withdrawn from the sack, may be easily examined.—*Mueller Zeitung*.

It is estimated that Australia will produce this season something like 3,000,000 quarters, which must find a market in Europe. So far, except in South Australia, no provision has been made for the supply of increased tonnage to meet this increased demand. The price of wheat in the coming season, assuming the present prospects of the yield to be realized, will depend entirely upon the London values and the rate of freight, and though it may not at first sight appear to be satisfactory to the farmers, still the increase in average yield will compensate for the lower values.

PEOPLE do not generally know that of the farm products of the United States, eggs stand second in value only to corn and wheat, and exceed that of cotton. During the last fiscal year, for instance, the corn crop was valued at \$480,643,400, the wheat crop at \$484,675,779, and the egg crop at \$473,682,889. But of corn and

wheat, large quantities are exported; whereas, of eggs, considerable imports are constantly in progress. For instance, in the first nine months of the present calendar year, nearly 11,000,000 dozen were imported, and in the corresponding nine months of the preceding year over 10,000,000 dozen.

PRINCE Edward Island would like a "Dominion Exhibition." At the Island Board of Commissioners for securing it, Senator Haythorne moved, seconded by Hon. D. Ferguson, Provincial Secretary, and it was carried, "That whereas the industrial classes of the Province of Prince Edward Island have been exposed to much inconvenience in exhibiting their live stock and other objects at Montreal, Halifax and St. John, at which exhibitions have been held supported by grants of Dominion money, Resolved, that in the opinion of this Board, it is expedient to take immediate measures to secure for this province a grant from the Dominion treasury for the purpose of holding a Dominion exhibition in the autumn of 1884 in Charlottetown."

REPORTS from the great corn belt of the United States show that the situation as to the condition of the crop is practically unchanged. In Illinois, Indiana and Iowa, corn is reported as soft and unmarketable to an alarming extent; some of it being unfit as food for stock. A large percentage of the corn in these states is still in the field, unharvested, and its utilization is likely to prove difficult. Kansas sends news of a loss encouraging character. In the northern counties a considerable portion of the crop is soft. The yield will fall short of expectation. The same also applies to Nebraska. While neither yield nor quality is meeting expectations, there is, however, no serious complaint. The planting of corn in Dakota this year was largely experimental, but the results seem to have been satisfactory and an increased acreage is looked for next year.

ACCORDING to recent reports the northern valleys of California are just now suffering greatly from myriads of wild geese and ducks gathered there this season. The *Woodland (Yolo County) Mail* says: "These wild geese are numbered in the Sacramento Valley by the million. In Colusa County they are unusually numerous this season, and are causing the farmers considerable anxiety as regards crops. One who has never seen the devastation of grain fields by ducks and geese can form no idea of its extent. On Glenn's Ranch, in Colusa County, thousands of dollars are spent annually in fighting off the marauders. Ducks are nocturnal feeders, and if a grain-field along the Sacramento River, where they are numerous, is not guarded nightly, they will ruin it in a single night. Between floods and ducks the river farmer has to keep his eyes pretty well open and fight for all he gets."

DURING the fifty years ended in 1875, the export value of wheat averaged \$1.32 per bushel, and there were during these years, three periods of depression, and three of more or less marked inflation of prices. In the years 1825-30 the average price of wheat was only 89 cts. per bushel; during the next five years the average was \$1.20; a decline followed and the average of the next ten years was about 98 cts.

The following five years the price of wheat rose to \$1.25, and the succeeding five to \$1.39 per bus. The period of the rebellion depressed the price to \$1.29; but this was followed by a period of inflation and sudden rise of prices, so that wheat, for the five years ending 1870, averaged \$1.44 per bushel. The next five years' average was \$1.32, about the same as for the whole period. At the present time export wheat is worth only \$1.17, which is not only below the average of the last ten years, but also below that of last year, when the enormous crop naturally reduced prices.—*Northwestern Miller.*

A TABLE of the season's lake business of Chicago shows a falling off of one million tons from last year's commerce. This is attributed to a short season. The Straits of Mackinaw opened between three and four weeks later this year than last, and the closing has been earlier. The most striking reduction has been in wheat shipments, which have fallen over 50 per cent. The figure for 1883 is 7,189,207 bushels, and for 1882, 14,944,258. Yet nearly as much flour was shipped. The corn, oats and rye shipments all show gains, and corn especially. This is good evidence of the reality of the short crop claim for wheat, though the season closes with an unusual amount of it in store in Chicago elevators, held by speculators. The shipments of lumber were good all the season, though low freight rates ruled. The receipts of coal, nearly all from Buffalo and the neighboring points, increased over 1882. The state of the iron market, and the embarrassment of one or two of the heavy Chicago companies, made changes in the receipts of ore. These fell from 235,161 tons for last year to 64,689 for 1883. Pig iron receipts and shipments declined. The season's casualties on the lakes were more than usually disastrous. One hundred craft of all descriptions were wrecked, involving a loss of nearly 200 lives and \$3,000,000.

Commercial Affairs in the Northwest.

With the fall in price of all kinds of goods it is quite probable that a somewhat similar drop will take place in some articles of farm produce. The same causes that operate to make goods cheap also make flour cheap. Flour can be laid down here from Winnipeg at from \$6.50 to \$7 and in the face of this fact it is not possible to sell native flour at a higher rate. Consequently there is a feeling among traders against handling farm produce at old prices and quite as strong a one amongst the farmers to hold out for those prices. Up to the present no grain has been bought or sold to any amount, so that a price cannot be fixed, but it is safe to say that wheat will range from \$1.50 to \$2 while barley will go from 75c to \$1, oats will be as dear as wheat and potatoes, dearer than barley. One great objection that has always been urged against handling grain at Edmonton does not exist this year. In other seasons a great deal of it was damaged, smutty or dirty, and fanning mills to clean it were scarce. This year, however, all agree that the sample beats the world, the grain has been saved in the best of condition, and there are plenty of fanning mills, so that there will be no difficulty in getting it into a marketable condition. There will be two more risk mills running this winter, so that there

is very little doubt that a good quality of flour will be made. If the wheat is ground into flour—as good as the quality of the wheat would justify in expecting—it will be saleable at a fair price fully as high as the imported flour, for what the latter gains in whiteness and fineness it loses in rising qualities as compared with good native flour. Barley is not likely to rule very high. No person will use barley flour if he can get wheat, and between what wheat is raised in the country and what flour is imported there will be no scarcity of that article. The barley will only be useful for feeding stock, or fattening hogs, and for these purposes it cannot command a high price. Oats will command a price rather for seed than feeding purposes, but as better feed oats can be imported, the price will not run higher than imported oats can be laid down for, which is about \$2 a bushel. Potatoes having been a partial failure over a great deal of the district, and not being an article that can be imported may raise over the present price of \$1 a bushel before spring.

Although it was expected that beef would be very scarce as no large quantity had been imported, there now turns out to be a great deal of first-class native beef in the country, which is being disposed of at from 13c to 16c, and 20c a pound, which is as low as it can be imported and sold at. No doubt the lower price of imported bacon has something to do with keeping down the price of beef and will continue to do so throughout the winter.

Fresh pork is sold at 15c to 20c a pound and is in fair supply and demand.

Home made butter is scarce at 50c a pound but a quantity is being imported which will relieve the famine and lower the price.

Eggs are not to be had.

Hay plentiful at \$10 a ton.

Wood delivered at \$2.50 a cord, and coal at \$4 a ton.—*Edmonton Bulletin.*

Consigning Flour.

All are agreed that we are seeing, perhaps, the most depressed period known in the annals of the milling and flour trades. It is not a case of what the oldest inhabitant has seen, but we are seeing and still have to see, for there are as yet no rifts in the dark clouds that enshroud this completely overdone business. Dull times have been seen before whose period of existence was brief indeed, but in this case we have been hoping against hope, month after month, for better times, or even that something unusual might turn up, to make the effete Britisher buy, but he still holds off, and will, till now, out of respect for the dear departed, the query, "Any cable order to-day?" has been dropped, the ominous silence telling its own story. Now, the question is: "What is the cause of the death of this once flourishing business? And the answers which can be given are not far to seek. The first and greatest cause is *consigning!* This is the real root of evil, and well were it for the whole trade if all those professional consignors were consigned to that place where Arctic experiences are unknown, but, unlike our flour, "are wanted." "Why should I send c. i. f. orders?" says the Britisher. There is no profit in it, because our markets are all glutted with consignments, even all the little outside points

are crowded through your Yankee go-aheadness, and we can get whatever we want right on the spot, where we can inspect the stuff and pay our own price. It surprises us that you Americans will keep on year after year loading us up with stuff we really don't require, putting yourselves in the anomalous position of taking what we like to give you for what we do want, at our own time. However, we have no objections to getting our food at less than cost, and you can go on, and you will do so, for you have no other buyer and you must have the cash." So he chuckles at our sublime cuteness, and grows fat in body and purse, while our clothes don't fit. Now who ever heard of a consignment being sold at full market value, unless by accident? Or who ever knew the consignor get the benefit of an advance? No one, for in dozens of cases our millers have been sending their goods to shoddy firms, whose only capital was their cheek and letter-writing capabilities, and who, on the arrival of the goods, had either to give them away to some one who was capable of taking up the documents for them, or if warehoused, had to let the ship warehouse it, only paying the freight and charges and retiring the drafts when matured, pawning the goods with some capitalists to effect that, and if margins were needed they were supplied from the surpluses of unrendered account sales. This is what kills the trade. These houses must sell; they cannot hold; and so the flour goes for what it will bring to a cash buyer, and the account sales are rendered at a price that will cover the pawnbrokers and their own inflated charges. No doubt there are good houses on the other side who receive consignments, but they also do not use diligence to maintain prices, holding that, as they have advanced on it, they will sell. The American is not going to speculate on their money, and when we strike a bear market and goods are unsaleable, they store them, hold right on to them, till the market has struck bed-rock, then give them away to the first buyer who comes along for an old song. Next day there is an advance of a shilling on the market, and the Britisher gets the full benefit of it. Where does the American's share come in? Thus do these slaughter-houses and consignors ruin the legitimate business of buying and selling, by forcing stuff down the Europeans' throats instead of letting them ask for it. Consignments are not made when stuff is wanted, then all the mills are running on orders. But the other side buy all they want, and then, when they are filled up, our millers deluge them with consignments, which prevents them from making any profit on their purchases, and as they have got to live, consignments pay the butcher's bill. There is a miller of my acquaintance who, when markets are advancing, has always fifty thousand bags on the other side, but never has a bag on a declining market. But on the other side, I am afraid, they can make this statement with more profit and truth than my miller friend, for you can rest assured on a declining market the miller will own the flour, but they will take care of it when advancing. There are many other reasons that I could urge to show the folly of consigning, and for the dullness of the trade, and may take them up later, but sufficient has been written here to show that the most glaring one is "consigning." —"Concord" in the *Millers' Journal*;

The Commercial

WINNIPEG, JANUARY 1, 1884.

COMPLIMENTS OF THE SEASON.

The COMMERCIAL, on this the opening day of another year, thanks its many friends for the liberal patronage they have bestowed upon it during the past year, trusts that the happy relations formed may long continue, and wishes one and all "A HAPPY NEW YEAR," and many returns of the season.

NORTHWESTERN GRAIN STORAGE.

The COMMERCIAL has discussed the above subject so often, that it seems like monotony to again refer to it in its columns. In view, however, of the action taken on the matter by the Farmer's Convention lately held in this city it is necessary that it should be clearly understood at present, especially as the Provincial Government have the question under consideration, and a step taken now in the wrong direction might soon be difficult to retrace, and before long prove a great injury to the grain trade and agricultural interests of the Northwest.

The deputation from the Farmer's Convention who waited upon the members of the Manitoba Government, urged the necessity for constructing elevators throughout the province, and granting the power to municipalities to impose special taxation to overtake the expense of construction, and the reply of the Government distinctly states, that such a course has been under consideration by them for some time.

The COMMERCIAL does not doubt but the farmers who met in convention lately, and the members of the Norquay Government are both earnest and honest in their aims and endeavors to assist in solving the all-important difficulty of grain handling arrangements for the Northwest, but as matters now stand, we are equally certain, that the course now being followed will be playing directly into the hands of those whose interests lie in keeping the grain business of this country in a disorganized state, so that it can be manipulated by wealthy dealers and millers in the east. We suppose the present movement is the outcome of the resolutions of the Manitoba Council of Agriculture last summer, to

the effect, that it was to the interest of the agriculturists of the Northwest to have their system of grain storage at Port Arthur. It has since been the wonder of nearly all, who have had any experience in grain handling, how a Manitoba Agricultural Council could recommend, that the grain grown in this province, should have to reach a small town in Ontario before its quality or value in open market could be ascertained. The resolution we have no hesitation in characterizing as the essence of perverse stupidity on the part of the Council, and perhaps the outcome of a little wire pulling on the part of an interested few of its members. Anyhow, if its aims be followed out it must cause unlimited evil to the Northwestern agricultural interests, and aid in perpetuating a system which holds this country merely as a vast wheat field, the producers in which have neither the right nor ability to market their own products.

It must seem to any practical mind, that with a few millions of bushels of grain stored at say fifty or a hundred different points, where it must be held until spring before its grade or value can be fixed in another province, no organization of the grain interests of any new country can be effected. Yet such a system the farmers of Manitoba have clamored for, and asked to be taxed for, and such a system the present Manitoba Government hold out a hope of acceding to. Assuredly no greater blunder could be made, and such a blunder is like a snow ball rolling down a hill, gathering power as it goes, until it carries crushing disaster and destruction in its track.

It is an axiom of commerce that a country cannot become a great and successful grain exporting country unless one or more grain centers be established there, and the principle carries double weight in connection with the Northwest. With a hundred country elevators filled with grain our products must reach the hands of the eastern purchaser to have their grades and prices fixed; with a central system we can grade our own grain, and proclaim its quality to the World, and a very few years will make Manitoba No. 1, 2 or 3 as well known, and as much relied upon as the grades of any other country in the Universe. With a central system of storage a basis of value for bank advances is secured, and with it a great increase to the money circulation of

the country. Around this central system a circle of merchants and brokers would soon rise who by future sales, and other arrangements could obviate the drawback of having to ship to the seaboard during the winter, over an all rail route at ruinous freights, and thus, while furnishing a ready cash market for the farmer, still retain the basis of value in the country. In one year the competition of buyers would furnish daily and reliable market quotations, which would go outward to the farmer in his morning or evening paper, and furnish him with a correct guide as to the value of his grain, and guard him against being the dupe of any buyer in his local market. In fact the only arrangement that will ever thoroughly fix the margins, on which buyers can purchase from farmers to the satisfaction of both, is the establishment of a grain center in Manitoba, such as above described, and upon the quotations from which both can trade intelligently; and every barrier placed in the way of securing such a grain center retards the best interests of both grain raiser and grain dealer; and the scattering of grain storage all over the Northwest is one of the most unpardonable kind. It has been aimed at in the stupid restrictions as to the minimum capacity of country elevators on the line of the C. P. R., and now the farmers of the province, with the Council of Agriculture and the Provincial Government are lending their aid to carry out the stupid and suicidal policy.

There can scarcely be a doubt, as to where this central grain storage system of Manitoba should be located. Everything points to Winnipeg as the most convenient place. The managers of the C. P. R. offer the requisite rebates on grain going to the lake ports in the spring; the Dominion Government have made provisions for a qualified grain inspector at this city; a private party has even offered the land on which to construct elevators, free of charge; and all that is now wanted is less than \$200,000 of capital to provide an elevator of 1,000,000 bushels capacity for the crop of 1884. The people of Winnipeg cannot but see the great advantages at present to be gained by the construction of grain storage elevators here, and in the event of the opening of the Hudson's Bay Route the city would have gained the first and most important step towards becoming, in the not very distant future, the greatest

wheat centre of the continent of North America. Let a system of elevators for storage be established here and those which the country is asked to be taxed for would be in a great measure monuments of folly and blundering, and two-thirds of their storage capacity remain a purely ornamental provision.

BUSINESS REFORM.

At this season of the year when everybody is supposed to be making good resolutions as to the course they will pursue during the twelve months to come, it seems to us that it would not be out of place for business men to form a resolution to abolish some of the abuses that have crept into the body commercial. We have in the past referred to one of these abuses in particular. That is the custom which has obtained, not only in Manitoba and the Northwest but in the older Provinces of the Dominion as well, of extended credits and dating bills ahead. There is no one connected with any branch of trade but knows that the evils referred are notorious. There is no doubt but that before that confidence in mercantile circles which is so desirable and essential to prosperity can be regained some steps must be taken to do away with the system. The sooner the remedy is applied the better will it be for the whole business community. United action is necessary in order to carry out the plan and the difficulty lies in making a start, business men all waiting on each other. In a country like this where trade relations are only being as it were formed it ought not to be so difficult to inaugurate what we have suggested as in older communities where business ties are of longer standing. All that is necessary here is for business houses to declare their purpose and adhere to the intention to limit credits and refuse to date bills ahead. There can be no argument against the value or propriety of such a movement. A contemporary puts it well when it expresses the hope that through the whole category of reputable merchants this rule will become inflexible, that cheap credits are no longer obtainable and that bills shall not be dated ahead. Let the scalawags of trade have the monopoly of their bad principles and they will soon disappear from legitimate commerce to indulge in practices which may result in their seclusion for whatever period of years the statutes may prescribe, and the administrators of the law may

specify. Let us have reform now—immediate!

BANKRUPTCY LAW WANTED.

The history of trade in the Northwest every day shows more plainly the necessity that exists for a law to govern the rateable distribution of the assets of insolvent debtors. There are many cases to which we might refer as showing the advantage that one creditor has taken, in the absence of a bankruptcy law, to pounce upon a debtor and secure all his assets to the exclusion of other creditors. Even in cases where the cause of failure has been the misfortune of fire, the insurance which was left as the creditors' only available assets, has been seized by an eager debtor. Such a case happened in this province only a short time ago. Such a state of affairs should not be. There is no doubt that it is no easy matter to frame a law which, in all its provisions, will meet the exigencies of every case, but at the same time it is safe to say that the mercantile community are united in the opinion that there should be a law of some kind which would apply over the whole of Canada. During the past week delegations from the Boards of Trade in Montreal, Toronto and Hamilton have waited upon the members of the Government at Ottawa for the purpose of discussing such a measure. What was the result of the interview held has not yet reached us, but there is no doubt that it would carry strong weight with the powers that be, and prove to them satisfactorily the urgent necessity for legislation in the direction referred to. What is required is a law by which the assets of debtors can be rateably distributed amongst the creditors, and which will at the same time afford redress against fraudulent or preferential assignments or transfers. It is also of the greatest importance that the bill should provide some cheaper means of handling insolvent estates than has hitherto obtained, and that the distribution should be as speedy as circumstances can render expedient. It is true that abuses were allowed to creep in under the old bankrupt act. Official assignees grew rich and cases were not unfrequent where the costs of administration rivalled the assets of the estate in amount. But circumstances have shewn that some kind of a law is much better than none at all. The want of such is being more strongly felt every day, and has done much to sap the morals

of a certain class of traders. With no prospect of a release from their liabilities they are tempted to go on rashly until they meet with utter ruin. With a good bankrupt law to protect the debtor as well as his creditor, with such a law to punish him for fraud the trader will have inducements not now held out to him to pull up a business which is going down hill, and have a fair show of assets for those with demands upon him, which are indispensable requisites to his being permitted to continue in business or to be discharged from his liabilities to begin anew.

The Americans are also at the present time discussing a general bankrupt act, and the probability is that it will soon be come law. We may refer to some of its leading features in a future issue.

UNITED STATES SURPLUS REVENUE.

The Americans are now puzzling their brains to furnish some feasible plan for disposing of the surplus which will arise in that country when the revenues of the Government exceed the necessary expenditures. It is supposed that henceforth the receipts from duties on imports will be sufficient to meet the obligations of the Government, and then the bulk of the internal revenue will not be required. It has been suggested by some to divide the surplus revenue, whatever it might be, *pro rata* among the States, according to population. A modification of this is suggested which seems to find most favor so far. That is, instead of handing over to the States the surplus in the Treasury, the whole revenue derived from the spirit and tobacco tax be collected for the States and distributed *pro rata* amongst them. This is likely to form an important question for American legislators to deal with at the present session of Congress. One thing seems certain that the tax on spirits and tobacco will be continued at any rate; a large percentage of the people being of the opinion that the tax on these articles materially operates to a restriction of their use. It will be interesting to watch the progress of the solution of this knotty problem. The spectacle of a nation whose revenue threatens to run far in excess of its expenditure is some what of a novelty in history, and it will require the exercise of no small amount of judgment in order to satisfactorily solve the problem, so to equalize matters that justice may be done to all.

WINNIPEG MONEY MARKET.

It is rather a difficult matter at the present time to define with accuracy the actual condition of the Winnipeg money market. There has not been a heavy demand made on the banks, but at the same time money is not at all plentiful among the general public. It seems as if a great many were making a struggle to get along with the least possible accommodation, trusting to better returns from the crops to come to their relief in the near future. The slow movement of grain which has been the result of the recent railway trouble, the cold weather, and the low price offered at outside points, have doubtless made returns of money from the country much lighter than they would otherwise have been. With altered weather conditions and the free movement of freight by rail which now obtains, there will no doubt, after the holiday season is past, be a very noticeable increase of ready money in the hands of the people generally. The holiday trade is reported by retail merchants, both in city and country, to have been as good as they could expect under the circumstances, and indications are that paper maturing on the 4th inst will be fairly well met. There will no doubt be a good many renc. in part required, but so far as reports can be relied upon there will not be much extra demand upon the wholesale houses or the banks for assistance. Rates of discount remain as they were. Commercial paper of gilt-edged class is still negotiated at from 8 to 10 per cent.; ordinary at from 10 to 12. The loan companies are not pressed with business. They have plenty of money on hand, and advances on first-class real estate mortgage security are easily obtainable at rates varying from 8 to 10 per cent. The speculators still have to look to other sources than the banks for accommodation, and the private parties to whom they have to apply for money to carry on these schemes, charge them pretty stiff rates for it.

WINNIPEG WHOLESALE TRADE.

The past week has been one of almost general quietness in Winnipeg wholesale circles. This is only what generally happens during the week between Christmas and New Years. Dealers in the country districts, as a rule, get a plenty of stock in good time to tide them over the holidays, so that they can devote all their attention to disposing of what they have on hand. City trade has been fairly good, but hardly up to expectations. The intense cold weather served to make business quieter than it would otherwise have been. Some travellers have been out with samples of spring goods, but they have not succeeded in placing many orders, the season not being yet sufficiently far advanced. During the latter part of the month there will be a more general movement of representatives of the leading clothing and dry goods houses. Some branches of trade report money coming in fairly well, while others say that their receipts have been lighter than for some time. The shortness of remittances is in a large degree attributable to the stoppage of railway traffic caused by the engineers' strike, and the cold weather has also had some effect in checking the movement of

grain from the farmers' granaries. These are, however, but temporary checks, and it is hoped that in a few days there will be a general improvement in remittances. The houses are as a rule hopeful for a good spring trade, and as stocks held in the country are not heavy, there must of necessity be a good business done.

AGRICULTURAL MACHINERY.

The whole energy of the agencies is at present directed towards the settling up of the past season's business with their customers. Farmers in some districts have met their notes very well, while from others the report is far from satisfactory. There is no doubt but that the leading establishments will have to carry quite a large amount of past due paper over for another season; and it is satisfactory to know that there is no disposition to unduly press those who show an honest desire to do the best they can.

BOOTS AND SHOES.

There still continues to be a good brisk demand for all classes of felt goods, but the trade in other lines is light. The wholesalers have now good stocks of felt goods on hand, and are well prepared to supply all the wants of their customers. Collections are somewhat slow, but not much more so than was expected under existing circumstances.

CLOTHING.

There has been very little business done of late. Sorting-up orders are light, and no improvement is expected till towards spring. A little is doing in showing spring samples, but no business of consequence has as yet been transacted. Collections are only fair.

CROCKERY AND GLASSWARE.

The rush of business connected with the holiday trade is over, and a period of inactivity is looked for for the next few weeks. There has been a satisfactory trade done this season so far, and collections have as a rule been good.

DRUGS AND CHEMICALS.

A fair steady business is being done. There has been no rush at any particular time, but generally enough to keep the leading houses moving along. Collections are not much complained of.

DRY GOODS.

This is a period between seasons, and a quiet trade is always expected about this time of the year. The past week has been exceedingly dull but not more so than had been anticipated. Travellers will take the road with spring samples in the course of a few weeks, and until then very little business is looked for. Judging from present indications, however, those in a position to judge say that a brisk trade will be done in the spring. It is to be hoped that it will be so, for the dry goods trade has suffered more than any other during the depression of the past year. Money still comes in slowly, and shows very little sign of improvement.

FANCY GOODS AND SMALL WARES.

The leading houses report a satisfactory amount of Christmas trade, although not quite so heavy as it would have been had the railway strike not occurred at the time it did. Collections are reported fair.

FISH AND POULTRY.

The demand for fish has been rather on the light side of late, owing to the large amount of poultry, game, etc., on the market. There are plenty of fish in stock. White fish are quoted at 7c; Lake Superior trout 8c; Oysters are steady and in fair demand at 70c for counts, 60c for selects, and 50c for standards. Game has been plentiful at 50 to 60c per pair for prairie chickens; 40c to 50c for ducks, and 25c for rabbits. The market has been well supplied with poultry of excellent quality, the majority of which is imported from Ontario. Prices for turkeys, geese and ducks range from 17c to 20c.

FRUIT.

An excellent business has been done; although heavy consignments were received, they have been pretty well sold out. Other consignments are in transit and expected daily. Lemons are steady at \$9 to \$9.50; oranges are quoted at \$7.50 to \$9.50 for Floridas; Messinas \$7.50 to \$8. Apples are firm at \$6 to \$8.50 per barrel. California fruit is in sufficient supply to meet all demands. Pears are worth \$9 to \$8.50 per case. Malaga grapes are firm and steady at \$9 to \$9.50 per barrel. Figs in 14lb boxes are worth 12c per lb.; Eleno layers 19c. Nuts are steady at old quotations, viz: peanuts 20c per lb; almonds 20c to 22c; brazils 22c; cocoa nuts \$9.50 per hundred. There is an active demand for dried fruit. Crown raisins are scarce at from \$1.75 to 5.00 for black; triple \$7.00; four crown \$8.00; loose muscatel are steady at \$3.25; black baskets \$4.40; dates are worth 10c per lb.

FUEL.

The demand has been very brisk, but stocks on hand have been sufficient to supply all. There is no change in prices. Saskatchewan coal is worth \$9 per ton in the yard or \$10 delivered; Anthracite ranges from \$13.50 to \$14. Tamarac wood is worth from \$6 to \$7 per cord; poplar \$5 to \$6; oak \$7 to \$8.

FURNITURE.

This line of business is very quiet at present. Country demand is light, and city trade quiet. Collections are still on the slow side.

GROCERIES.

Trade has improved a little during the past week and a brisker period is expected for the next few weeks. Quotations are: Sugars—Yellow 9½ to 10c; granulated 10½ to 11½c; Paris lumps 12c; Coffees 15 to 18c for Rios; 22 to 27c for Javas; teas—Japan 20 to 45c, Moyune gunpowders 30 to 75c; Young Hyson 25 to 70c; new season Congons 24 to 55c; last season's do 18c to 35c. Tobaccos have advanced—Prince of Wales is quoted at 39c to 40c per lb.; Myrtle Navy \$10 per caddie. Syrups are quoted at \$3.50 per keg; half barrels 90c per gallon. Boneless fish is worth 9c per lb for 40 lb boxes; 10c for 5 lb boxes. Common salt \$3.25 per barrel; 5 lb bags \$5 40; 3 lb bags \$6.00.

HARDWARE AND METALS.

Beyond a few small orders of a sorting-up character there has been nothing doing and collections are still reported very slow. Quotations are as they were, viz: Tin plate 14x20, \$7.50 to 7.75; 20x28, \$14.25

to 14.75; bar iron \$3.50 to 4.00; sheet iron \$3.50 to \$7.00; iron piping, 25 per cent. off price list; ingot tin, 32c to 33c; pig lead, 6 1/2c to 7c; galvanized iron, No. 28, 8c to 9c according to quality; cut nails, tenpenny and upwards, \$4.25 per 100lb keg; casing nails, \$5.00, finishing nails \$1.50. Bar iron is quoted at \$3.50 per 100 lb to the trade and \$4 to black smiths.

LEATHER AND FINDINGS.

Business is only fair, but there is not much to complain of as regards collections. Quotations remain as they were, viz.:—Spanish sole 33c to 35c; slaughter sole 35c French calf, first choice, \$1.40 to 1.50; domestic 85c; B Z calf \$1.00 to 1.10; French kip \$1.00 to 1.25; B-Z kip 85c to 90c; slaughter kip 65c to 75c; No. 1 wax upper 55c; grain upper 55c; harness leather 34c to 36c for plump stock; English oak sole 65c.

LUMBER.

There is very little doing, and not likely to be much till towards spring. Quotations are as follows: Pine lumber, 1st, common boards, dressed \$26.50; 2nd, dressed, \$25.50; 1st dressed rough, \$26.50; 2nd do. \$25.50; sheathing, rough, \$25; timber 16 feet and under, \$24; do. over 16 feet, for each additional 2 feet, \$1; dimension and joists 16 feet and under, \$24; do. over 16 feet for each, \$1; fencing, \$25; 2 and 3 inch battens, \$30; A. stock boards, all widths, \$50; B do., \$45; C do., \$40; D do., \$35; 1st clear, 1, 1 1/2, 1 1/2, and 2 inch, \$60; 2nd do., \$56; window and door casings, \$50; Lase boards, dressed, \$50; 1st pine flooring, siding and ceiling, \$40; 2nd do. \$35; 3rd do. \$30; 3/4 inch split siding, dressed, \$30. Spruce lumber—timber 16 feet and under, \$22; do. over 16 feet for each additional 2 feet, \$1; dimensions and joists, 16 feet and under, \$23; do., over 16 feet, for each additional 2 feet. \$1; boards, \$22; 1st flooring, siding and ceiling, \$28; XX shingles, \$5.25; Star A shingles, \$5.25; X shingles, \$5.00; A do, \$4.50; lath, \$4.50

STATIONERY AND PAPER.

The rush of the Christmas trade being over, a quieter state of business has prevailed. Collections are reported fairly satisfactory.

STOVES, TINWARE, &c.

The season being pretty well past the leading houses are not at all busy. There has been very little trouble with collections so far.

SADDLERY AND HARNESS.

There is very little doing at present, and it is not expected that there will be anything of a rush for a month or two to come.

WINES AND SPIRITS.

Trade has been fairly brisk during the holiday season. Collections are fairly good. Quotations to jobbers and purchasers of quantities are: Hennessy's one star, \$13 to \$14; in wood, \$4.50 to 5.00 per gallon; Imperial, cases, vintage of 1878, \$5.50; Martel, in case, one star, \$13 to \$14; Renault, 1-star, \$12, \$16 and \$20; Boleyn, in wood, \$4 to \$5.50; Rouet, in cases, quarts, \$3.50; flasks, \$10, half flasks, \$11; Pinette, in wood, \$4 per Imp. gal.; Louis Freres, in cases, qts, \$10;

flasks, two dozen in a case, \$11; half flasks, four dozen in a case, \$12; M. Dubois, in wood, \$3.50 per gallon; cases, quarts, \$8; flasks, \$9; half flasks, \$10. Gin, Holland, in wood, \$3 per gallon, red cases, \$10.50 to 11.50; green cases, \$6 to \$7; Old Tom gin, Bernard's, in wood, \$3.25 per gallon; Booth's, in wood, \$3.25; Ford's Acadia gin \$2.25 to 2.75; Booths, in cases, quarts, \$5.50; Scotch whisky, Ramsay's in wood, \$4.00; Caol Ila Islay, in wood, \$3.50; Stewart's, in cases, quarts, \$3.50; flasks, \$9.50. Irish whisky, John Jameson & Sons, in wood, \$4.50; Bernard's, in cases, quarts, \$8; flasks, \$9.50. Jamaica rum, \$3.50 to \$4.00 per gallon. Cinnamon—Pomeoy, quarts, \$34; pints \$35 per case; Bollinger, quarts, \$33; pints \$34; Moet & Chandon, quarts, \$27; pints \$28; G. H. Mumm, quarts, \$28; pints \$30; Piper Heidsieck, quarts, \$27; pints \$29; Carte Blanche, quarts, \$20; pints \$21. 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; Dewry's ale \$13 per brl; Bass's ale in quarts \$4 per doz; pints \$2.50; Guinnes's porter in quarts \$1.00; 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.

During the past week there has been only a moderately active movement in grain. The severe weather interfered somewhat with railway traffic, and on that account receipts by rail have been lighter than they otherwise would have been. Prices all round are about as they were. Provisions are steady and firm at the quotations given. Heavy stocks are held in the city sufficient to supply all demands for some time to come.

WHEAT.

Wheat movement during the past week has not been so active as was expected. Receipts by rail have been on the light side, and very little has been got off the street. The holiday season has interfered considerably with farmers marketing their grain. This has been especially the case in the Memmonite districts where very little has been brought out. From now out a much more active movement is looked for. Prices are unchanged from last week. No. 1 hard is generally worth 80c per bushel in Winnipeg. Wheat damaged by frost sells from 45c to 60c according to the amount of injury the sample has sustained.

OATS.

There is no demand for oats unless it be for purposes of feed. Last week some thirty cars were shipped to Port Arthur, to contractors on the north shore of Lake Superior. A few more cars may be wanted at that point during the winter, and this will make up the volume of export demand. The quotation of 15c to 20c per bushel is almost purely nominal.

BARLEY.

The demand is still light. The breweries are well supplied, and nearly all brought in is used for purposes of feed. From 30c to 35c per bushel.

is paid but this quotation cannot be considered much more than nominal.

FLOUR.

The mills have been running full time during the week, but at the time of writing the stock of wheat in the city elevators is beginning to get low. It is expected, however, that receipts will come in so as not to necessitate any shutting down. Considerable shipments of flour have been sent to the eastern markets. The home demand is light. Quotations are: Patents \$2.00; strong baker's \$2.60; superfine \$2.

BRAN.

The demand is only fair, and large stocks have accumulated at the mills. It has dropped in price and is now quoted \$3 per ton for car lots on track.

SHORTS.

There is also a heavy stock of shorts on hand and the price has declined to \$10 per ton for car lots on track.

CHOPPED FEED

is in fair demand and steady at \$22 per ton on track.

POTATOES.

The supply has not been so liberal as usual owing to the cold weather which has prevented farmers from opening their pits. The price generally paid is from 50c to 60c per bushel according to quality.

CHEESE

is in fair demand and steady at the old quotation of 16c per pound.

BUTTER.

The market is well stocked with butter and quotations range from 25c to 28c for choice dairy to 30c for fine creamery. There is a good demand especially for choice quality.

HAMS

are steady and firm at 18c The market is fairly well stocked with this class of hog product.

BACON

is firm with a tendency to advance. Long clear dry salt is quoted at 11 1/2c to 12c; smoked 12 1/2c; breakfast 16 1/2c to 17c; spiced rolls 16c.

EGGS

are in good demand and there is not an abundant supply. They hold steady at 32c per doz.

MESS PORK

remains steady at the old quotation of \$22.

MESS BEEF.

There is a very light demand. The quotation of \$18 still prevails.

LARD

is steady at \$2 75 for twenty pound pails, and \$3 to \$3.50 for case laid.

DRIED APPLES

are still quoted at 1 1/2c per pound.

CRANBERRIES

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

WHITE BEANS

are quoted at \$2 to \$3.25 per bushel.

CANNED MEATS

remain as they were, steady at the following quotations. Corned beef \$4.25; brawn \$4.25; lunch tongue \$4.25 for 1 lb cans; 2 lb cans \$7.75; salmon \$2 15; lobsters \$2.00; California fruits, \$9.75; tomatoes \$4.50; 3 lb apples \$4.25.

CHICAGO.

The market for the past week has been quite active and at times very irregular and unsettled. There were no sessions of the Board on Monday or Tuesday owing to the holiday season, and there were no afternoon sessions all week.

On Wednesday a large business was transacted in wheat and a weak feeling developed. Speculative offerings were large, operators closing out large lines of long wheat. Corn was unsettled and irregular, but the aggregate of trading was quite large. Oats were easy and provisions weak and unsettled. Quotations towards the close were :

Wheat.....	Dec.,	\$0.96½	Jan.,	\$0.96½
Corn.....	"	61½	"	61½
Oats.....	"	33½	"	33½
Pork.....	"	13.75	"	14.12½
Lard.....	"	S.80	"	S.82½

On Thursday a good speculative business was done in wheat at lower prices. There was considerable provisions to sell. A large business was transacted in corn, although at times the market ruled quiet. The feeling was unsettled and rather nervous. Oats declined, in sympathy with cereals. Provisions were unsettled and only a moderate business transacted. Quotations towards the close were :

Wheat.....	Dec.,	\$0.96	Jan.,	\$0.96½
Corn.....	"	60½	"	60½
Oats.....	"	33½	"	33½
Pork.....	"	13.50	"	14.00
Lard.....	"	S.70	"	S.80

On Friday there was not much change from the previous day. Quotations towards the close were :

Wheat.....	Dec.,	\$0.96	Jan.,	\$0.96½
Corn.....	"	60½	"	60½
Oats.....	"	33½	"	33½
Pork.....	"	13.60	"	14.10
Lard.....	"	S.75	"	S.85

On Saturday wheat was active and lower. Corn and oats were dull and easy. Provisions tended to decline. Quotations towards the close were :

Wheat.....	Dec.,	\$0.95½	Jan.,	\$0.95½
Corn.....	"	59	"	59
Oats.....	"	33	"	32½
Pork.....	"	13.30	"	13.85
Lard.....	"	S.67½	"	S.65

TORONTO.

STOCKS.

The stock market has been rather steadier during the week, and a slightly improved tone has developed. Being the holiday season but little business was transacted.

GRAIN AND PRODUCE.

Owing to the holiday character of the week there has been a very small amount of business done. Receipts have been light and there has been no shipping demand.

WHEAT.

Receipts have been light and consisted chiefly of uninspected wheat slightly frozen. There is a very slack enquiry for wheat amongst millers, and they seem anxious to run down the prices. A good deal of States wheat is coming in which shows that prices here have been, and still are, above the world's market. Stocks have slightly increased. Quotations are: Fall wheat No. 2 \$1.09 to \$1.10; No. 3, \$1.05 to \$1.06; Spring do., No. 1, \$1.13 to \$1.14; No. 2 \$1.11 to \$1.12.

OATS.

There is but little change to note from last week. Western have sold on track and to arrive at 34c to 35c per bushel. On the street 35c to 36c is paid.

BARLEY.

Offerings have been small and the demand light. Prices have undergone no change, and holders do not seem disposed to press sales. Quotations are: No. 1, 71c; No. 2, 66c; extra No. 3, 62c; No. 3, 52c to 53c.

RYE

is inactive and worth nominally from 62c to 63c.

PEAS.

There are but few offerings. No. 2 have sold at 75c; of No. 1 there are none in the market.

FLOUR.

The market is dull and inactive. There is no demand and supplies have been small. Values, however, have been fairly maintained, and holders do not seem anxious to push sales at present. Quotations are: Superior extra \$5.00 to \$5.10; extra \$4.75 to \$4.85.

POTATOES.

Cats on track have sold during the week at 75c per bag, but towards the close 70c was the best price offering. On the street 80c to 85c per bag is paid.

BUTTER.

There has been no enquiry for shipment. Considerable stocks of medium and inferior are held at 15c to 16c; inferior at 13c. Really fine qualities are in good demand at from 18c to 20c. Box lots of rolls are easy at from 15c to 16c. On the street pound rolls have ranged from 20c to 24c according to quality; large rolls 17c to 19c; tubs and crocks of choice dairy 19c to 21c.

EGGS.

Receipts have increased and prices are easy at 22c for lined and 24c for round lots of fresh.

CHEESE.

The market remains unchanged. No round lots are moving. Small lots have sold at 12c to 12½c for time. No skum offering.

PORK

is inactive. Small lots of mess have sold at \$15.

BACON.

The market has been very quiet and an easier feeling prevails. Round lots have not been enquired for. Long clear has sold in small parcels at 8½c to 9c; Cumberland 7½c to 8c; rolls, 10½c; bellies, 12½c.

HAMS.

A few smoked have sold in small lots at 12½c.

LARD.

New has been in fair demand at 10½c for tins and 11c for pails. No large sales are reported.

APPLES.

Cart lots are inactive but held at \$3 to \$3.50 per barrel. On the street prices range from \$2.75 for poor to \$3.50 to \$3.75 for choice.

POULTRY.

The holiday season caused an active demand, and prices ruled high. Box lots of turkeys sold 11c to 12c per lb; geese 7c to 8c; fowl 45c to 60c per pair; ducks 60c to 70c.

DRIEDS.

Dried apples 9½c; evaporated 16c; oatmeal per 136 lbs, \$4.00 to \$4.10; cornmeal \$3.54 to \$3.62.

Commercial Confidence.

There is no one feature of the present situation more conspicuous than the manifest lack of what is real commercial or financial confidence. To confide in one is to believe in him, or have faith that he is all right and sound, and this intangible mental quality is in reality the substructure of the entire commercial fabric. It is something that cannot be manufactured or produced at will, and something without which the entire fabric is liable to shake and totter, if not actually fall. Confidence in the business situation is analogous in nature to character in persons. It constitutes the net profits of life's work—the accumulated savings of years. It is the central reservoir into which the resultant effects and influences of life and activity empty themselves. It turns the scales in about equally balanced decisions, gives weight to words and actions, and puts a positive value into many things which without it would not be enabled to command regard. The cause of the present lack of commercial confidence is somewhat difficult to define. Everybody seems to be afraid that something terrible will happen, but no one knows just in what direction to look for it.

The ordinary business conditions are all right,—there being bountiful crops, a fair measure of trade and business activity, and a medium amount of profit in commercial exchanges. But in spite of these facts, the very air is loaded with the virus of suspicion and distrust. Probably the root of the difficulty lies in the prevalence of the gambling spirit among nearly all classes of business men; the disposition to do a tremendous amount of trade, take great risks, stand at the top of the latter in the production of big figures, and make or lose money very fast. Recent revelations and surprises have convinced every one that such operations are constantly going on beneath the surface of regular trade and to what extent they are being carried on no one is able to tell; hence the feeling of suspicion, distrust and timidity which says: "Trust no one unless you know that you are absolutely safe from loss."

As it is an ill wind that blows no one any good, so this very lack of confidence will have a tendency to check had investments, and, perhaps, lessen the desire to get rich in a day by venturesome speculation. If it does this, it may yet prove a blessing in disguise.—*Exchange.*

The Public Domain.

The rate at which the public domain has been disposed of in recent years cannot be continued much longer without exhausting the land held by the Government which has any value for agricultural purposes. According to official statistics, nearly 20,000,000 acres have been disposed of during the last fiscal year, an increase of more than 500,000 acres compared with the transfers of the previous year. The receipts at the General Land Office from all sources in connection with the transfer of land the past year were \$11,713,883, an increase over the receipts of the previous year of \$3,319,367. For the purpose of encouraging immigration and the development of our resources, it is more than desirable that the best lands yet unoccupied should in the hands of speculators, and to that end additional legislation is needed.

In view of the fact that large tracts of land have been and still continue to be pre-empted merely for speculative purposes, the Commissioner of Public Lands earnestly advocates the repeal of the pre-emption law. It will doubtless be urged that much good has heretofore resulted from the pre-emption system, and that though there have been some abuses, it should not be discontinued, but it is patent to every one who examines the provisions of the present homestead laws, that the usefulness of the pre-emption system has passed away. It has been possible for speculators to obtain through pre-emption large tracts of land which they hold for selfish purposes, defeating the intents of the laws under the provisions of which they have secured them. With the repeal of the pre-emption law, the homestead law should also be amended so as to require proof of actual residence and improvements for a period of not less than two years before a homestead may be commuted by cash payment.

The timber culture law is doubtless also abused, but the abuses are inherent in the law, and so are probably beyond the reach of administrative methods for their correction. It has been found on a careful investigation that a majority of the entries under the timber culture act are made for speculative purposes and not for the cultivation of timber. Compliance with the law in these cases is a mere pretence, and does not result in the production of timber. In the past we have been accustomed to regard our public domain as inexhaustible, and, as a consequence, our land policy has been the spend-thrift's policy. The time has certainly come to call a halt.—*Shipping List.*

An American Postal Telegraph Bill.

The Postal Telegraph bill, introduced by Senator Edmunds, provides that a board, consisting of the Secretary of State, the Secretary of War, and the Postmaster General "shall cause to be located and arranged four trunk lines of postal telegraph connecting the north-eastern, the north-western, the western, south-western and southern parts of the United States with Washington; that along such lines offices shall be established at such places as shall be for the public interest for the time being; that from time to time the lines shall be extended and additional offices established as Congress may provide; that the rates for the use of the line shall be established by a board consisting of the Secretary of State, Secretary of the Treasury and the Postmaster General; that the lines shall be constructed and kept in repair under direction of the Secretary of War and through the Corps of Engineers. The Secretary of War is authorized and directed to acquire by purchase, subject to the approval of the President, the right of way for the construction and extension of the lines, and for the purpose of their location he is authorized to take and use 'such lands, tenements, and hereditaments as shall be necessary,' and pay such compensation as shall be deemed reasonable."

Clerks, operators, electricians and other employes are to be selected under the provisions—thickness for nail-making, the steel having no chance to melt and run or to oxidize. The iron covering on the steel makes it almost as easy on

be in the hands of the Government rather than of the Civil Service law after examination by a board appointed for the purpose.

Two million dollars are appropriated for the fiscal year ending June 30, 1885.

The working and operation of the lines are to be under the direction and charge of the Postmaster General.

Nothing in this act, however, is to be construed to prohibit individuals or corporations from carrying on the business of operating telegraph lines.

A Stone Bridge over the Mississippi.

The first stone bridge over the Mississippi river has just been completed at a point a little below the Falls of St. Anthony. It is a massive stone structure, stretching to the east across the river, curving at first slightly to the left in a graceful sweep, and then running at right angles to the stream directly to the east side landing, the whole course being 2,100 feet. The upper surface of the bridge presents to the view a smooth stone roadway, carrying two tracks on four lines of steel rails and walled in on either side by heavy blocks of stone, high enough and strong enough to prevent a train from leaving the bridge, even should it be thrown from the rail. The viaduct crosses the river with twenty-three arches and sixteen spans of 80 feet each. The material is granite and magnesian limestone. The width is 28 feet over all, and the height from the springing point of the arches to the top is 50 feet 6 inches. One caisson required six months' work before stone-laying could begin. Two hundred men have been employed on the bridge, and three lives lost in its construction. The cost was \$990,000. The bridge was built for passenger traffic, and is to be used by the Manitoba, the Northern Pacific, the Omaha, and the St. Louis lines, and possibly by the Milwaukee. The possibility of running at full speed will result in reducing the time between Minneapolis and St. Paul from thirty to twenty minutes.

Iron-Steel Nails.

Within a few months past a new nail has been put on the market, says the *Boston Commercial Bulletin*. They have a steel center and a thin iron casing or covering, and are being sold at the same price as iron nails. The nail stands about midway in quality between iron and steel nails, that is, it is tougher than steel, but not so stiff, and is both tougher and stiffer than iron nails.

The steel used in making the center of these new nails is chiefly Bessemer crop ends and old Bessemer rails, which are welded and rolled out into the proper thickness for working into nails. Exposed to the air, two or more pieces of steel cannot be welded, for before they can be raised to a temperature high enough to weld they melt and run or oxidize and fly off in sparkles. The thin iron casing protects the steel from the action of the air, and when boxed up in iron the steel can be raised to the proper welding heat, and the whole mass rolled to the proper size and the nail-making machinery as the iron nail plate and much easier than steel. This process is a very important one, as it furnishes a method of

welding old steel which has hitherto been practically useless for this purpose, and could only be utilized by re-melting for steel-making or by rolling into small bars from single billets.

British Emigration to Australia.

Australia is coming to be a very formidable competitor of the Dominion for the emigration of Great Britain. In the month of July the total emigration of British origin was 26,425, against 22,589 in the corresponding month last year, and of these the United States received 13,569, against 13,273 in 1882; Canada 4,976, against 4,163, and Australia 7,188, against 3,911. These figures indicate that the excess of emigration from the United Kingdom is finding its way mainly to Australia; and the figures for July are not exceptional, for taking the seven months of the year the emigration to those colonies has increased from 18,582 to 37,788, while to Canada the increase was only from 28,080 to 32,686, and to the United States from 120,816 to 128,341. Taking the nationalities of the people, it is found that the English and Scotch principally prefer to seek a new home in the far distant colony, while the bulk of the Irish select the United States and Canada.

At Frog Lake the H. B. Co. have erected a trading post in charge of Mr. Simpson, close to Delaney's Indian farm and the Roman Catholic Mission house, and it is expected that the police will be removed from Fort Pitt to that point next summer.

On Saturday evening the members of the Northwest Commercial Travellers' Association met at the Grand Union and nominated candidates for office for the ensuing year. On Friday evening the installation of officers and the annual banquet will be held.

Telegraph Fortunes.

It is interesting to note, says the *Operator*, what fortunes have been built up by telegraphy. Forty years ago, J. H. Wade, who was originally a poor carpenter, became an amateur photographer, and soon after produced the first photograph ever taken in the West. Now he is one of the richest men in Cleveland, and said to be worth \$5,000,000. Mr. Wade became a telegraph operator at an early age, and abandoned photography. He constructed a telegraph line from Detroit to Jackson City, Mich., which was a success from the first, but he was laughed at when he spoke of building telegraph lines along the railroad routes. He persevered, however, and the Wade line of telegraph from Cleveland to St. Louis rewarded his efforts. Mr. Wade brought about the consolidation of the Western Union Telegraph Company in California, and with its progress made a rapid fortune.

EDMONTON.

From the Bulletin.

E. Laroucan will erect a trading post at Bear Hill.

A money order office has been promised for Edmonton.

Four and a half cents a pound is the rate of freight from Calgary.

Fresh apples at 25c. a pound is the latest sensation in Edmonton.

Jas. Macdonald has gone to Bear Hill to trade for the Hudson B., Co.

Kelly and McLeod have dissolved partnership. The business will be continued by Luko Kelly alone.

A petition to have a post office located at Clover Bar is being circulated and numerous signed.

The Sturgeon river mill is running day and night, grinding on an average 100 bushels every 24 hours.

None of the timber men have succeeded in getting into the woods yet, owing to a hitch in the permission to cut.

The telegraph office has been removed from the H. B. fort to one of Dr. Wilson's buildings, near the Indian office.

A new hotel at St. Albert, a short distance west of the mission buildings, has been opened. Narcisse Beaudry is the proprietor.

Since the opening of an express office at Calgary, a large amount of matter has been forwarded addressed to parties in Edmonton.

The post office has been removed to the north end room in the building between the Hudson Bay Co's. business office and the store in the fort.

A seam of coal twenty-six feet thick occurs on the Saskatchewan near Goose encampment, about eighty miles up. The face of the exposure is clear and hard.

The farmers on the south side east of town have given up hopes of getting a threshing machine, and are beginning to tramp out their grain with horses.

Several self binders have been purchased in this settlement for delivery next summer. The price at Calgary is \$350, which would be about \$400 at Edmonton.

Osborne, Smith & Cameron have sold their interest in their coal oil claim on Lesser Slave river to the Winnipeg & Northwest Petroleum Company, of Minneapolis, for \$22,000.

The St. Albert Mission authorities will get out 1,000 logs, about 100,000 feet of lumber, from their limit at Egg lake this winter, to be worked up in the Sturgeon mill next summer. Mr. Mijean, of St. Albert, is the contractor.

J. Walter has received a license for running two ferry rows on the Saskatchewan, one at the H. B. Co. fort and one at the lower mill. The residents in the east end of town and on the south side will supply the wire rope necessary for the additional scow. The upper ferry will be 11x50, and the lower one 14x30.

Dinner & Edmonton are taking out timber for a boom to be put in the river next summer by the H. B. Co. to accommodate their saw mill. By using a boom and running their logs down loose a great saving will be effected over the present method of rafting, reducing the first cost of the lumber by from \$3 to \$4 a thousand feet.

J. Mitchell, of the Indian department, and wife arrived from Victoria and Saddle lake on Monday. The Saddle lake farm is being abandoned and the buildings will probably revert to the Indians. Mr. Carson, the farm instructor, is still in charge. Logs will be taken out this winter for the construction of a large warehouse and dwelling house, to be erected at the Snake hills steamboat landing about seven miles distant from the farm. This warehouse will be a

depot for the Indian supplies of Saddle Lake and Lac la Biche, which were formerly, landed at Victoria. Fish are very plentiful at Lac la Biche, the Hudson Bay Co. securing 7,000 and the Roman Catholic Mission 11,000 at the fall fishery. Rabbits and fur bearing animals generally are remarkably plentiful. There are four traders at Victoria, one at Saddle Lake and twelve or fourteen at Lac la Biche. All except those at Lac la Biche are supplied from Edmonton.

The cold snap of the early part of the week put new life into the coal business, which has been in a somewhat languishing condition all fall owing to the fine weather. Three pits or drifts are running now, one on the south and two on the north side of the river. The price which has held heretofore \$3 a ton at the drift and \$1 for delivery is being reduced at one pit to \$2.50 at the pit and 75c for delivery. As all the coal is of first-class quality this brings the cost of fuel to a very low figure, and completely bars out wood for heating purposes, although the latter is principally used for cooking as yet. Dry poplar wood costs \$2.50 to \$3 a cord delivered, and from \$2 to \$3 to saw and split, while for heating purposes a ton of coal is equal to at least two cords of wood. The stranger just arriving at Edmonton on a morning is scarcely reminded of Pittsburg and Newcastle by the true smell of coal smoke arising from every chimney, and it is not beyond the bounds of possibility that before many years it may resemble those places, to some extent at least, in appearance and business.

BRANDON.

There are few business changes, and although money is more than tight no failures are expected.

"The Strike" has helped to make business quiet, although the line has been kept pretty well open between here and Winnipeg.

Munro & Warwick have purchased Wright & Wright's stock of stoves and tinware; the latter obtained a settlement some few months ago, but trade being so cut up, have been swallowed up by the larger house.

Grain receipts have been somewhat small this week and a general feeling exists among the farmers to hold, and those who are not being shovled by implement men and others only sell enough to keep themselves from want.

The new insurance tariff is giving good satisfaction to property owners as in a great number of instances the rates are lower than those charged before the "block plan" was made. So far the companies doing business here have made money, but the risk they run is very great, and great caution should be displayed on the part of the agents.

The business outlook for the winter is far from favorable. There are several reasons for thinking that merchants at this point will have much to contend against. The low price of grain, particularly oats, has made the farmers very poor. Although, in this district, they escaped the early frosts fairly well, they as a class, like men in business, expected that they would become rich in a season, and therefore became extravagant; they have bought expensive farm

implements, notes on which are now falling due, to meet which it takes their last cent; they have therefore to fall back on the business men to keep them alive for another season. This, of course, is a hard drag on those working on small capital, and to add to the evil the banks have become very tight, even unreasonable; in some cases the most reliable firms are made to knuckle down, and amongst merchants this was anything but a bright Christmas. Fortunately last year was a severe lesson for many of them, and they have not "stocked-up" the way they did then with the expectation of a big Christmas trade.

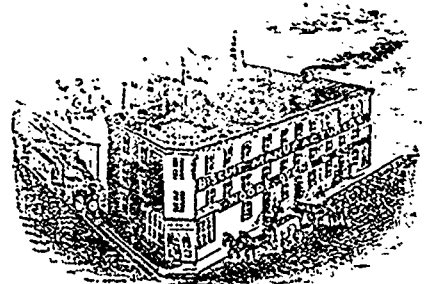
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H. R. MORTON
ROSS, KILLAM & HARGRAVE, Solicitors. Manager.

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.

MONEY TO LOAN.
The British Canadian

LOAN AND INVESTMENT CO.,
(LIMITED.)

Mortgages and Debentures Purchased.
Money Lent on Improved Farm and City Property.
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Office, Dundee Bk., Main St., 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
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.

W. H. BURN,
CUSTOM BROKER,
Agent Dominion Line Steamers, Liverpool; The J. H. Stone Manufacturing Company; L. Black & Co., Detroit.
OFFICE ROOM, 2 McARTHUR BLOCK,
P.O. Box 72. WINNIPEG.

THE WINNIPEG WAREHOUSING COMPANY.
(LIMITED) CAPITAL, \$50,000.

Store every description of goods Free or in Bond.
Special attention paid to Emigrants effects, trunks, furniture, agricultural implements, &c.
Insurances effected at lowest rates.
Warehouse receipts issued negotiable at all Banking Offices.
All goods shipped to the company or when in car lots will be delivered at Warehouses which have a switch of C. P. R. running directly to them free of charge.
We make a specialty of receiving car lots from the Eastern Provinces consigned to different parties throughout the North-West Territories, passing Custom entry and distributing them to their several destinations.
P. O. Box 981. R. CARTWRIGHT, Manager.

C. W. GIRDLESTONE,
INSURANCE & GENERAL AGENT.

Royal of England, capital and assets, \$31,000,000
City of London, England, 10,250,000
North-West Fire Insurance Company of Manitoba, 500,000
Life Association of Canada, 200,000

Fire, Life, Marine and Accident Insurance.
CLYDE AND ANCHOR STEAMSHIP LINES,
2nd Passage Tickets Granted.

Goldie & McCullough's Safes and Vault Doors
MONEY TO LOAN.

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

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

STANDARD
Fire Insurance Company.
HEAD OFFICE, HAMILTON.

Authorized Capital, - \$3,000,000.
- FULL DEPOSIT MADE WITH GOVERNMENT.
JOHN BAIRD, Esq., - - President.
H. THEO CRAWFORD, - Secretary.
Pyramid of Assets.

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

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

A. A. ANDREWS,
General Agent for Manitoba and North-West Territory.
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Cor. Main and Post Office Streets,
WINNIPEG, - - - MAN.
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Mill at Point Douglas.
Capacity - - - 750 Barrels per day.
OFFICE: - Corner King and Alexander Streets, Winnipeg.
A Full Stock of Patent Hungarian, Strong Bakers' and Spring Extra Flour; Oatmeal, Pot and Pearl Barley, Graham Flour, Cracked Wheat, Bran, Shorts, Ground Feed, Oats, Barley.
Wheat buyers at all Shipping C.P.R. Stations.

ASSINIBOINE MILLS
-AND-
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

G. J. MAULSON & CO.,
Agents at Winnipeg.
Correspondence Solicited.

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.

ENCOURAGE HOME INDUSTRY. THOMAS G. FERRON, Manufacturer of Choice Havana Cigars. All orders promptly filled. 211 Main Street, opposite Dun de Block, Winnipeg.

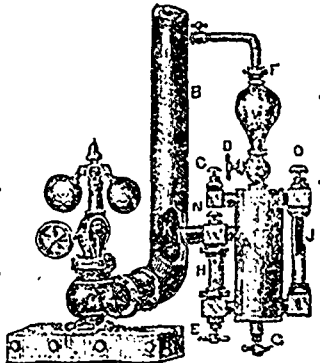
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 —IMPORTERS OF—
TINSMITHS' AND PLUMBERS' SUPPLIES
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METAL MERCHANTS,
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THE CONTINUOUS FEED LUBRICATOR!
 Manufactured by
R. MITCHELL & CO.,
 St. Peter and Craig Streets, - MONTREAL.

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



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 Importer and Commission Merchant.
 AGENCIES:
 Dominion Paint Company.—Fine Mixed Liquid and other paints.
 H. B. Newhall Co's. New York.—Heavy Hardware, Ship Chandlery, etc.
 W. Barwell, England.—Bolts, Nuts & Rivet Works.
 C. J. Handyside & Co., Scotland.—Boiler Purger.
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 17 ST. PETER STREET, MONTREAL

RAILWAY SUPPLIES!

ANTHONY FORCE
 76 ST. PETER ST., MONTREAL,
 AGENT FOR

VICKERS, SONS & CO. (Limited),
 The River Don Works, SHEFFIELD.
 Manufacturers of Crucible Cast Steel Tyres, Cast Shear and German Steel, Tool Steel, Crossings, Hornblocks, Axle Boxes, Axles, Piston and Connecting Rods, Slide Bars, Marine Shafts and Cranks, Bells, etc.

MESSRS. P. & W. MACLELLAN,
 Clutha Iron Works, GLASGOW.
 Engineers and Machine Makers Manufacturers of Railway and other Bridges, Iron Girders, Iron Roofs, Railway Plant and Furnishings of every description.
 Warehouse: 225 Wellington Street, - MONTREAL

—THE—
Railway Supply and Manu'fg Co.,
 I. JOSEPH, - Manager.

COTTON AND WOOLLEN WASTE
 For Packing and Cleaning purposes.

RAILWAY BRASSES & BEARINGS.
 THE BEAVER METAL A SPECIALTY.
 Factory 12, 14, 16 and 18 Church Street,
 Office Cor York & Wellington Sts., TORONTO.
 All Orders promptly attended to.

NOTHING LIKE LEATHER.

W. N. JOHNSTON & CO.,
 Importers and Dealers in
Leather, Findings, Plasterers' Hair
HIDES AND OIL.
 8 LOGAN ST. WEST, WINNIPEG.

KILGOUR BROS.
 MANUFACTURERS & PRINTERS,
 Wrapping Paper, Paper Bags, Paper Boxes,
 Tissues, etc., etc.,
 TORONTO, ONT.

LITHOGRAPHED PLANS,
 Paper Ruling and Binding,
Fine Job Printing
 AT REASONABLE RATES.

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ENGRAVING AND PRINTING CO.,
 (LIMITED)
 20, 22 and 24 Post Office Street,
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GRAND VIEW HOTEL,
 OPPOSITE NEW C. P. R. STATION,
BRANDON MANITOBA.
 FRANK BOISSEAU, Proprietor.
 LATE OF THE RUSSELL HOUSE, OTTAWA.
 Strictly first-class in every respect. Commercial Sample Rooms Attached.

GRAND UNION HOTEL,
 WINNIPEG, MAN.
Douglas & Co., - - - Prop's.
 The Largest and Most Popular House of the Northwest. Complete in all its appointments. Graduated prices.

THE QUEEN'S,
 The Palace Hotel of the Northwest.
 WINNIPEG.
 O'CONNOR & BROWN, Proprietors.

EDDY & PALMER,
 GREAT NORTH-WEST
Trades Protection, Gen'l Enquiry,
 —AND—
DETECTIVE AGENCY,
 Audit of Accounts,
 Collection of Debts, Rents, Etc.
 OFFICE OVER MONTREAL BANK,
 346 MAIN STREET, WINNIPEG.

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

The Manitoba Soap Works!
 ST. BONIFACE, MANITOBA.
 Wall, Bessette, Lecomte & Co., Proprietors.
 The "Royal" Soap is strongly recommended for family use, being the best Soap sold in Manitoba.
TRY IT! TRY IT! TRY IT!

Canadian Pacific Railway.
 (WESTERN DIVISION)

CHANGE OF TIME

On and after Dec. 2nd, 1893, Trains will move as follows:
 Going west. Going East:
 7:30 a.m. leave Winnipeg arrive 6:30 p.m.
 10:00 " Portage la Prairie 4:50 "
 1:25 p.m. Brandon 1:45 "
 1:15 " Broadview 7:15 a.m.
 12:15 a.m. Regina 11:20 p.m.
 6:30 " Moose Jaw 8:30 "
 3:30 p.m. av. Swift Current 11:30 p.m.
 10:10 p.m. Maple Creek 4:30 a.m.
 2:40 a.m. av. Medicine Hat 11:40 a.m.

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.

Going South. Going North.
 Leave Winnipeg. Arrive.
 7:00 p.m. *7:35 p.m. 10:35 a.m. 17:00 a.m.
 Emerson.
 10:50 p.m. 10:10 p.m. 4:05 a.m. 4:10 a.m.
 Arrive. St. Vincent. Leave.
 10:00 p.m. 10:30 p.m. 3:45 a.m. 4:00 a.m.

SOUTHWESTERN BRANCH.
 Going South. Going North
 7:40 a.m. leave Winnipeg arrive 8:00 p.m.
 10:05 a.m. Morris 5:30 p.m.
 11:60 p.m. Gretna 3:45 p.m.
 4:45 p.m. arrive Manitou City leave 8:30 a.m.

7:30 a.m. leave Winnipeg arrive 3:00 p.m.
 10:30 a.m. Stony Mountain 2:00 p.m.
 10:55 " arrive Stonewall leave 1:39 "
 † Daily.
 ‡ Daily except Saturdays.
 † Daily except Mondays.
 ‡ Daily except Sundays.

Sleeping Cars runs daily between Winnipeg and Moose Jaw. Sleeping car leaving Winnipeg Mondays runs through to Calgary without change. Returning arrives at Winnipeg Saturday evening.

Trains move on Standard time.

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

Chicago and Grand Trunk Railway.

GOING EAST.
 Leave Chicago 9 10 a.m., 3:30 p.m., 8:30 p.m.; arrive at Port Huron 10:30 p.m., 5:30 a.m., 10:35 a.m., 10:10 a.m., 5:15 p.m.
 Leave Port Huron 6:10 a.m., 7:55 p.m., 8:00 p.m., 4:15 p.m., 11:00 a.m.; arrive at Chicago 6:50 p.m., 7:45 p.m., 8:00 a.m., 6:40 a.m., 9:00 a.m.

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

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

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

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

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

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

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

The 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, and Through Sleepers to Kansas City. If you wish the best travelling accommodation always buy Tickets over the Royal Route.

J. H. Hilland, T. W. Teasdale,
 Gen. Traff. Man., St. Paul. Jcn. Pass. Agt., St. Paul.
 F. W. Cusack, Gen. Agt., 617 Main St., Winnipeg.

North Western Planing Mills

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

SASH, DOORS, BLINDS,

And General House Furnishing
Made to Order.

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

PATERSON & MITCHELL.

D. S. BRIGGS,

Wholesale and Retail Dealer in

LUMBER, LATH AND SHINGLES,

ALSO

READY-MADE HOUSES.

335 Main Street, West Side, North of Track,
WINNIPEG.

H. R. BANKS & CO.

Manufacturers and Dealers in

LUMBER,

LATH,

SHINGLES, Etc.

Planing Mill and Factory,

Garland St., Portage La Prairie.

Branch Yard, Moose Jaw.

J. M. TAYLOR,

CITY PLANING MILL,

Manufacturers and Dealers in

All kinds of Sash Doors, Mouldings, etc.,

MILL AND FACTORY,

Dufferin St., Portage La Prairie.

West of Fire Hall.

G. F. STEPHENS & CO.,

Importers of and Wholesale Dealers in

PLAIN, FANCY AND PLATE

WINDOW GLASS

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

93 Portage Avenue, - - **WINNIPEG.**

CAMPBELL, SPERA & CO.,

WHOLESALE IMPORTERS OF

GENTS' FURNISHINGS, FANCY DRY GOODS,

SMALLWARES, ETC.

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

Corner of William and Princess Streets,

WINNIPEG, MANITOBA.

R. BALFOUR,

MANUFACTURER OF

OAK DIMENSION TIMBER

SHIP AND BRIDGE TIMBER A
SPECIALTY.

P. O. BOX 32,

Emerson, Man.

PARSONS & FERGUSON,

Wholesale Paper Dealers.

SPECIALTIES:

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

STATIONERS' SUNDRIES

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

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

WINNIPEG.

W. J. GAGE & Co.,

WHOLESALE

BOOKSELLERS & STATIONERS,

STAPLE & FANCY STATIONERY,

PAPER BAGS, WRAPPING PAPERS, ETC

S Notre Dame St. East, Winnipeg.

W. P. GUNDY, **WHOLESALE ONLY.**
Manager.

THOS. W. TAYLOR,

THE PIONEER PAPER RULER,

AND

Blank Book Manufacturer,

Of Manitoba and the North-West.

13 OWEN STREET, WINNIPEG, MAN.

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

GOING EAST.

Express trains leave Minneapolis at 1.00 p.m. and 5.00
p.m.; and St. Paul, 1.45 p.m. and 8.45 p.m.; arriving in
Chicago at 7.00 a.m. and 2.00 p.m.

COMING WEST.

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

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

GOING SOUTHWEST.

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

St. Paul, Minneapolis & Manitoba.

SOUTHEASTWARD.

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

NORTHEASTWARD.

Express leaves St. Paul at 7.00 p.m. and 8.00 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.

Albert Lea Route.

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

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

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

J. A. McCONNELL, Traveling Passenger Agent.

S. F. BOYD, General Traffic and Passenger Agent.

The Chicago, Milwaukee & St. Paul Railway

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

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

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

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

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

S. S. MERRILL,

General Manager.

W. H. DIXON,

General N. W. Pass. Ag't.,
St. Paul, Minn.

A. V. H. CARPENTER,

General Passenger Agent.

CHAS. N. BELL,

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JAMES O'BRIEN & CO.,
WHOLESALE
CLOTHING
—AND—
GENTS' FURNISHINGS,
PRINCESS STREET,
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J. JOHNSTON,
Fur Dresser and Dyer
SOUTH SEA SEAL RENEWED
MY MOTTO.—First Class Work and Punctual Attendance.
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TORONTO, ONT.

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IMPORTERS AND DEALERS IN
FURNITURE,
—AND—
HOUSE FURNISHINGS:
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Steam Cabinet Works,
WINNIPEG.
We are now prepared to fill all orders entrusted to us with dispatch.
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R. BROWN & CO., NORTH WEST TENT FACTORY
35 Bannatyne Street West, Winnipeg, manufacturers of
Tents, Awnings, Tarpsauls and Shades of all kinds, on
hand or made to order. Blinds and Rollers of all sizes
for Stores and Dwellings—Plain, Figured and Dado.

FULL STOCK
Teas, Sugars,
Syrups, Mollasses,
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General Groceries

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WHOLESALE GROCERS,
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BREWERS AND MALSTERS.

Portage Brewery,
PORTAGE LA PRAIRIE.

Ale and Porter in Wood
and Bottles.

Orders by Mail and Wire Promptly At-
tended to.

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Manufacturers Agent & Commission Merchant
SPECIALTY:
Cigars imported from Hamburg, Germany.
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nished on application. Main St., Winnipeg.

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BROKERS

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Company, Montreal.

Office: McArthur Block, Winnipeg.

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Trade.

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HENRY, SNYDER & CO.,
PACKERS,

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

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TORONTO, ONT.

Highest Awards and Medals at Exhibitions of 1882.

GRIFFIN & DOUGLASS,

COMMISSION MERCHANTS,

AND WHOLESALE DEALERS IN

PRODUCE AND PROVISIONS.

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WINNIPEG, MAN.

A. R. JAMES BANNATYNE

ANDREW STRANG

BANNATYNE & CO.,

(SUCCESSORS TO A. G. B. BANNATYNE)

WHOLESALE GROCERS

AND DEALERS IN

Provisions, Wines & Liquors.

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James Bissett & Son,
TEA IMPORTERS,

—AND—
General Commission Merchants.

All Supplies Brought Direct from

China and Japan.

Gerrie Block, Princess St., Winnipeg.

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

CHICAGO AND ALL CANADIAN PORTS.



Having NO CHANGE OF CARS of any class between
CHICAGO, PORT HURON, STRATFORD and BUFFALO. The only line running PULLMAN PALACE SLEEP-
ING 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. B. REEVE, Traffic Manager.

S. R. CALLAWAY, General Manager.