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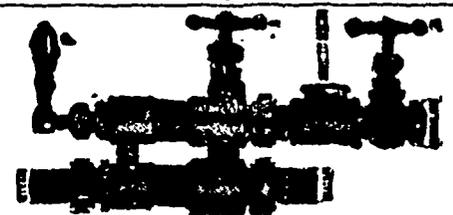
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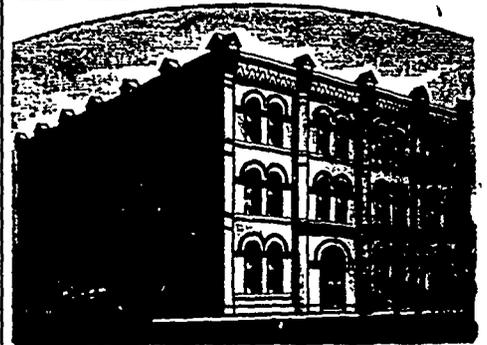
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Published by James E. Steen—Every Monday—Subscription, \$2 per annum

VOL. 6.

WINNIPEG, DECEMBER 5TH, 1887.

No. 11

The Commercial

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

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WINNIPEG, DECEMBER 5, 1887.

P. J. HUNT, grocer, Winnipeg,—sheriff in possession.

T. E. BAKER, hotelkeeper, Fort Qu'Appelle, is out of business.

C. O'MERA, blacksmith, Calgary, has sold out to Knight & Malcolm.

A. H. Clarke & Co., dealers in building material, Stonewall, have sold out.

W. J. CUTHBERT, livery, Winnipeg, has been closed out under chattel mortgage.

THE estate of Reid, Clarke & Co., wholesale fish dealers, Selkirk, was sold out.

DRAPER and BOSON, dry goods dealers, Winnipeg, advertise giving up business.

J. G. VANWART, dairyman, Calgary, is selling out dairy and going into bakery business.

A. PHILION has started business again as a confectioner and restauranter in Viriden.

THE bailiff is in possession of the stock of the Winnipeg Co-operative tailor shop.

JOHN TROTTER, manufacturing jeweller, Winnipeg, is closing out his business here.

MURDOCK MACKENZIE has opened up the Athabasca Restaurant, Edmonton, N.W.T.

PAUL & MARSHALL have opened up business as plumbers, steam and gas fitters, in Victoria, B.C.

J. B. SMITH & BRO., general storekeepers, Fort Macleod, is reported retiring from business.

GEORGE MURDOCK, dealer in harness and saddlery is branching out into the wholesale business.

H. POLLOCK has about completed the erection of a new hotel at Prince Albert, which he will shortly open.

FRAZERS saw mill, Edmonton, was slightly damaged by fire on Nov. 8th and narrowly escaped cremation.

DAVID DALZIEL has bought out the stock of McInnis, Winnipeg, and has opened up business at their old stand.

THE Edmonton Bulletin of Nov. 12th says oats were offering freely there at 60c a bushel, and of excellent quality.

McINTOSH & MURRAY, hotelkeepers, New Westminster, B.C., have dissolved partnership. R. W. McIntosh continues the business.

W. FURNIVAL, hotelkeeper, Winnipeg, is forming partnership with one Wilson, under style of Furnival & Wilson, in auctioneering business.

THE following were burned out on the 23th ult. at Birtle, Manitoba: J. H. Morrison, M.D. and druggist; Wm. Porteous, hotelkeeper; and J. & W. Walley, general storekeepers.

ALLAN & MCKENZIE, brewers, Moosejaw, Assa, have dissolved partnership. O. H. Allan continues the business, but may close out for good, owing to the prohibitory restrictions being enforced in the Territories.

MRS. J. ADAMS, milliner, Medicine Hat, is about to change her location to Lethbridge, N.W.T.

MR. W. J. BROTHERTON, of Calgary, contemplates opening up in the jewelry business at Viriden.

MR. GEORGE SWETT has arrived at Banff to take charge of the new hotel there, and look after its opening arrangements.

McINNIS & IRWIN, grocers, have sold out their Winnipeg stock to D. Dalziel. They have completed their new building at Strathclair and are about to open up business there as general merchants.

THE Neepawa Register states that quite a number of farmers around there have offered a bonus payable in grain to Mr. Law, if he will erect a grain elevator at that point. It is likely that the elevator will be built next summer.

MESSRS. KIRKWOOD & RUBIDGE, wholesale grocers, Winnipeg, have moved into their new premises on the west side of Market Square, opposite the city market. They have now a solid brick structure with frost proof cellars, and every other convenience, all of which they have had constructed to their own design.

THE Morden Monitor quotes dry oak wood there worth \$3 a cord and green at \$2.50. In Winnipeg the consumer pays from \$5 to \$5.50 for tamarac, worth at least a dollar a cord less than dry oak. If local freight rates on the C. P. R. were within miles of reason, we might have some oak from Morden. We could afford nearly \$20 a car freight for the intervening 70 miles, but that is not enough to satisfy a monopoly.

UP to Saturday there was nothing definite known about the proposed construction of the R. R. V. road. The citizens' delegates met on Friday night and came to a decision upon the subject, but refused to make their decision known to the public, until the Local Government had received it. The decision was communicated to the Government by letter on Saturday, but up to our going to press its nature had not been made public, although there was a general impression that it was unfavorable to the Holt contract.

We must again call attention to the state of the local butter market, and re-echo a warning we have already given this season. Already tons of butter have gone into store in this city, and tons of it are being peddled around to wholesale dealers, and offered at figures these dealers cannot touch by four to five cents a pound. Some holders refuse to sell at the figures offered for prime eastern townships butter in the city of Montreal, and have lulled themselves into the hallucination that by holding on they will get their price. Now the receipts of butter during most of the winter will be as they are now nearly double what the local demand calls for, and as eastern markets now point, export prospects are anything but bright. The *Trade Bulletin* of Montreal closes its November quotations as follows:—Creamery 20 to 23c; Townships 17 to 21c; Western 15 to 18c, which shows a decline of about one cent during November. Now the best butter we can export will not grade above prime western, worth 18c there or say 16c here. To get 20 or 21c here and the cost of storage it is easy to figure up the necessary advance, and the man must be of a hopeful turn of mind who expects to secure it. It is high time our butter makers were being convinced of the fact that this is an export market now, and we must get down to export prices. So long as they fail to realize this fact they must expect a glut each spring as we have had for three successive years. We know of butter for which 17c was offered last winter, but which was held with the intention of getting 25c in spring, and the same butter sold last summer for 13c and under. Such expensive lessons may be avoided by selling during winter, while butter can be exported and delivered anywhere in good condition, and by no other course can they be avoided.

THE Red River Valley railway seems to be passing through trials and troubles unheard of. Mr. E. P. Leacock, M. P. P. for Russell, a former staunch supporter of the Local Government, has forwarded a petition to the Lieutenant Governor, asking that the Local Legislature be at once called together to deliberate upon the matter, and uses strong and convincing arguments to show, that in not calling the House together on this question the Government have broken faith with the Legislature and the people. He bases his argument upon the following resolution, supported by the Government and passed at last session:—

"That whereas the Legislature has unanimously passed a Bill providing for the construction of the Red River Valley Railway; and whereas it is most desirable that the said Railway should be completed with as little delay as possible; and

"Whereas it has been suggested that there may be obstacles thrown in the way of the construction of the said Railway; and

"Whereas it is advisable to provide in every way possible against any such contingency;

"Therefore be it resolved, should obstacles arise that would interfere with the construction of the Red River Valley Railway to the International boundary, this House is of opinion that the advisers of His Honor the Lieu-

tenant-Governor should recommend the calling of the House for despatch of business forthwith to take such action as will give effect to the will of the people of this Province in regard to the completion of the said railway at as early a date as possible, and that members of this House do pledge themselves to attend at such meeting and waive their right to claim indemnity as provided by law for such session."

Outside of the blind followers of the Government, the petition of the member for Russell, speaks the sentiments of the Manitoba taxpayers. If the Government have acted in the interests of the people, they will receive support and encouragement from the Legislature, which unanimously supported them in the Red River Valley railway undertaking, and only fears of crookedness on their part being exposed, can prevent them from honestly meeting the House.

THERE is considerable dissatisfaction in this province about the present year's grain standards and the Grain Inspection provisions of the Dominion Inspection Act and its amendments. The *Manitou Mercury* echoes the complaint and without comment quotes from the Canadian and Minnesota laws regarding No. 1 hard. The quotations are as follows:—

CANADIAN.

"No. 1 Manitoba hard wheat shall be sound and well cleaned, weighing not less than sixty pounds to the bushel, and shall be composed of 85 per cent. of red Fyfe wheat grown in Manitoba or the Northwest Territories."

MINNESOTA.

"No. 1 hard spring wheat shall be sound, well cleaned, and weigh not less than 58 pounds to the measured bushel, composed mostly of Scotch Fyfe wheat."

One explanation is necessary in connection with these quotations, namely, that the Canadian is based upon Imperial measurement. The Imperial bushel is about two pounds more than the Winchester, so there is no discrepancy in weight between the two inspections. This fact, however, has no practical bearing upon the grading of the present season, as there is no trouble here in getting wheat heavy enough for any grade. The trouble lies mainly in the variety or admixture of other than red Fyfe wheat. In Minnesota the standards have been gradually lowered during the last three years, until No. 1 hard there calls for exactly the same proportion of red Fyfe, which No. 1 Northern calls for here, and with Minnesota and Canadian grades quoted the same, the Manitoba farmers and grain dealers undoubtedly suffer loss. The question arises will Manitoba No. 1 hard bring a better figure than Minnesota No. 1 hard? and with the paternal monopoly of the C. P. R. in force, and preventing the shipment of our wheat by any route but the Port Arthur one, it is difficult to answer this question, and the C. P. R. management will take good care, that a fair test to decide the matter cannot be made. That the monopoly places Manitoba wheat at the mercy of Montreal manipulators is evident from the fact, that during a considerable portion of the past month our No. 1 hard and good Canada spring, were quoted at the same figures in that market, although in any other market in the world our No. 1 hard is at least five cents a bushel more in value. Grain

dealers in this city have seen and felt this grade difficulty for some time, and the grain committee of the Board of Trade have taken the matter up with a view of getting some changes made in the Inspection Act, that will give us equal advantages with our neighbors to the south. Whether they will succeed or not remains to be seen. If we had in this province the power of fixing our own grades and standards the same as is possessed by each of the states south of us, the matter could soon be put right. But the Inspection Act is a Dominion one in Canada, and all the grain interests of the east have to be fought or conciliated before any advantage for Manitoba can be secured. If we had no railway monopoly to prevent shipping of grain by the south, our dealers would soon commence making all shipments by Duluth, and working upon the grades in forced there. By thus ignoring Canadian inspection, they could soon force eastern men to buy upon grades arranged here, and the grain growing and handling interests of the province at large would be thoroughly protected from eastern manipulation. But then that is what monopolists do not want to see, for their whole and sole aim is to make every interest in the Northwest thoroughly subservient to those of the east. Let us hope that the grain committee of the Winnipeg Board will push this matter in such a manner, as to secure something like justice for the grain interests of this province. That they will have up hill work may be expected, for it was only by the persistent efforts of Mr. John Ogilvie and one or two others interested in the Northwest, that special grades for our hard wheat were adopted by the Department of Inland Revenue in amending the Inspection Act, three years ago. The combined grain power of Toronto had come to the conclusion, that our hard wheat and their soft varieties should be placed on the same level in grading. This will give an idea of how difficult it is to secure consideration of purely Northwestern interests in Dominion trade legislation.

The Reason of It.

Edward Atkinson never opens his mouth without saying something which commands general attention. His latest reported utterance is mentioned by our London correspondent, and illustrates in the clearest manner the causes for the continued and heavy growth of our breadstuffs trade, as well as showing why our farmers can continue to compete with the wheat growers of any country on the globe. When we first began to work for our share of this trade the country was newer and freight rates were very high. Mr. Atkinson shows that since 1870 there has been a reduction in the cost of transporting our wheat from the farm to the foreign markets of thirty-nine cents per bushel. At the old freight rates we would not to-day be exporting a single pound of wheat. At the present rates we are enabled to more than hold our own, and this being the case, the superior quality of our products has gained the favor of foreign consumers so that we are certain to have for all time a market for our surplus, and at prices which will average a fair remuneration for our wheat growers and our millers. It has been said by Mr. Atkinson

and proven in a most conclusive manner, that as population increases, the cost of production decreases and wages advance. It is also true that the cost of transportation in this country and on the ocean must steadily decrease, although this decrease will be slower in future than in the past. At the same time our growth in population is rapid, and the cost of transportation in those countries whose competition with us in the breadstuffs markets is most feared must be heavy for a long time, or until our surplus will have so shrunk as to render our dependence upon those markets very slight indeed. We have never had any fears as to starving out of our wheat growers by the ryots of India or the peons of South America, and our confidence in their future was never greater than now.—*Northwestern Miller.*

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This new, commodious and comfortably furnished house was opened for the accommodation of the public on Aug. 15th. The only first-class house in Alberta and with special COMMERCIAL TRADE.

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NOTICE OF REMOVAL.

Campbell, Spera & Co.,

WHOLESALE IMPORTERS OF

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Smallwares, etc.

Have removed to the commodious premises recently occupied by MESSRS. THIBAudeau BROS & CO.

27 PORTAGE AVENUE EAST,

where they will be pleased to receive calls from all their old customers.

The Commercial

WINNIPEG, DECEMBER 5, 1887.

MULTUM IN PARVO.

The struggle of Manitoba to free itself from railway monopoly no doubt seems a matter of very little importance to the careless outsider, who neither knows nor cares about the interests of this new and thinly populated western land. To such an one the question of whether the province shall be free, from what hangs like a nightmare on it, and effectually stops its progress, or shall once more fall back into the grip of monopoly, only to be held there tighter than ever, matters but very little. To the Manitoban it is the most important of all questions. He sees in free railroads the opening to prosperity and rapid development for the country he lives in, while in a continuation of monopoly he sees only failure of every effort he has put forth for years, and in many instances eventual ruin. What seems so little to the careless outsider is to him everything. So we are likely to conclude when we have taken a superficial view of the Manitoba railway question.

But it is just possible, and indeed it is very probable, that during the past few months, this petty squabble over railroads in Manitoba, as outsiders may call it, has played a very important part in balancing the interests of some of the greatest railway corporations on this continent. A short time ago when the heads of the great trans-continental railways of this continent met to arrange if possible a basis of agreement as to through freight rates between the Atlantic and Pacific, it was a noticeable fact that the Canadian Pacific railway was not represented, and as that road was beyond the reach of the operation of the United States Inter-State Commerce law, the representatives of other roads were unable to reach any satisfactory agreement. They had no power even by combination to compel the Canadian Pacific to consent to any agreement, except such as its officers chose to dictate, and consequently it was not represented at the meeting. Only one of the American lines was in a position to put any pressure upon the C. P. R., namely, the Northern Pacific, and this pressure could only be applied through the construction of the Red River Valley road, and connection between it and the

N. P. With that accomplished the latter could cut into the Northwestern traffic of the C. P. R., and render useless the iron-clad monopoly that road has with the aid of the St. Paul, Minneapolis and Manitoba road been able so far to maintain. With their line extended to the Manitoban boundary, and the people of this province determined to break the monopoly at all hazard, the N. P. folks undoubtedly held a big trump card, and one they were not likely to share with other less fortunate competing lines. That they have held it and played it for their own undivided benefit, there now seems to be little doubt. To tap the Manitoba trade was a valuable gain to them, but to be able to shut the C. P. R. out of their Puget Sound business, with which the Canadian road has been playing havoc of late, was a still greater gain. Pretty reliable rumors are now going, that in this latter point they have been successful, and that they are now prepared to let this province struggle as best it can with the C. P. R. monopoly. In so doing they have to break faith with their former ally, the Grand Trunk, but that is a thing railway men never scruple to do, when an advantage is to be gained by so doing. Besides with the C. P. R. constructed as far west as Sault Ste. Marie, and the connections between that and Duluth being rapidly constructed, the Northern Pacific may find in its old rival a better route to the Atlantic than the Grand Trunk can offer for some time to come. Thus with the Northern Pacific at our southern boundary line, we have only another powerful corporation to assist the St. P., M. & M. in choking off all competition from the south.

The COMMERCIAL will no doubt be ranked as a Job's comforter when this is read by our fellow citizens, and we may be accused of loading on another hideous nightmare upon an oppressed people. We only wish we could paint a brighter picture, but before the opening of Lake navigation next spring, it will be found that black as our picture is, it is too true to the reality.

Now to look at the matter nearer home. The construction of the Red River Valley road is an impossibility before next summer, and when constructed it will link us with a southern road which is bound with the C. P. R. The parties most anxious to see the contract for the completion of the R. R. V. road in the hands of Mr. Holt, have of late been assiduously whis-

pering around in tones of awful secrecy, that he is practically the representative of the Northern Pacific. If there is any truth in this widely circulated secret, then we must say, that there is a spice of the ridiculous in the black picture, when we have the representative of the N. P. begging of the city of Winnipeg, and the province of Manitoba, the funds, with which to construct another link in the chain of railway monopoly with which the province is bound.

With the N. P. and C. P. R. linked in interests, and the Sault Ste. Marie route completed, with what mock courtesy C. P. R. officials could offer our burdened people the varieties of route within the huge monopoly, and with what irony they could offer the showman's alternative of "You pay your money and you take your choice."

In all probability at the next session of the Dominion Parliament the C. P. R. monopoly, from Lake Superior to the Pacific Ocean, will be bought out with public funds, and millions will be paid for it, too. But with an iron band from the south, and another from the north of Lake Superior, composed of three of the most powerful railway corporations in the world, holding Manitoba and the Territories and defying opposition, the purchase of the monopoly right will be only an expensive farce. This, however, is what the Government of "this Canada of ours" has accomplished for the people of the Northwest, who must feel proud, as well as grateful, for the privilege of being called Canadians.

THE CURE FOR COMMERCIAL UNION.

Much as the supporters of the National Policy may affect to sneer at or ridicule Commercial Union, there can be no doubt but they are much in dread of the spread of the doctrine. The very bitterness with which National Policy journals attack the proposed union, is a strong proof, that its spread is greatly feared, and this is all the more apparent from the fact, that nine-tenths of the journalistic opposition to Commercial Union is prompted not in the interests of the public generally, but in the interests of political and industrial cliques. Politicians of the N. P. stripe know, that with the spread of this doctrine their official doom is being hastened, while tariff bolstered manufacturers, like Demetrius of old and the craftsmen of Ephesus, see in it their craft and profit threatened. The calm unbiased onlooker

can see plainly that the bulk of the opposition to this proposed union has a selfish origin, and like all arguments from such a source is born in weakness, if not born in sin and conceived in iniquity, and utterly fails in convincing power.

If opponents of Commercial Union would only consider what has brought forth the cry, and given birth to the movement, they would perhaps be better able to judge of the means that can be employed in stopping its spread. There can be no doubt but the National Policy from its inception was and still is an appeal to the people of Canada on the ground of national selfishness. In 1878 and for a few years afterwards even the agriculturist, to whom it has ever been and ever will be a burden and a curse, was of the opinion that tariff on his products would give him in some way or other an artificial advantage. The whole arrangement was an appeal to selfishness, and could only retain its hold upon popular opinion so long as it realized for its supporters the gain it seemed to promise. Ushered in as it was at the beginning of a period of general prosperity, for a number of years it was popular, for even the agriculturist was to some extent led to believe that the new policy had brought about the very desirable state of affairs he was enjoying.

It is a curious fact, but it is a fact nevertheless, that seldom in the history of any representative country has a party in opposition imitated the virtues, if we might use such a term, of the party in power, but invariably they have imitated or counterfeited their vices. Political charity, if such a charity there is, never admits that the success of an opponent can be due to anything but his vices; and as success is the great aim of modern, and certainly of Canadian politicians, regardless of how that success is reached, the politician out of office in that respect vies with his opponent in office. Thus the Reform party of Canada in opposition forsook its old straight policy of free trade, and as a kind of substitute for the National Policy swept around to Commercial Union. The move was undoubtedly a subterfuge, and one adopted by a party whose leaders were lacking in the moral courage to stick to an honest policy when it was unpopular.

But the party leaders who have adopted a subterfuge policy, have not done so purely for its dishonesty. There is method in their so doing. They have

substituted for one system of tariff another higher in range and with their goal in front of their opponents. They have merely adopted Commercial Union as a pretext for running from one extreme to another, and now every move the National Policy supporters make in the direction of higher tariff, (and they have been making these moves rapidly during the past three years,) brings the possibility of Commercial Union nearer, and removes the obstacles in its way. It will take very little more of a hoist to Canadian tariff to bring it up equal with that of the United States, and once it is there, there is practically no obstacle to the proposed Commercial Union. Opposition there doubtless would be among that crowd of gushing Imperialists, who delight to hug the British lion, fondle with his mane and tail and polish at his claws. But as the question is a purely commercial one the moral weight of that crowd will not sway much and especially as many of the truest friends of the mother country have long ago thrown aside the senseless farce of a colony feigning sentimental attachment to a parent land, whose trade relations with said colony are subjected to all the tariff burdens and annoyances imposed upon strange nations. Hard headed people can see as much scope for Imperial sentiment under Commercial Union as they can under our present National Policy and they can see but little under either. Therefore once we have advanced our tariff to a certain pitch Commercial Union would curtail no sacrifice of sentiment, and the consummation of such a union would be but a simple matter.

The man who runs, may read the political signs of the times in this question. National Policy supporters are rushing to what must soon prove the death of the same. It is nonsense to think that consumers will pay a certain rate of tariff for the trade privileges of a stripe of a continent, hemming in the Arctic circle, when under the same rate of tariff, they can have the trade benefits of a whole continent. Protectionists had better pause and ask themselves are we not nearing the point where, we kill the goose that lays the golden egg. Assuredly with an assimilation of tariff rates in this Dominion and the United States, that mythical bird is not far from its funeral.

There is but one way by which the National Policy supporters can effectually baffle the advocates of Commercial Union and that is by a policy tending to lower

the present tariff rates. Consumers will gladly pay a moderate tax meant as a protection to home industries, but when that tax reaches the average it is now at, the burden on the pocket is too heavy to admit of sentiment about patronizing home markets. It would take but a moderate reduction in our tariff generally, to place Commercial Union among the political impossibilities, and it would take but a small increase to give the proposed union an impetus into popularity, that would insure its becoming a fact much sooner, than many of its opponents are prepared to realize.

BIG EXPECTATIONS.

We have been hearing so much about our big crop during the past two months, that business men have been calculating upon everything being big in proportion, and among the things which have grown in size are our expectations. Just as our crop was being harvested THE COMMERCIAL gave the cautionary advice to go slow a little, and we intended if we did not say so, that the advice should apply to our expectations, and we fear the application has not been too well applied. You can hear our city retailers complaining that by this time they expected to be in the rush of a winter's business with cash flowing freely in, while the wholesalers tell of their expectations as to how cash returns and sales would have been moving ere now. In short we have been allowing our expectations to move too fast, and business will not move with equal rapidity. Too many among us have been expecting all the benefits from a bountiful crop to be realized during the then closing months of the present year, whereas they will be extended away through next summer. Many merchants imagine our farmers are confoundedly slow in marketing their crops and paying their debts, but they forget that the very fact, that our farmers have as a rule the wherewithal to meet all demands upon them this year, will make them go leisurely and with some method about doing so. Before spring comes around our expectations will be realized so far as we have any reason to expect, and we will have the additional consolation, that during the summer of 1888, there will still be enough produce and money moving to prevent such a dire scarcity of the latter, as existed during quite a portion of the summer of 1887. Of course with banks tightening their purse strings it takes stolid patience to make a merchant a philosopher, but we repeat our advice, go slow a little, and apply it to your expectations.

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Cook Stoves, Ranges,
Heating, Hall and Parlor Stoves,
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A Splendid Line of Well Finished and Well
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New Catalogue supplied to the Trade on
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DOMINION STAMPING WORKS,

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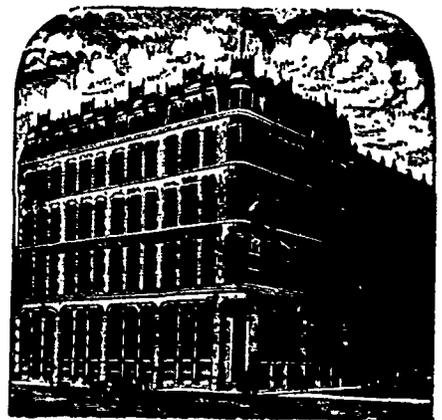
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GENERAL

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Complete Set of Samples with

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Also with Donaldson's Block, WINNIPEG

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CAVERHILL, LEARMONT & CO.

Wholesale Shelf Hardware,

WAREHOUSES, SAMPLE ROOMS AND OFFICES:

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Complete Set of Samples with

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37 to 41 Recollet St., Montreal,

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Ready Mixed Paints, White and Colored Paints,
Varnishes, etc. Importers of PLATE GLASS and
Belgian Window Glass.

Wholesale Agents for the Dominion for Winsor and New-
ton's Artists' Materials.

WINNIPEG MONEY MARKET.

There has been less heard during the week about tight finances at the banks, than for two weeks previously, not that these institutions have become more liberal, but business people are getting accustomed to short rations in money, and not a few have abandoned former intentions about extending business affairs. The banks meantime pursue the same stringent policy, and stop short at anything outside of regular lines of commercial discount, and even these are held as short by the head as possible. There is still considerable wincing under the increased rate of discount, and there would possibly be more, only that the banks make no exceptions, as was their custom some two years ago. Eight per cent. is the best rate quoted, and some smaller accounts have to submit to 9 and even 10 per cent. In loans on real estate mortgage some movement is reported, the calls being mainly from farmers. Although money is tight first-class loans of this kind can all be attended to, but only first-class are wanted. Interest payments have been coming in with freedom, and the volume of such payments is enlarging. The rate of interest is steady at 8 per cent. and no loans are being made under that rate. For renewal business some companies talk of 10 per cent. unless in special cases, where the security is as good as that required on new loans.

WINNIPEG WHOLESALE TRADE.

During the week there has been very little improvement in the tone of the city wholesale trade, and the report on the whole is no better than that in our last issue. Intense cold weather created a demand for some winter sorts, and caused a little flutter in some season goods lines, but from the same cause grain receipts have fallen off, or at least have not increased any, and the circulation of money throughout the country has been more limited than was anticipated, this has had a checking effect upon business generally, and even in the most staple branches wholesalers are not too well satisfied. In such the only improvement noted is, that buyers are getting more hurried in their demands, and want orders more promptly filled than for sometime back. In lines dependent upon building and out-door operations everything is about settled down to the quietness which reigns during the dead of winter, and only the work of collecting up for the season prevents the quiet reaching monotony. In some quarters there is a belief, that December will bring quite a sorting trade in season lines, while in others stock-taking has already commenced, and the season is looked upon as over. A number of travellers have returned from first journeys, with spring samples, and some have started out again. Buying for spring delivery has been freer than during any week since the season opened, and some travellers talk of doing nearly as much business in a two week's flying trip now, as they did during the whole month of November. Taking collections for the week they have not been so liberal as they should be, and this is doubtless the key note of any dissatisfaction that is expressed. If cash was moving more freely, both wholesalers and retail dealers would be more inclined to do business,

and until the movement of grain to market increases very materially, there will be more or less of a check on business all round. Another cause for slow finances is to be found in preparations for the fourth or rather the fifth and its payments. After to-day money will probably move more generally round.

BOOTS AND SHOES.

Purchasers for spring delivery are fairly free now, but the sorting trade in winter lines is considered about at an end, and in some houses stock-taking has commenced.

CLOTHING.

The principal sorting trade has been in cheap heavy fur clothing, for which there has been quite a demand, and by no means too liberal a supply, some consignments by express having been necessary to meet the demand. Orders from spring patterns have been on the increase. Collections are reported rather slow, but to-day will not be much of a test in this branch, the aggregate of obligations falling due being light.

CROCKERY AND GLASSWARE

The demand for staple lines seems a little less active, but fancies have been moving freely, and are expected to keep so for a week or two longer. The season all round has been a satisfactory one, and shows quite an increase of business on last year.

CANNED GOODS.

The movement during the week has been rather above an average, and has been steady in volume. There are no changes to report, and no whispers of price cutting. Quotations are: Tomatoes, \$3.25; peas, \$3.25 to \$3.45; beans, \$2.75 to \$3.00; corn, \$3.25 to \$3.40; peaches, (Canadian) \$7.00 to \$8.00; apples, \$3.25 to \$3.50; pears, \$3.25 to \$3.50; plums, \$4.50 to \$5.00; strawberries \$5.25; raspberries, \$4.75 to \$5.25; peaches (California) \$8.50; pears, \$8.00; Plums, \$7.50; apricots, \$8.00.

DRUGS AND CHEMICALS.

There has been no departure from the steady movement in this branch. Prices of goods are steady, and quoted as follows: Howard's quinine, 75 to 90c; German quinine, 65 to 75c; morphia, \$2.75 to \$3.25; iodide of potassium, 65 to 75c; bromide of potassium, 65 to 75c; American camphor, 40 to 45c; English camphor, 45 to 50c; glycerine, 30 to 40c; tartaric acid, 70 to 75c; cream of tartar, 35 to 40c; bleaching powder, per keg, \$8 to \$10; bicarb soda, \$4.50 to \$5; sal soda, \$2.25 to \$2.50; chlorate of potash, 25 to 30c; alum, \$4 to \$5.00; copperas, \$3 to \$3.25; sulphur flour, \$4.50 to \$5.00; sulphur, roll, \$4.50 to \$5.25; American blue vitrol, 6 to 8c.

DRY GOODS.

In this staple branch the trade in winter lines is about over, and the week's sales of such sorts reached a very poor aggregate. Stock-taking is likely to become general in a week or so. Sales of goods for spring delivery have been on the increase, although many buyers are still slow to take hold. A report on collections it would be difficult to secure until after to-day. This is a moderately heavy day in this trade, and its results will give a good index to the cash movement for the month.

FURNITURE

Business has been dropping off somewhat in this branch, and as the holidays approach a quiet time is looked for. The few orders being

received are mainly for sorts to fill in, and altogether make but a very small aggregate.

FRUITS—GREEN, VEGETABLES, ETC.

Sales have been fairly liberal, but collections have been slow, and dealers have in consequence been unwilling to push matters. No new varieties are on the market, and prices are unchanged, but decidedly firm. Quotations are: Apples, \$3.75 to \$4.00; lemons, \$7.50 per box; oranges, \$8.00; California pears, \$5.00; Malaga grapes, \$8.50 per keg. No other varieties are quoted.

FRUITS—DRIED, AND NUTS.

Raisins have been arriving freely, and prices of some varieties have dropped a little. No other changes are reported and business moves steady and with fair activity. Quotations are: as follows: Valencia raisins, \$2.00 to \$2.65 per box; Malaga, London layers, \$4.00; Black Crown, \$1.50; Eleme figs, in different sized boxes, 18c per lb.; Spanish onions, \$7.50 per crate. Peanuts, raw, are worth 15c; peanuts, roasted, 17 to 18c; almonds, 20c; filberts, 12½c; Texas pecans, 17c.

GROCERIES.

There is some dissatisfaction expressed at the state of collections in this branch. While considerable cash returns are coming in, both wholesalers and retailers seem to expect more. This has had a checking effect on sales, buyers being unwilling to take hold beyond for immediate wants, and sellers are not inclined to push. Still the volume of sales reaches a fair average, and with money freer would rapidly increase. Prices remain steady, quotations being: Sugars, yellow 6½c to 7½c for bright; granulated, 8½c to 8¾c; lumps 9½ to 9¾c, and all feeling stiff. Coffees—Rios, 24 to 28c; Java, 25 to 30c; Old Government 33 to 34c; Mochas, 32 to 35c. Teas, Japan New season's 23 to 46c; Congous, 22 to 60c; Indian teas, 35 to 60c; young hyson, 26 to 50c. Syrups, corn, \$2.25 to \$2.60; sugar cane, \$2.10 to \$2.35; T. and B. tobacco, 56c per pound; P. of W., butts 47c; P. of W. caddies, 48c; Honeysuckle, 7s, 55c; Brier, 7s, 55c; Laurel Bright Navy, 3s, 57c; Index d. thick Solace, 6s, 48c; Brunette Solace, 12s, 48c.

HARDWARE AND METALS.

There has been a start-up in prices of several heavy lines, caused not by any local demand, but in sympathy with Eastern markets; and a further advance may take place any day in tin plates, Canada plates, sheet iron and ingot tin. The subjoined quotations of these may be raised at any moment, although they range considerably higher than in our last report. Quotations are now about as follows: Cut nails, 10d and larger, \$4 to \$4.25; I. C. tin plates, \$5.75 to \$6; I. C. tin plates, double, \$11.50 to \$12.00; Canada plates, \$4.00 to \$4.25; sheet iron, \$3.75 to \$5.50, according to grade; iron pipe, 35 to 40 per cent off list prices; ingot tin, 35c per lb., according to quality; bar iron, \$3.00 to \$3.50 per 100 lbs.; shot, 6 to 6½c per lb.; tarred felt, \$2.75 to \$2.95 per 100 lbs.; barbed wire, 6½ to 7c. The sales in shelf hardware show a falling off in volume since our last report. Collections are reported fair to good.

HIDES.

The effort to hold up prices has at last given way and a decided drop all round has taken

place. Receipts are liberal, but may fall off with lower prices, seeing cold makes the work of holding over quite safe. Prices offered are as follows: Winnipeg inspection, No. 1, 5c No. 2, 4c; bulls, 3½c; calf, fine-haired real veal, 6 to 11 pound skins, No. 1, 7c; No. 2, 6c; sheep pelts, 25 to 50c; tallow, scarcely saleable at any price.

LEATHER AND FINDINGS.

Business is decidedly quiet in this line. Prices of goods are almost nominal and are now as follows: Spanish sole, 28 to 31c; slaughterer sole, 30 to 32c; French calf, first choice \$1.25 to \$1.50; Canadian calf, 90c to \$1.00; French kip, \$1 to \$1.10; B Z kip, \$5 to 90c; Bourdon kip, 75c; slaughterer kip, 55 to 65c; No. 1, wax upper, 45 to 50c; grain upper, 55c; harness leather, 31 to 34c for plump stock. American oak sole, 45 to 60c; buffe, 17 to 22c a foot; cordovan, 23 to 25c; pebble, 21 to 23c; colored linings, 12c.

PAINTS, OILS AND COLORS.

Sales are limited to a few straggling sorts to patch out the season, and a time of quietness bordering on monotony is looked for. Collections are fairly free, but not so good as looked for. Quotations now are: Turpentine, 80c in five-gallon cans, or 75c in barrels; harness oil \$1.25; neatsfoot oil, \$1.50; linsced oil, raw, 70c per gallon; boiled, 73c in barrels or 5c advance in five-gallon lots; seal oil, steam refined, \$1; castor, 12½c per lb.; lard, No. 1, \$1.25 per gal.; olive, oil, pure, \$1.50; union salad, \$1.25; machine oils, black 25 to 40c; oleine, 40c; fine qualities, 50 to 75c. Coal oils, silver star, 25c; water white, 28c. American oils, Eocene, 34c; water white, 31c; sunlight, 27c. Cal'ued plaster, \$1.25 per barrel; Portland cem. at, \$5 to \$5.50; white lead, genuine, \$7.00; No. 1 \$6.50; No. 2 \$6.00; window glass first break, \$2.25

STATIONERY AND PAPER.

Everything seen to move in a satisfactory way in this branch. Sales are keeping up well in volume, and collections are reported satisfactory. Fancy lines are moving quite freely, while there is no falling off in staples.

WINES AND SPIRITS.

The demand for domestic goods is now steady and in fair volume, while some calls for imported are coming in. Prices are steady, as follows: Canadian rye whiskey, five year old, \$2.40; seven year old, \$3; old rye, \$1. Jules Robin brandy, \$4.50; Bisquet Debouch & Co., 4.50; Martell, vintage 1885, \$6.50, vintage, 1880, \$7.50; Hennessy, \$6.50 to \$7.50 for vintage 1885 to 1880; DeKuyper gin, \$3.50; Port wine, \$2.50 and upwards; Sherry \$2.50 and upwards; Jamaica rum, \$1.00 to \$1.50; DeKuyper red gin, \$11.50 per case; DeKuyper green gin, \$6.50 per case; Tom Gin, \$9.00 to \$10.00; Martel and Hennessy's brandy, one star, \$14 per case of 12 bottles; v. o., \$19; v. s. o. p., \$22.

THE MARKETS.

WINNIPEG.

GRAIN AND PROVISIONS.

Although under ordinary circumstances the grain movement during the past week should

have shown a large increase upon that of its predecessor, such was not the case, and there has been considerable disappointment in consequence. Wheat has if anything shown a falling off, and the quantity moved aggregated but little over half of what was moved during the first week of November. Receipts at the leading points have decreased much, and from none of the other less important points has there been an increase to counterbalance this. The state of roads all over the province has tended to shorten receipts from farmers as there has neither been good wheeling nor good sleighing, but a kind of unpleasant cross between the two. Besides the intense cold in the early part of the week prevented many horse-power threshers from being at work. In rough grain matters have been equally slow, and a very small quantity of barley and oats have been available for export. All over the province mills have been steady at work, and eastern shipments by all rail to the east have been quite up to the average of the season, while the western and local trade has also been steadily active. In provisions the business done has been moderate, but the scarcity of a local supply of meats for our purchase has been keenly felt, and has necessitated imports on quite an extensive scale.

WHEAT.

The firmer tone in eastern markets has affect- ce matters here, and all the talk of a probable decline heard during the preceding week is now silent. The feeling here has been tending upward, and now No. 1 hard is quoted firm at 77c, and may go higher. Nos. 2 hard and 1 northern are worth 55c and 2 northern 52 to 53c. Most of the grain going east is for storage at Port Arthur, although there is a fair share for through transit by all rail.

FLOUR.

While the eastern demand holds as good as it has so far, and prices maintain their present firmness, all rail exports are likely to keep steadily going out from all our provincial mills. The Pacific coast demand is now a little easy, but local trade is good. Prices are: Patent, \$2.15; strong bakers, \$1.90; XXXX, \$1.40; superfine, \$1.25.

MILLSTUFFS

The stock of shorts in the city is increasing, but millers are unwilling to let prices down. Ton lots of bran they insist upon having \$10 for, and for shorts \$12. Car lots of the former can be had at \$9 a ton and of the latter at \$11, and it is just possible that their prices can be shaded a little.

OATS.

Short receipts have held prices firm during the week. At outside points 20 to 21c have been paid in car lots, and on track here 23 to 24c. Street receipts have found ready sale at from 23 to 25c, the latter figure being for choice white.

BARLEY

There is still scarcely enough moving to warrant reliable quotations, and until sleighing improves no increase is looked for. Quotations are nominal at 25 to 28c for feed and 33 to 42c for malting lots.

POTATOES.

There is no movement beyond an odd small

lot for city wants, which usually bring about 50c. No one will attempt handling in car load lots.

EGGS.

Very few fresh are to be had, and the few brought in by farmers are taken at fancy prices by consumers, case and pickled are both held at 22c, and are not too plentiful.

BUTTER.

Receipts have increased greatly during the week, and a car lot or two exported is a necessity to bring the market to a healthy state, and relieve it from an impending glut. It is nonsense however to think of exporting at the prices now asked by holders, and the glut grows every day more imminent. A dozen round lots have been peddled around the city during the week without finding a buyer at the prices asked. Of course cold weather is favorable for storing, but the reckoning must come some time. Some prime rolls and small lots fresh from the churn have sold at 22c, but offers for the best generally range from 20 to 21c, and only small lots for immediate wants are taken at these figures. Mediums are seldom called for, and low grades are not wanted at any price.

CHEESE.

Wholesale provision dealers still have the market to themselves and hold prices steady at 13 to 14c for good to prime.

LARD.

Prices are tending upwards and prime local in 20lb pails has sold up to \$2.30. Imported in similar packages is held at \$2.20 to \$2.25

CURED MEATS.

Eastern Canadian stock has become more plentiful, but local cured is still scarce. Dry salt bacon is steady at 11 to 11½c; and smoked at 12½c; spiced rolls are worth 14½c; breakfast bacon at the same. Eastern hams sell from 13½ to 14c, and Chicago at 15c.

DRESSED MEATS.

Beef carcasses are quoted at 4c. Forequarters at 3½ to 4c and hind at 5c. Dressed hogs are extremely scarce, and have sold as high as 7½c.

Native Tea.

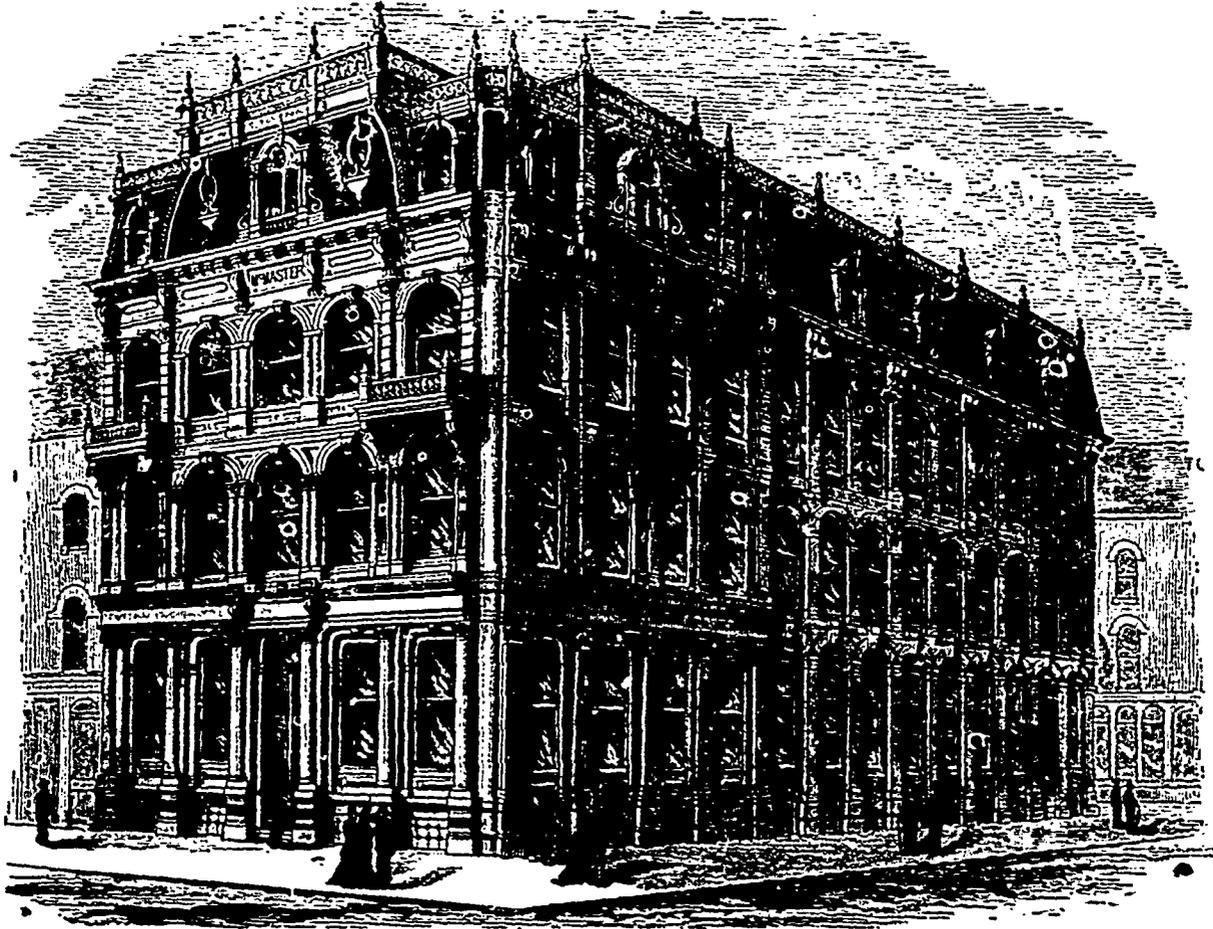
With the investigation at present proceeding before the Schultz committee at Ottawa regarding the products, etc., of Manitoba and the Northwest, one of the most interesting facts brought out, not widely known, is that a very large portion of territory, extending all the way from the banks of the Red River, about fourteen miles east of this city, to the Labrador coast, produces what is known as Labrador tea. James Taylor, of this city, is the gentleman who forwarded the samples, along with some valuable information, to Ottawa, and it is learned from him that the tea referred to has been used quite extensively by the early settlers and natives of the country for a great number of years, more especially at the season of the year when people were engaged hay-making and harvesting. The plant, of which a reporter was shown a specimen, grows about three feet high and produces a white flower, the tea-leaf being about an inch long, and bears very much the same flavor as the Japan tea-leaf. It is harvested in the middle of July, when the leaf is green. Besides being an excellent beverage the plant contains many valuable medicinal properties, and is well worth the attention it has received at the hands of the Senate committee, also the attention Mr. Taylor has given it.

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SPRING, 1887.

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EASTERN MARKETS.

CHICAGO

The wheat market during the week has been a strong one, or, as some say, "a regular old-fashioned climber," in some respects resembling the good old bullish days. The rise, too, is not confined to wheat, but has affected every class of grain and meats handled on 'change. On Monday the bulls opened with a bold front, and met with determined opposition. When, however, the increase to visible was announced as only 490,000 bushels, the upward move set in, and a strong and advanced closing was the result. On Tuesday a little of this advance was lost, but later in the week everything started upwards again, and rumors of a probable European rupture added to the strength. Wednesday had a touch of the boomer about it and Thursday followed with a rising market. Corn advanced steadily, in sympathy with wheat, and even oats kept following up behind. Pork made rapid upward strides, only bulling a little on Wednesday to start upward again next day. Lard followed pork, although not with such a marked advance. Altogether it seemed as if values all round were bound to go up, and there was no sign of a desire to corner any particular month.

On Monday the tug was heavy in wheat until the visible supply figures were announced, when the bulls carried it away to a strong closing. Corn and oats were strong, while pork advanced steadily. Closing prices were:

	Dec.	Jan.
Wheat	76 1/2	76 1/2
Corn	46 1/2	46 1/2
Oats	23	23 1/2
Pork	14.20	14.23 1/2
Lard	7.02 1/2	7.07 1/2
Short Ribs		

On Tuesday wheat weakened a little, while corn and oats were steady. Most of the interest was centred in pork, which jumped wildly for a time, reaching at one time \$14.90 for January. Some of this advance was lost although the closing was considerably above the figures of Monday. Closing prices were:

	Dec.	Jan.
Wheat	75 3/4	76 1/2
Corn	46 1/2	46 1/2
Oats	23 1/2	23 1/2
Pork	14.60	14.65
Lard	7.10	7.20
Short Ribs		

On Wednesday wheat again showed an upward inclination and advanced steadily owing in some measure to unquiet rumors from Europe. Corn was in sympathy as were oats also. Pork took a rest after the jump of Tuesday, but was steady. Closing prices were:

	Dec.	Jan.
Wheat	76 1/2	77 1/2
Corn	46 1/2	46 1/2
Oats	23 1/2	23 1/2
Pork	14.60	14.62 1/2
Lard	7.20	7.20
Short Ribs		

On Thursday wheat was again on the rise followed closely by corn and with oats in sympathy. Pork started upward again and lard kept in sympathy. Closing prices were:

	Dec.	Jan.
Wheat	77 1/2	78 1/2
Corn	47 1/2	48 1/2
Oats	23 1/2	23 1/2
Pork	14.80	14.85
Lard	7.40	7.45
Short Ribs		

On Friday wheat opened easier, but about 1 o'clock a general advance began, and May touched 86c. At the afternoon session, however, it declined, as did also pork. Closing prices were:

	Dec.	Jan.
Wheat	78 1/2	78 1/2
Corn	49	49 1/2
Oats		30
Pork		14.72 1/2
Lard	7.37 1/2	7.45
Short Ribs		7.62 1/2

On Saturday the market open at yesterday's closing and remained steady with tendency to advance.

MINNEAPOLIS.

Fluctuations in the local market, the past week, have been fractional only, but the close was at the highest point and the feeling is very firm, in sympathy with other markets. The movement continues large, and with but slight indications of an early falling off. Minneapolis has received during the three months ending to-day over 20,000,000 bus. of wheat, and there is every promise that the total for the crop year will exceed 40,000,000 bus. The stocks in store here are larger than a year ago, and the entire capacity of the city will undoubtedly be utilized on this crop.

The visible supply showed a very small increase last week, but rains in the winter wheat section offset to some extent the bullish effect of this announcement. The market is very firm, however, and higher prices may be expected during the month. Foreign markets respond slowly to advances here, but they are gradually moving upward and the general tone is healthy.

WHEAT.—The highest and lowest wheat prices by grade on 'change during the week ending to day, closing prices, and the prices one year ago were:

	Cash.	Dec.	On track.
No. 1 hard	73	72 1/2	74 1/2
No. 1 northern	71	70 1/2	71
No. 2	67	66	67

Futures have been very steady, with considerable trading. December 1 hard closed at 73c, January 74 1/2c, and May at 80 1/2. December 1 northern closed at 71c, January at 72 1/2c, and May at 77c. December 2 northern closed at 67c, January at 68 1/2c and May at 73c. Coarse grains were quiet, corn closing at 40 to 43c, oats at 24 to 26c, and barley at 44 to 46c, all by sample.

FLOUR.—While heavy buyers are noticeable by their absence from this market, there is a steady, healthy, movement, with great firmness in values. The foreigners are slowly meeting the views of our millers and have been taking some flour. Large sales could be made at slight concessions from present quotations, but millers are very firm and a steady consumptive demand is all that can be claimed for the market.

Quotations at the mills for car or round lots were: Patents, \$1.25 to \$1.40; straights, \$3.70 to \$4; first bakers, \$3.65 to \$3.80; second bakers, \$2.90 to \$3.10; best low grades, \$1.80 to \$2.00 in bags; red dog, \$1.50 to \$1.70 in bags.

DULUTH WHEAT MARKET.

Closing prices for No. 1 Hard on each day of the week were:

	Cash.	Dec.	May.
Monday	74 1/2	74 1/2	81 1/2
Tuesday	74	74 1/2	81 1/2
Wednesday	75 1/2	74 1/2	81 1/2
Thursday	75 1/2	75 1/2	83
Friday	76 1/2	76 1/2	83 1/2

On Saturday at 11 o'clock prices were: Cash, — December, 84 1/2c, and May, 76 1/2.

MONTREAL MARKETS.

GRAIN.

There has been very little change since our last report, and with river and gulf navigation closed there has been little to cause any movement. Prices have been rather steady, with a fair local business doing. No. 1 Manitoba hard ranged between 85 and 86c; with No. 2 hard and 1 northern at 83 to 84c; red and white winter sold from 85 to 87c, and Canada spring from 83 to 84c.

FLOUR.

The demand for Manitoba strong bakers has eased off a little and prices were a shade weaker from \$4.30 to \$4.50 was the range of quotations. No car lots of Patents were called for, and quotations were nominal. Other grades were equally quiet.

BUTTER.

There are no new features to report, and the

movement has been rather slow. Prices have been steady, almost to monotony. Creamery ranged 20 to 22 1/2c; Eastern Townships, 17 to 20 1/2c; Western, 15 to 18c.

CHEESE

Estimates of the stock held in Quebec and Ontario have been made by different parties and vary from 220,000 to 250,000 boxes. All admit that it is large enough, although some consider it not large enough to cause any serious break of present prices. Quotations ranged: Finest September, 11 1/2 to 11 3/4c; mediums, 9 to 9 1/2c.

The Far North.

A glimpse of the hardships and perils of the fur trade is given in this account of a trip in the Edmonton *Bulletin*, Alberta, May 19th. Mr. Chas. Stewart left with a large trading outfit for Great Slave Lake, leaving Athabaska Landing June 3rd with two large boats holding 15,000 pounds each and total crews of eighteen men. They reached Grand Rapids on the 6th. There the loads had to be taken out of the boats and packed on men's backs along a most difficult path from head to foot of the rapids, 1 1/2 mile. Two boats were let down with some heavy pieces in them, but were damaged on rocks and had to be altogether unloaded and repaired. The other two boats were altogether unloaded and taken past the worst part of the rapid on an island which lies in the centre of the river. The boats of the Roman Catholic missions in the north were coming up at the same time and the crews united, making a force of forty men at work. Below Grand Rapids come a succession of rapids for about 50 miles, which were passed without accident or serious difficulty but not without trouble, danger and delay. Ft. McMurray at foot of rapids was reached June 23rd. Mr. Corvie was the H. B. officer in charge at McMurray and was very kind to the party. They reached Ft. Chipewyan —on Lake Athabaska 350 miles north and 100 east of Edmonton—on July 2nd, six weeks and two days out. Mr. Stewart and party left for the head of Slave River Rapids on July 6th and arrived there on the 7th, a distance of about 100 miles down stream, remained there awhile and sent one boat on past the rapids to Ft. Smith, a distance of about 10 miles by land, reaching Smith on July 14th. While at the head of the rapids the steamers Graham came from the south and the Wrigley from the north came to either end of the portage and Commissioner Wrigley took passage on the Graham on his way to Winnipeg.

The rapids of the Slave River occur where the river makes a great irregular horse-shoe bend and compel goods in passing to be portaged four times and the boats themselves three times. The portages are short but one of them is across a rock over 100 feet high. Eighteen men and a double block and tackle are required to take a boat with 100 pieces, 10,000 pounds over or past these rapids. The Hudson Bay Co. have oxen and carts on a direct portage which haul goods between the steamboat landings at the head and foot of the rapids. The road is very good. Mr. Stewart and W. McBeth left Ft. Smith in one boat on July 15th and reached Ft. Resolution at the entrance of Great Slave River into Great Slave Lake on the 19th. Distance from Ft. Smith about 150 miles, a

little north of latitude 61, nearly eight degrees almost due north of Edmonton. Ft. Resolution is not apparently a very important H. B. post, comprising about six houses. Mr. Flett is the officer in charge. Bishop Bompas of the Mackenzie Church of England diocese resides there. There is a Roman Catholic mission on an island in the lake near the fort, Rev. Pero Dupire in charge. There Mr. Stewart decided on establishing a trading post, and purchased a vacant house for the purpose. Mr. Beth will be in charge of the post. Messrs. Stewart and McBeth left Resolution on July 26th with the boat and crew for Ft. Smith. Met the Wrigley on the 30th. Reached Smith on Aug. 2nd. The goods left at the head of the rapids were packed up and sent down to Resolution in one of the boats in charge of Mr. McBeth, while Mr. Stewart, accompanied by Donald McDonald and a crew of three men started up the river to Chipewyan, reaching there on Aug. 8th. Left on the 9th and reached McMurray on the 18th. Left McMurray on the 20th with a crew of six men and 15 packs of H. B. fur on board. In tracking up the Mountain rapid only two hours run from McMurray, the line broke, the boat filled with water and some valuables were lost out. The fur was all saved. The H. B. fur was sent back to McMurray to be dried and 15 bales of dry fur taken on in place but a delay of two days was incurred in drying Mr. Stewart's fur. This was the third boat to which a similar accident had happened in the same rapid this season. The mosquitoes were fearfully bad this season, the oxen on the Slave River portage being completely covered with them. Mr. Stewart never saw their like for numbers or ferocity. Potatoes were grown at all the H. B. posts on the route, but were rather small. The summer season in the north comprises about six weeks of very hot weather in July and August. It does not appear that the thermometer goes any lower in winter there than here. Fish are very plentiful in all the lakes, chiefly whitefish, jackfish, and a kind of carp called connais. The entrance of Slave River into the lake is not low or swampy as in the case of the Athabasca and Red rivers. The shores are high and dry and the lake at the point of junction is studded with islands. Slave River is about 400 yards wide and deep. The scenery is very fine, but very little good timber is seen. Parts of the country give evidence of being mineral bearing, but of what richness remained to be proven. Mr. Stewart is not as favorably impressed with the Indians of the north as some travellers have been. He thinks they are a lower class altogether than the Indians of the plains. The country from Chipewyan to Resolution is of granite formation.

Business East.

ONTARIO.

Jas. Venn, jeweler, Toronto, has sold out.
 Jas. Harris, grocer, Toronto, has assigned.
 J. Y. Graham, druggist, Galt, has sold out.
 W. J. Sylvester, grocer, Toronto, has sold out.
 J. B. Dunham, grocer, Embro, has sold out.
 B. B. Baxter, druggist, Toronto, has assigned.
 D. McNeil, organ agent, Strathroy, is away.
 D. McGibbon, hotelkeeper, Lisle, has sold out.

Henry Cahley, grocer, Toronto, has assigned.
 M. Deady, hotelkeeper, Toronto, has sold out.
 J. H. Huber, grocer, Hespeler, has sold out.
 Jas. Noble, hotelkeeper, Meaford, has sold out.
 C. L. McIntosh, grocer, Goderich, has sold out.
 T. R. Gaylor, hotelkeeper, Guelph, has sold out.
 J. C. Kemp, grocer, Brighton, was burned out.
 Jas. McMonies, Jr., agent, Waterdown, has left.
 Thos. Hathely, blacksmith, Middlemarsh, is dead.
 Geo. Howe, manufacturer, Brussels, has assigned.
 J. Scrivener, grocer, Toronto, is trying to sell out.
 E. A. German, hotelkeeper, Toronto, has sold out.
 J. P. Starnaman, picture frames, Berlin, has sold out.
 A. P. Roach, hotelkeeper, Hamilton, has sold out.
 John J. Savigay, grocer, etc., Fonthill, has assigned.
 Jas. R. Black, carriage builder, Toronto, has assigned.
 F. C. Flannery, dry goods, St. Thomas, has assigned.
 W. H. Manning, hardware, Coldwater, has assigned.
 G. Kelly, hotelkeeper, Adelaide, is out of business.
 Geo. McDonald, hotelkeeper, Brighton, was burned out.
 S. C. Martin, woollen mill, Preston, was burned out.
 W. Atkinson, grocer, London,—stock seized by creditors.
 Hugh Chisholm & Co., grocers, etc. Meaford, have sold out.
 Stewart & Clark, harness dealers, Norwich, have dissolved.
 Noble & Ganley, liquors, Sault Ste Marie, have sold out.
 Mrs. A. Oates, millinery, Strathroy,—landlord in possession.
 J. A. Duggan, dry goods, Stratford,—style now Duggan Bros.
 John Kew, grocer, Toronto, has compromised at 40c in the dollar.
 Robert Martin, pump dealer, Bothwell, has moved to Chatham.
 W. J. McGolpin, tins, Toronto, has called a meeting of creditors.
 J. F. Austin, wholesale jeweller, Kingston, is removing to Toronto.
 J. D. Courtney, physician, Morriston, has removed to Waterdown.
 L. F. Rapley, flour and feed, Strathroy,—executions against him.
 H. A. Schomberg & Co., furniture, Toronto,—H. A. Schomberg dead.
 Moore & May, general storekeepers, Port Stanley, were burned out.
 John Wilkinson, hotelkeeper, Toronto, has sold out to Geo. Wilkinson.
 McCraney & McCool, lumber dealers, Toronto, have admitted R. S. Wilson partner, under title McCraney, McCool & Wilson.

Bicklo & Dyson, grist mill, Essex Centre have dissolved; Bicklo retires.

J. W. Schram, shoe dealer, Hamilton, has compromised at 60c in the dollar.

Jesse Gibbon, hotelkeeper, Owen Sound, has sold out and removed to Meaford.

D. Moore & Co., wholesale stoves and tins, Hamilton,—Dennis Moore, of this firm, dead.

Lewis Bros., wholesale and retail hardware Kingston, will remove to Montreal this month.

The following were burned out at Parkhill:—
 J. W. Green, printer; A. Garden, grocer; Munro Bros., general storekeepers; John Scoon, druggist; T. H. Palmer, jeweller; G. M. Shobottom, carpenter.

QUEBEC.

L. E. Auctil, tailor, Coaticook, has compromised.

E. Beauchamp & Co., grocers, Montreal, have assigned.

Bickerdike & Delorme, cattle dealers, Montreal, have dissolved.

S. R. PARSONS. HENRY BELL. W. E. HAZLEY

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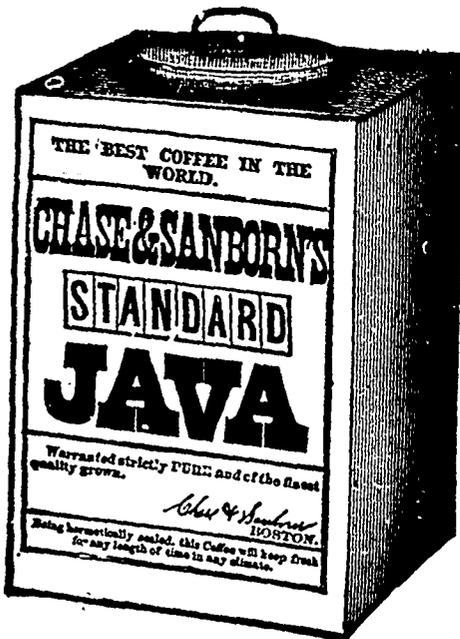
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