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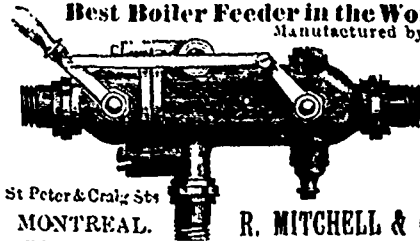
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A JOURNAL DEVOTED TO THE FINANCIAL, MERCANTILE AND MANUFACTURING INTERESTS OF THE CANADIAN NORTH-WEST.

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

VOL. 5.

WINNIPEG, FEBRUARY 15TH, 1887.

No. 22.

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, FEBRUARY 15, 1887.

H. F. POND, wagons, etc., Maniton, has sold out.

D. FEENEY, of Virden, Man., furniture dealer, has moved to Elkhorn.

W. SMITH, of Killarney, has shipped a car of dressed hogs to Montreal.

W. F. FARRELL will commence the manufacture of pumps at Neepawa.

SCARTH & Co., general storekeepers, Virden, have sold out to D. Acheson.

J. H. WELDON, general storekeeper, Plympton, Man., has assigned in trust.

A. GILLIS contemplates opening a fruit and confectionery business at Boissevain.

A. E. SHANTZ, general storekeeper, Morden, is understood to be going out of business.

J. H. BARTLE, general storekeeper, Port Arthur, has sold out to Mathews & Fraser.

W. H. TODD, general storekeeper, Oak Lake, Man., is said to be about giving up business at that place.

S. R. BRADY and A. Dugnay have purchased the bakery business of R. Nightingale, at Lethbridge, Alberta.

THE contract for building the C.P.R. branch to Sault Ste Marie, has been let to James Reid, contractor for the Lachine bridge.

THE Moose Mountain Trading Co., millers, etc., Moose Mountain, Assa., are extending their business in the general store line.

THERE is a movement on foot to erect a 75 barrel flour mill at Pilot Mound. There is also some talk of a newspaper being established.

ATKINSON & NATION, general storekeepers, Brandon, have dissolved partnership. Each will continue separately in the same lines and place.

R. P. BUCHART & BRO., hardware dealers, Boissevain, Southern Manitoba, are opening a branch at Deloraine. Cowan & Co., druggists, of the same place, are also opening a branch at Deloraine.

WM. BADGER, general storekeeper, Carman, Man., will move to Ontario. It is understood that a son will continue the business. R. P. Roblin, general storekeeper, of the same place, has sold out his business.

AN outfit belonging to Craig, of Birch Creek, Montana, consisting of two horses, sleigh and harness, was seized by the Collector of Customs, at Macleod, Alberta, for infraction of the customs laws. On payment of \$80 and \$20 costs it was released.

JOS. C. VIVIAN, men's furnishings, Port Arthur, has assigned, with liabilities of about \$6,000. Nominal assets equal in amount. For a man without capital to get this amount of credit in so short a time, shows that some firms or persons must have been exceedingly anxious to sell goods in that town.

THE annual meeting of the Western Canada Loan and Savings Co., was lately held at Toronto. The report showed the business of the com-

pany to be in a satisfactory condition. The profits of the year, after deducting all charges, amount to \$167,870.00. Out of this sum have been paid two half-yearly dividends at the rate of ten per cent. per annum, amounting together with the income tax thereon, to \$131,974.80. The balance then remaining, amounting to the sum of \$35,895.20, has been added to the Manitoba Guarantee Fund, in accordance with the policy enunciated by the directors in their last annual report. The total amount of the company's debentures now held in Great Britain and Canada is \$2,529,287.08; and the amount placed with the company on deposit is \$1,255,385.63. No difficulty has been experienced in keeping the funds of the company actively employed. The loans on mortgages during the year amounted to \$956,277.72; and the repayments, which have been most satisfactorily met, amount to \$1,148,717.31.

THE Winnipeg Board of Trade will take up the mail service question, and agitate in favor of a daily mail on every day of the week. Under the existing regulations no mail arrives here from the east over the C.P.R., or goes west from here on Wednesday. On Thursday there is no mail from the west, or going east from here. This is caused by the fact that no trains are despatched from the Montreal and Port Moody termini of the road on Sunday. A local train runs west from here on Wednesday as far as Moosejaw, and returns on Thursday, but no mails are carried on this train. It is not therefore owing to any lack of facilities that a mail service between Winnipeg and the west is not furnished on the days named. As this is the supply point for the towns along the line, serious inconvenience to merchants often results from this lack of postal service. For instance, a letter arriving here from Portage la Prairie (a couple of hours distant by rail) on Tuesday, cannot be answered until the following Thursday. The additional service is badly needed by the city as well as the merchants along the line west. The post office department has no excuse for withholding the accommodation on the ground of lack of facilities, and it is therefore hoped that it will only be necessary to present the matter before the proper authorities, to secure the desired end.

W. F. DOLL, wholesale jeweler, has returned from the east.

THE farmers about Neepawa talk of establishing a cheese factory.

PLANT & GRANT, have brought two hundred sheep into the valley of the Bird Tail, near Birtle.

R. IRONSIDE has sold out his interest in the lumber business at Crystal City, to C. R. Gordon & Co.

THE Birtle council will take action against parties leaving wells open, owing to numerous accidents of cattle falling into such traps.

THE cheese factory project at Manitou has taken definite shape, and it is expected that arrangements will be completed in time to commence operations by the opening of the season. — Rockett will be the manufacturer.

THE Rat Portage *Progress* says insurance rates average five per cent at that place, and some pay as high as 6 per cent. The paper proposes that a steam fire engine should be purchased, followed by an agitation for reasonable insurance rates.

THERE is trouble between the lumber mill men at Keewatin and the Rat Portage council. Keewatin is included in the municipality of Rat Portage. The mill men propose to withdraw and establish a separate municipality, if the Government will allow of such action. The present municipal council derives a considerable revenue in taxes from the mills, which they are loath to give up, whilst the mill men think they are taxed too high in proportion to the benefits which they receive from the council.

THE very sudden death of Colonel Mackeand, of Turner, Mackeand & Co., which occurred early on Sunday morning last, has been the cause of sorrow to many in this city. Col. Mackeand was in good health up to Friday last, when he was seized with hemorrhage of the lungs, several recurrences of which followed between the first attack and the time of his death. Col. Mackeand was born at Glasgow, Scotland, in 1849. He came to Canada with his parents in 1855, and settled at Hamilton, where he afterwards became connected with the firm of James Turner & Co. On the establishment of the house of Turner, Mackeand & Co. here in 1879, he came to Winnipeg, and has since made himself very popular in connection with this pioneer house. Colonel Mackeand succeeded the late Colonel Kennedy in command of the 90th, and led the gallant boys of this most popular battalion in Canada during the late Saskatchewan campaign. He was highly respected by all the members of the corps, who, with the members of the other military organizations in the city, will do him the last honors which a soldier is entitled to. He leaves a wife and four children, the youngest but a few weeks old.

THE annual meeting of the Miniota Mutual Fire Insurance Co., was held lately. This is a farmers' company, having its headquarters at Miniota, Man. The retiring directors, Messrs. Elliott, Doyle, Paynter and Sparling were re-elected. R. D. Coulter, Esq., J. P., of Silver Creek, and Alexander Speers, Esq., of Griswold

were added to the Board. At a subsequent meeting of directors Jas. Elliott, Esq., J. P., was elected president, W. D. Paynter, vice-president, and W. A. Doyle, Esq., J. P., manager, secretary and treasurer.

THE contest in Winnipeg for the Commons has been about narrowed down to a straight party fight by the withdrawal of Mr. MacArthur. True, Mr. Sutherland is not a nominee of a party convention; neither has he espoused the cause of either of the great political parties. On the contrary he has declared himself independent of party influences. But notwithstanding the position taken by Mr. Sutherland, the fact that his support was very largely drawn from the liberals, even whilst another independent candidate remained in the field, gave the contest the appearance of a party battle between him and Mr. Searth with Mr. MacArthur as the independent. Now that the latter gentleman has withdrawn from the contest, the party aspect of the case has been made more apparent. Whilst Mr. Sutherland numbers a few leading Conservatives among his supporters, he has the almost unanimous support of the straight Liberals. The latter are placed in the position of having to choose between Mr. Sutherland and an out-and-out Conservative. Rather than support a gentleman holding such extreme party views as Mr. Searth is known to entertain, the Liberals have as a body silently adopted Mr. Sutherland. The contest will be fought out from this forward almost as a straight party issue, with indications that the vote will be a very close one. A good deal of disappointment has been expressed in some quarters at the withdrawal of Mr. MacArthur from the contest. As the representative of the commercial interests especially, his decision has been regretted by many. The chief reason given by Mr. MacArthur as to the cause of his withdrawal, namely, that a supporter of the present Dominion Government might be elected, has been a matter of surprise to many; but that his action will bring about the desired result, there is yet grave reason to doubt.

THE Toronto *Mail*, in reply to an article in THE COMMERCIAL on the disallowance question, says: "The Winnipeg COMMERCIAL, which for years has been fighting manfully for the cancelling of the disallowance clause, says Manitoba bases her claim to freedom solely 'upon the rights of the province to equality with the other provinces.' True. But if it were deemed expedient, in the prosecution of a great national work, to disallow certain local charters, say, in Ontario; and if Ontario, in order to secure the completion of the work, tacitly consented through her representatives in Parliament to disallowance, we do not see how she could consistently take her stand upon her 'rights' a year or two afterwards and demand free access to the boundary. The theory that the provinces, each of which is dependent on the Federal bounty for the greater portion of its revenue, are so many sovereign, independent and indestructible States, does not appear to have a very strong foundation. though it is sometimes a useful working hypothesis for stump speakers. Manitoba, in our humble opinion, should ask for the repeal of the disallowance clause, not on the debatable ground that the Federal Parliament, which created the province, had no power to circumscribe its constitutional rights in the interest of the whole Dominion; but on the strength of the fact, patent to every intelligent observer, that disallowance is no longer necessary and no longer tolerable, owing to the completion of the Lake Superior section, and to

the growth and expansion of the country. The COMMERCIAL's plea may hit the taste of lawyers, but ours seems to be more understandable and more cogent. Be this as it may, we wish the Manitobans success, though they are not likely to achieve it if they elect to Parliament those candidates who are opposing disallowance simply because Sir John or Mr. Blake has "permitted them to do so." If their convictions on the subject depend for existence on a permit from the party leader, they would be very apt to take the other side if he so ordered them.

In the above the *Mail* fails to take cognizance of the real point at issue. It has been frequently represented (for party purposes and otherwise) that the agreement with the C.P.R. Co., calls for the disallowance of railway charters passed by the Legislature of Manitoba, for the purpose of building roads to the boundary within the limits of the old province. The *Mail* seemed to have fallen into this common error, and although opposed to disallowance, referred to monopoly in Manitoba as a part of the contract with the C.P.R. Co. This was the real point upon which THE COMMERCIAL took issue with the *Mail*. It has never been admitted (except by some for party purposes) here that the monopoly clause in the C.P.R. agreement referred to or was binding upon Manitoba. The disallowance of Manitoba railway charters has been recognized only as a part of the general policy of the Dominion Government, quite independent of the duty of the Government in carrying out the agreement with the C.P.R. Co. The arguments bearing on the point have been so frequently put forth of late that it is unnecessary to again repeat them here. The *Mail's* argument is all right as far as it goes, and all Manitobans will be delighted at the friendly and powerful aid which it has extended to the monopoly-ridden people of this province. The reference which the *Mail* makes to candidates who have been permitted by their party leaders to oppose disallowance, is one worthy of attention at the present time.

After Business Hours.

Happy, indeed, must be the storekeeper or business man who, after a long and weary day's work, can turn his steps towards a home where he may be sure of finding loving ones ready to administer little kindnesses to him. Kindnesses merited, no doubt, by an equal regard on his part towards those who watch for his coming and know that no cross or irritating words will pass his lips. In nine cases out of ten home is to a man whatever he chooses to make it. It would not be natural to expect that the wife and children will long for the father's appearance if when he arrives his first words are disparaging to the manner of housekeeping or of the children's playful pranks. Throw off business cares and oppression when you come back to your family circle, for it will give you a chance to build up your strength for the morrow, thus enabling you to enter with renewed energy upon the duties of each day. Make your home the dearest spot on earth, so dear that if all the rest of the world were to calumniate and forsake you, there will still be one place you can turn to for hope and comfort. The loved ones at home will cling to you alike in pain and sorrow, joy or woe, and now that you have the opportunity to do much for them, you should never allow any chance to go by to bring happiness into their lives.—*Ex.*

Mrs Champaigne of Cincinnati, has not known where her father was for years. The other day an old gentleman called and said he was her long lost parent. He showed such a surprising knowledge of the family that she believed him. He told her he had made a fortune of \$8,000,000 in the far west, and now that he had found his heir he would die happy. It was a touching meeting, and the only drawback to the old man's happiness was the fact that it was after banking hours, and he was out of cash. Then his dutiful daughter loaned him \$15, and pretty soon he stepped out. Mrs. Champaigne has not seen him since, neither has she seen her son's beaver overcoat nor his gold watch and chain.

It isn't the man who makes the most money who saves the most, as was shown in the case of the Boston salesman who once received a salary of \$6,000 per year and was recently sent to the poorhouse. Two brothers worked in the same store. One was the head porter with a salary of \$1000 and the other salesman who received \$6000 per annum. The last mentioned has only himself and wife to support, yet he was always poor, owing to expensive habits, while the first with a family of eight or nine children, grew gradually rich, and lent his extravagant brother \$1,000, which he found hard to get back. This is a practical illustration of the old fable of the hare and the tortoise.—*Boston Budget.*

In Canada telegraphic and railway progress go hand-in-hand, and it is for the most part enough for a certain railway line to be surveyed to find telegraphic communication speedily established along its route. This has proved the case with the eastern extension of the Canadian Pacific Railway from Montreal to the Atlantic shores of Canada. The Short Line Railway is still under construction, but the completion of direct railway connection with the commercial centres of Ontario, Quebec, and Western Canada, which it will speedily bring about, has been forestalled by the inauguration of telegraphic communication. According to a telegram from Montreal on the 20th inst., Canada, Nova Scotia, was, on the afternoon of the 18th inst., put in direct circuit with New Westminster, British Columbia, an unbroken land line of 4,600 miles, over the wires of the Canadian Pacific Railway. Other telegraphic advices confirm this announcement, and add that, by means of the new connection, British Columbians have been able to secure a reply to messages despatched to London in less than five minutes. This is surely an unparalleled feat in telegraphic records—the passage of a message over 4,600 miles of land and under 2,400 miles of ocean, its reception in London, and the despatch of a reply over the same 7,000 miles of land and ocean, and all in less than five minutes! New Westminster is not, after all, so very distant a reminder of the Westminster that is under our own eyes.—*Canadian Gazette.*

Politeness in Dunning.

An old gentleman for years owed a retail dry goods merchant who did business not a thousand miles from New York; at last, after the merchant's patience and that of the clerks whom he had sent to the man, was absolutely exhausted, a new salesman named Jones, undertook to collect the money. Jones called upon the old gentleman and met with a polite reception, and the usual answer, with the addition: "You need not trouble yourself, young man, about he matter, I will make it all right."

"Oh no!" said Jones, "I could not think for a moment of compelling you to call at the store for a few dollars. It will not be the slightest inconvenience for me to stop in as I pass your place of business six times a day, to and from my meals, and can call every time I go by." "Here," said the old fellow to his bookkeeper alarmed at being dunned six times a day for the next six months, "pay this impertinent rascal. He can beat me in politeness, and if he wants a situation I will give him \$2,000 a year."—*Ex.*

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The Commercial

WINNIPEG, FEBRUARY 15, 1887.

THE INTERSTATE COMMERCE BILL.

The Interstate Commerce Bill, during its discussion in the United States Congress, has attracted great attention not only from the citizens of the American Republic, but also from the people of Canada. The railway problem is one of the important questions of the times in the leading civilized countries of the world. In Canada a commission appointed by Parliament has been at work for a number of months back, hearing evidence and gaining information with a view to guide Parliament in providing additional railway legislation. The Interstate Commerce Bill has therefore been a matter of special interest to the people of this country who have given any attention to the question of railway legislation. But aside from this general interest in the measure, the Bill itself is supposed to have some direct bearings upon this country, owing to the close relationship between the Canadian and United States railway systems. Any measure affecting the railway interests of the United States, must to some extent exert a sympathetic influence over the great Canadian trunk lines. The Interstate Commerce Bill has now passed the Senate and the House, and notwithstanding the many predictions to the contrary, the measure has been ratified by the President. It is therefore in order to consider the features of the Bill, which has now become law, a synopsis of which appeared in a late issue of *Bradstreet's*.

It is first provided that the Act shall apply to common carriers transporting passengers or property by railroad, or partly by railroad and water, from one State to another, or to or from a foreign country through the United States. Section two prohibits special rates, rebates, etc., in favor of individuals or companies, as against regular charges for the same service to others. The clause following is somewhat similar, and in addition provides against discrimination in favor of any locality or particular class of traffic, and also that carriers shall afford all reasonable and proper facilities for the interchange of traffic between their respective lines. Section four relates to the long and short haul regulations, and forms the clause to which the greatest excep-

tion has been taken, as well as upon which the greatest variety of constructions have been placed. The clause reads:

"That it shall be unlawful for any common carrier, subject to the provisions of this Act, to charge or receive any greater compensation in the aggregate for the transportation of passengers or of like kind of property, under substantially similar circumstances and conditions, for a shorter than for a longer distance over the same line, in the same direction the shorter being included within the longer distance; but this shall not be construed as authorizing any common carrier, within the terms of this Act, to charge and receive as great compensation for a shorter as for a longer distance; provided, however, that upon application to the commission appointed under the provisions of this Act such common carrier may, in special cases, after investigation by the commission, be authorized to charge less for longer than for shorter distances for the transportation of passengers or property; and the commission may from time to time prescribe the extent to which such designated common carrier may be relieved from the operation of this section of said Act."

The clause following prohibits the forming of agreements between common carriers for the pooling of freights of competing railroads, or dividing the earnings or portions of the earnings, between such competing roads. Section six provides that common carriers shall keep printed lists of their regular tariff rates, and makes it unlawful to charge or receive more than schedule prices. Advances in rates cannot be made without ten day's notice, but reductions may be made without previous notice, though notice of such reductions must be immediately given to the public. Section seven provides that breaking bulk shall not prevent the carriage of freight from being treated as one continuous carriage from the place of shipment to the place of destination, unless such breakage or stoppage is made in good faith and for necessary purposes. One section in the Act provides that freight carried for charitable purposes, fairs, the Federal, State and Municipal Governments, etc., shall be exempt from the Act. The issuance of mileage, excursion or commutation tickets are also allowed as exempt from the Act. Several clauses provide for the punishment of offences, and then follow the clauses appointing the commission for the enforcement and carrying out of the Act.

The Interstate Commerce Commission (which will be the designation of the body) will consist of five members, of whom not more than three shall be of the same political party. No member of the

commission will be allowed to engage in any other business or employment, and they must not be connected in any way with common carriers. Persons having complaints under the Act may apply to the commission or directly to a United States court. The commission is given full scope to enquire into the management of the business of common carriers, compel the publication of tariff rates and annual reports and fix the time and prescribe the manner in which such reports shall be made. Reports are to show capital stock issued, the amount paid therefore, dividends paid, surplus fund, funded and floating debts and the interest paid thereon, value of property held by carriers, number of employes, salaries paid, amounts expended in improvements, earnings and expenditures, and in fact any information which it may be deemed necessary the commission should be made cognizant of.

A great variety of opinions have been advanced as to the probable results of the enforcement of the measure, by students of the railroad problem. It is the general opinion, however, that a great deal will depend upon the composition of the commission and the manner in which this body may manipulate the Bill. With judicious management it is generally conceded that the Bill will be productive of good results; but the commission has the matter almost entirely in its own hands, with a wide scope for taking action or remaining passive. One effect of the Bill will undoubtedly be in the direction of maintaining rates on a regular basis. Slashing rates and tariffs on every occasion of a break in pooling arrangements, will be about done away with. Some other schemes will also have to be devised by the railway companies as to traffic arrangements and to take the place of the present pools. The effect of the long and short haul clause would also appear to have the effect of raising rates at some competing points. Through rates will likely be better maintained under the Bill, as the companies would be liable to be compelled to reduce their local rates in keeping with the former. There seems to be a pretty general belief that the Bill will not be anything like as operative as it was at first supposed it would. No doubt the railway companies will find numerous ways of evading the provisions of the measure, and practical experience will dictate many amendments necessary to the enforcement and proper working of the Bill.

TRADE WITH GREAT BRITAIN.

The last number of the *Canadian Gazette* contains a comparative report of the trade between Canada and Great Britain for the years 1885 and 1886. From the statistics presented it is shown that Canadian exports to the United Kingdom for the first eleven months of 1886 have fallen off slightly, as compared with the returns for the same period of 1885. The returns of exports were not complete for December, and it is quite possible that this month may more than make up the shortage in last year's exports. The figures as far as completed show total exports to Great Britain of \$7,634,944 for 1885, against \$7,603,349 for 1886. The shortage is therefore \$31,595 for last year, as compared with the previous year. It is notable that the exports for the month of November showed an increase over the same month of the previous year of \$145-185. At the same rate of increase for December, our exports for the year would show a slight gain over 1885. Exports of animals show a decrease in value for the eleven months of \$60,793, as compared with the same portion of 1885, the falling off being in cattle. Exports of sheep were more than double those of 1885. Hogs to the value of \$210 were exported, against nothing for 1885. Exports of wheat and flour show a gratifying increase. The figures are, for wheat \$1,182,728 against \$716,829 for 1885; for flour \$421,741, against \$164,864 for 1885. This indicates a steady growth in the exports of the leading cereal, and an expansion of our milling industry. Exports of bread-stuffs now stand third on the list, the first place being taken by the products of the forest, and the second by animals. Exports of cheese were slightly lower, though the amount is still large. The total is placed at \$1,116,178, or about \$100,000 less than last year. The total exports of butter were \$119,970, against \$146,166 for 1885. Ores and fish show a slight gain. The heaviest falling off is shown in hewn wood, the figures being \$695,384, against \$1,103,829 for 1885. Sawn wood also shows a falling off, though not nearly so large as in hewn timber. The total exports of the latter were \$2,272,408, against \$2,437,629 for 1885.

Turning to the imports of British goods into Canada, it is found that the year has been favorable to the British manufacturers, though the balance of trade is still largely in favor of Canada. Statistics of imports are complete to the end of the

year, and show a total of \$5,165,234, against \$4,684,880 for 1885, or an increase of \$540,354 for last year. The table of imports presents nothing remarkable, in comparison with the previous year, the comparative figures in the respective classes nearly all showing a slight increase for 1886, and only in a few instances a slight decline. There has been no remarkable expansions in the figures of imports in any particular class, nor yet have there been any considerable shrinkages in imports of other classes of goods. The table on the whole shows a steady and gradual increase in imports from Great Britain. Figures of exports, when complete, will not likely show any falling off in the totals, though the decline in some classes of goods and the increase in others, is much more marked than is the case with the imports.

C.P.R. DISCRIMINATION.

Mr. A. G. McBean, grain merchant, of Montreal, has been giving evidence before the Railway Commission, during its session in that city. Mr. McBean is doubtless one of those persons who believe that the average corporations have no souls, or at least if they have, they are of such insignificant proportion as to seldom be seen. Mr. McBean is largely interested in the rates charged by the C.P.R. Co. from points in Manitoba to Montreal and the East. His firm handles a large amount of Northwestern grain and produce, and he was therefore in a position to give valuable testimony as to the dealings of the company in relation to Northwestern traffic. Mr. McBean stated that he thought that the rates in some sections of the Dominion were excessive, and to show that this was the case, he compared the rates from Manitoba points to Port Arthur, with the rates from the same points to Montreal. It was shown that whilst the rate on wheat to Port Arthur averaged thirty cents per 100 pounds from Manitoba points west of Winnipeg, the rate to Montreal or any point on the C.P.R. in Ontario was fifty-two cents per 100 lbs. In other words the C.P.R. Co. charges thirty cents to haul freight to Port Arthur, a distance of say 500 miles, whilst they will haul the same freight from 700 to 1000 miles farther for an additional charge of twenty-two cents. Mr. McBean declared his belief that this discrimination was owing to the fact that the C.P.R. Co. has a monopoly between Manitoba and Port Arthur, and therefore

had it within its power to charge exorbitant rates. He further pointed out that if the company could carry grain from Port Arthur to all points on its line in Ontario, a distance of from 1,000 to 1,500 miles for twenty cents per 100 pounds, it must make an enormous profit on grain carried to Port Arthur, a distance of 500 miles, at the rate of thirty cents per 100 lbs. What do the people of Manitoba, bound by monopoly, think of this? If the doubtful competition of the St. Paul and Manitoba road will cause the C.P.R. Co. to make such a distinction between through all-rail rates to Ontario points, in comparison with the monopoly rates to Lake Superior ports, what would be the effect of active competition with other roads to the south? Would it not be the means of putting thousands of dollars annually into the hands of the farmers of Manitoba through the enhanced value of their produce?

There is no probability that a reasonable rate on grain shipped from Manitoba to Port Arthur will ever be given by the monopoly company, until there is active competition to force a reduction in freight charges. Until some means of reaching Lake Superior ports by an alternate route is provided, all exports from Manitoba will be taxed to the last cent which the produce will bear. If the great inland, fresh water seas are to be made of much value to the Northwest, as a natural and cheap highway for commerce between the east and west, some other means of reaching this highway must be provided. Competitive connection with Lake Superior, and that only, will bring about the desired result. For such an outlet the producers and shippers of Manitoba must look for railway connection to the south, and thence to Duluth. Thirty cents per 100 pounds for a 500 mile haul does seem exorbitant, when compared with the charge of twenty cents per 100 pounds for an additional haul of from 1,000 to 1,500 miles. At the same ratio of freight charges between Manitoba and Port Arthur, as between Port Arthur and Western Ontario points, the tariff on wheat to Lake Superior would only amount to from seven to ten cents. Producers in Manitoba of course would not expect the C.P.R. Co. to give the same proportionate rate for the shorter haul; but there is good reason to complain that the distinction is far too great. Double the proportionate rate per mile for the through haul, instead of four or five times the amount, would seem to be a heavy enough discrimination against the haul to Port Arthur, and with competition it is not unlikely that it would be found very profitable to carry wheat to Lake Superior at least one-third less than the present charge.

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Manufacturer of Granulated and Standard Brands
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 Sacks for Wool supplied.

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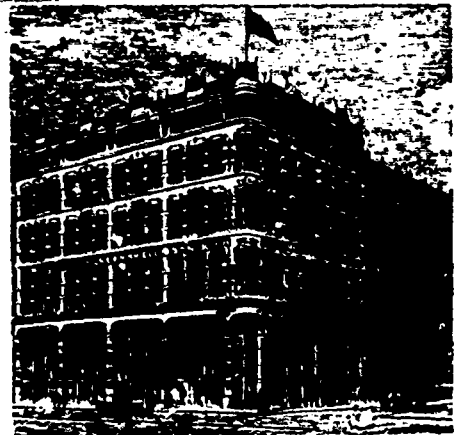
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 93 St. Peter St., MONTREAL,
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 Established 1860,
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Commission Merchants,
 FLOUR, GRAIN, PROVISIONS, PRODUCE, &c
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 WHOLESALE HEAVY HARDWARE
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Complete Set of Samples with
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 Manufacturers of

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WINNIPEG MONEY MARKET

A full estimate may now be made of the manner in which the paper falling due on the 4th instant was arranged for. Averaging reports from all sources, the result was not altogether satisfactory. Some found returns quite as good as they had expected; as many more were not so well pleased, and considered the returns were not as good as they had looked for. Some few again did not hesitate to describe the situation by the word "poor." At the banks there were no features of importance, and with the very light grain movement now going on, matters were somewhat quiet. Discount rates hold steady at old quotations.

WINNIPEG WHOLESALE TRADE

There was an improvement in the movement of some classes of commodities noticeable last week, but barely enough to denote that the usual quiet season following the commencement of the new year would soon be broken. This usually quiet season has proved quite as dull as could have been expected, and some dealers say that the past six weeks have been even slower than the same time in former years. There are also indications that the dull season will drag along for some time yet, and probably prove more enduring than usual. The continuous election excitement has drawn attention from business matters, and for the next two or three weeks there will be little else but politics talked of. The persistency with which the severe weather holds out, is also not conducive to an early return of business activity. Western trade has also been interrupted by snow blockades.

DRY GOODS

In dry goods and clothing spring stocks are still coming in, and dealers have therefore not yet completed their preparations for sending out full orders. Some small lots are dribbling out, but a general movement has not yet commenced. A good deal will depend upon the weather as to the date of a brisk opening of spring trade.

DRUGS AND CHEMICALS

Quotations in this branch are now as follows: Howard's quinine, 90c to \$1; German quinine, 70c to 80c; opium, \$4 to \$4.50; morphia, \$2 to \$2.50; iodine, \$4.25 to \$4.50; bromide potassium, 55 to 65c; American camphor, 40 to 45c; English camphor, 45 to 50c; glycerine, 25 to 35c; 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; soda ash, \$3 to \$3.25; chlorate potash, 25 to 30c; alum, \$3 to \$3.75; copperas, \$3 to \$3.25; sulphur, flour, \$4 to \$4.50; sulphur, roll, \$4 to \$5.25; American blue vitrol, 6 to 8c.

FISH.

The market is still but lightly supplied with fresh lake fish, and prices hold up firmly. Prices for fresh Lake Winnipeg are as follows: Gold eyes, 6c; Whitefish, 9c; pickerel, 4; jackfish, 3c. Oysters are quoted at 35c for standards, and 37½ to 45c for selects, according to quality. Bulk oysters, \$1.85 to \$2.20 per gallon, according to quality. Fresh sea fish are in the market and quoted as follows: Smelts, 9c; tommy-cods, 7c; cod, 9c; haddock, 9c; lobsters, 18 to 20c. Smoked Finnan haddies, 11c.

FRUITS—GREEN, VEGETABLES, ETC.

Apples hold firm at the advance noted last week. Stocks are light, especially of choice fruit. Other lines are steady and unchanged. Quotations are: Florida oranges, \$7.00 to \$7.50; Messina oranges, \$6.00 to \$6.50 per box; Valencia oranges, in cases \$12.00; Winter apples, \$5 to \$5.50 per bbl. best stock. Messina lemons, \$7.00 to \$7.50; Oregon pears, \$4.50 to \$5.00; Malaga grapes, \$7 to \$8.00 per keg; Cranberries, \$9.00 to \$12.00, according to size of barrel and quality; Spanish onions, \$7.25 per case of 150 lbs.; apple cider, \$10 per barrel.

FRUITS—DRIED, AND NUTS.

Figs, in 50-pound sacks, 12½c; new Eleme figs, in layers, 10c to 20c per pound, in one lb. to ten lb. boxes; Golden dates, 11 to 12c; Valencia raisins, \$2.40 to \$2.50; London layers, \$3.50; black crown, \$5 to \$5.25; black baskets, ¼ boxes, \$1.30; evaporated apples, 15 to 14c; dried apples, 6½c; new Turkey prunes, 7½c. Nuts are quoted: Peanuts, roasted, 18c; peanuts, raw, 15c; walnuts, 20c; almonds, 20c; filberts, 15c; Texas pecans, 18c.

RAW FURS

The recent London fur sales did not turn out as many expected, some furs, which were expected to go lower, having advanced, and others which it was thought would hold firm, have declined. A Montreal review states the case as follows: "Beaver, which was expected to drop, jumped up 30 per cent. The cause of this is most probably due to speculative investment, and not to a demand for consumption. The dealers in Europe declare that beaver is too dear, and in New York the last year's stock of beaver is still unsold. Our Canadian consumption of beaver is but a 'drop in a bucket,' and no matter what the price is, some of our people will wear it. Muskrats did not do well; from most sources we hear of a loss being made on the shipment. It was expected that they would have advanced a little or surely kept firm. Raccoon is reported a little firmer in price, but that is probably only a 'flurry;' our Canadian wholesale manufacturers have kept the market bare for the last month, but lower prices for coon are confidently expected in March. Skunk sold lower, but it was in the medium lower grades; the finer qualities, such as are used here in Montreal, were firm. The attendance at the sales was good and the bidding lively; altogether everything went off better than was expected. Prices here are now quoted as follows: Beaver, per pound, \$2.50 to \$4.00; bear, per skin, \$5.00 to \$20; bear, cub, per skin, \$1.00 to \$7.00; otter, per skin, \$5.00 to \$10.00; mink, per skin, 30 to 90c; martin, per skin, 60c to \$2.50; fisher, per skin, \$1.00 to \$6.50; lynx, per skin, \$1.00 to \$2.50; racoon, per skin, 40 to 60c; skunk, per skin, 40-60-80; muskrat, per skin, 1 to 7c. Fox, red, 25c to \$1.40; fox, cross, \$1 to \$10; wolf, timber, 25c to \$2.25; wolf, prairie, 25c to \$1.25.

GROCERIES

Some improvement has been noticeable in the movement, which denotes a return to a more active state of trade. Canned goods hold generally firm. Quotations are: Canned tomatoes, \$3.75; corn, \$3.25 to \$3.50; peas, \$4.00; yellow sugar 6½c to 7c; granulated 7½c to 8c; lump sugar, 8½c; Coffees, Rio, 19 to 20c; Govern

ment Java, 30 to 35c, other Javas, 25 to 28c; Mochas, 31 to 34c. New season's teas are now quoted as follows: Japan season 1886-7, 20 to 45c; Congous, 1886-7, 20 to 60c; Indian teas, 35 to 50c. Old range, Meyune gunpowder 25 to 70c; panared Japan 23 to 45c, basket-fired, 25 to 46c; Ping Suey young hyson, 25 to 35c; Moyune young hyson, 25 to 50c; Season's congous, 1885-6, 20 to 55c. Syrups, corn \$2.25 to \$2.60; sugar, cane, \$2.10 to \$2.35; T. and B. tobacco, \$10.

HIDES

Prices continue low at the recent decline. Quotations here are: Winnipeg inspection, No. 1, 5½c; No. 2, 4½c; bulls, 3½c; calf, fine-haired real veal, 7 to 13 pound skins, No. 1, 8c; No. 2, 6c; sheep pelts, 30 to 65c; tallow, 3¼ to 4c. A Montreal despatch says:—"Large quantities of both green and dry hides are imported from the United States, and our market is to a great extent ruled thereby. Owing to large stocks in the States, prices there have ruled in buyers' favor, and have gone back several points during the past month or six weeks. The stock of dry hides in New York on January 26th were 414,600, against 188,000 a year ago. The sale of a car-load of No. 1 Toronto inspection is reported here at 9c., and a part car-load of Ottawa inspection at 9c. for No. 1. Sales of between 700 and 800 green butchers' hides were made during the past few days in this market at 8c. for No. 1, 7c for No. 2 and 6c for No. 3. It is stated, however, that some dealers are asking more money."

HANDWARE AND METALS

There is yet very little movement in any class of hardware. Prices are as follows: Cut nails, 10d and larger \$3.55 to \$3.75; I. C. tin plates, \$5.50 to \$5.75; I. C. tin plates, double, \$11 to \$11.50; Canada plates, \$3.50 to \$3.75; sheet iron, \$3 to \$4.50, according to grade; iron pipe, 45 to 50 per cent. off list prices; ingot tin, 26 to 30c per lb., according to quality; bar iron \$2.50 to \$3 per 100 lb; shot, 6¼ to 7c a lb; tarred felt, \$2.60 to \$2.85 per 100 lbs; barbed wire 7 to 7½c.

PAINTS OILS AND COLORS

Quotations are as follows: Turpentine, 90c; harness oil, \$1.10; Neatsfoot oil, \$1.50; linseed oil, raw 68c per gal., boiled 71c; seal oil seam refined, \$1.00; 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, 26c; headlight, 28c; water white, 30c. American oils, Eocene, 36c; water white, 33c; sunlight, 30c; Eldorado, machine, 56c. Calcined plaster, \$3.75 per bbl; Portland cement, \$4.75; white lead, genuine, \$7.00; No. 1 \$6.50; No. 2 \$6.00; window glass, first break, \$2.25.

THE MARKETS

WINNIPEG

WHEAT

The situation throughout the province continues about the same. Deliveries have not increased during the past week, and there has been such a small quantity of wheat marketed at some points, that buyers have been withdrawn from such stations. Though outside wheat centres were lower last week. Mani-

toba markets maintained previous quotations, owing to the light receipts, and the keen demand from millers for the grain. There will be a scramble among the millers for the balance of the wheat in the province, with a probability that the remaining surplus will not be sufficient. Under these circumstances, there is no likelihood of prices going lower here for the balance of the season, even should outside wheat centres decline slightly, though a decline of any consequence is not probable. The city mills 65c was paid for No. 1 hard, and 62c for No. 2 hard, and No. 1 Northern.

FLOUR.

There has been no change in prices here for the past three months, and though dealers think values are too low, yet competition keeps prices down. Broken lots delivered in the city or f.o.c. are quoted: Patents, \$2.35; Strong bakers', \$1.80; XXXX \$1.20 to \$1.30; superfine, 90c to \$1.

BRAN AND SHORTS

In good demand and steady at \$12 for bran and \$14 for shorts.

BARLEY.

From 43 to 44c seems to be about the usual prices paid, and feed samples will bring about as much as is paid at the breweries for malting qualities.

OATS

Prices hold about the same as last reported. Quotations seem to be about regulated by the prices at which Ontario oats can be laid down here, which is about 46 to 47c.

OATMEAL

Prices hold steady at \$2.60 for standard and \$2.75 for granulated, in trade lots.

EGGS.

Scarcely any fresh offered, but prices do not go above 25c. Pickled to be had at 21 to 22c.

BUTTER

There was some improvement in the movement during the week, and several lots of from 500 to 1,000 pounds were worked. Small lots of what is called good qualities sold as before at 20c, but large lots could be had at 18 to 19c. Stocks are ample, and a considerable quantity still coming in.

CURED MEATS

The bulge in provisions at Chicago has made values here firmer, but former prices were maintained. Quotations: long clear 8c; breakfast bacon 11c; spiced roll 10c; hams 13c.

LARD

\$2.15 seems to be about the regular quotation for 20-pound pails in trade lots; 3-pound are worth 43c, and 5-pound pails 65c each.

DRESSED POULTRY.

There is a good demand for chickens, and nice, clean, drawn lots would probably bring as high as 8c. From 7 to 8c may be quoted. Other prices: turkeys, 12 to 13c; geese 8 to 10c; ducks, 10 to 11c.

DRESSED MEATS.

Dressed hogs continue firm, owing to light receipts. Hogs of from 150 to 200 pounds would bring 5½c, and for hogs weighing from 200 to 300 pounds, in good condition, as high as 5½c would be paid by packers. Some two or three lots have been heard of as going east to Montreal, where the hogs can be laid down in car lots, from Manitoba points, at say ½ to ¾ over what it would cost to bring them to Winnipeg from provincial points. At prices ruling east compared with prices paid here last week there would not seem to be much money in shipping the hogs out of the province. Beef and stock markets not materially changed.

MINNEAPOLIS.

The tendency of values during the past week has been toward a lower basis. Export clearances at the seaboard have been light, due mainly to the prolonged strike of the longshoremen, and this feature has tended to check free export purchases.

The local receipts have shown some increase over last week, for which there has existed a very fair demand. The market closes weak today, at a decline of 1c from closing prices a week ago.

The highest and lowest wheat prices by grade on 'change during the week ending Feb. 9, closing prices, and the prices one year ago were:

WHEAT—	Highest.	Lowest.	Closing.	Feb. 12, 1886
No. 1 hard	80	73½	78½	87½
" 1 northern	79	77	77	86
" 2 "	77	75	75	77½

The fluctuations of May 1 hard were between 81½ and 84½c, closing at 81½c. May 1 northern closed to-day at 79½c, and May 2 northern at 78c.

FLOUR.—Millers report the market very dull and inactive. Buyers ask for lower prices, but with the relatively high cost of wheat in the Minneapolis market, they are not able to meet these views, and the consequence is that little flour is being sold. The situation is very unsatisfactory, and indications point to a lighter production if there is not a change soon.

Quotations at the mills for car or round lots are: Patents, \$4.30@4.50; straights, \$4.20@4.30; first bakers', \$3.60@3.80; second bakers', \$3.00@3.15; best low grades, \$1.80@2.00, in bags, red dog, \$1.40@1.50, in bags.

MILLSTUFF.—Continues in active demand and is strong and higher, bulk bran selling at \$10 @10.25 and shorts at \$11@11.25 per ton.

The Visible Supply.

	Bush. 1886.	Bush. 1885.
November 27th	59,572,340	55,539,993
December 4th.....	59,539,331	56,783,410
December 11th.....	59,989,660	57,981,156
December 18th.....	61,400,330	58,388,469
December 24th.....	62,261,330	58,320,97
January 1st.....	62,729,570	58,432,999
January 8th.....	63,345,595	57,780,320
January 15th.....	62,923,581	57,118,183
January 22nd.....	61,989,169	55,870,797
January 29th.....	61,885,068	54,989,050
February 5th.....	61,769,520	54,196,942

By this statement it will be seen that the visible supply of wheat decreased 115,518 bushels for the week ended Feb. 5th, 1887.

WHEAT IN STORE.

The following shows the stocks of wheat (expressed in bushels) in store at the places named on Feb. 5th, 1887: Duluth, 16,117,730; Minneapolis, 7,543,440; Chicago, 13,490,380; Toronto, 22,500; Montreal, 296,015; New York, 8,870,432.

BREADSTUFFS AND PROVISIONS EXPORTS, ETC.

The following table shows the exports of breadstuffs and provisions from the principal Atlantic seaboard ports for the week ending Jan. 29th, 1887, and for the corresponding week last year.

	1887.	1886.
Flour, bbls.....	105,300	98,039
Wheat, bus.....	1,057,000	581,669
Corn, bus.....	1,018,000	1,168,752
Oats, bus.....	3,600	110,505
Pork, lbs.....	4,800	0,331
Lard, lbs.....	4,301,000	4,855,550
Bacon, lbs.....	12,921,500	8,325,298

Dakota Investigating.

A party of business men in Dakota has been made up to come to Minneapolis to look into the system of handling wheat on the Minneapolis & Pacific road, with a view to legislation in Dakota that will compel railroads to provide means for handling grain at country stations without forcing it through private elevators. These gentlemen say if the railroads would in good faith set cars on side track for farmers or others to load, there would be no necessity for compelling the roads to provide warehouses to handle it through. Some of the roads have notified their agents to distribute cars according to the amount of wheat the different elevator men have in their houses. For instance, if one man has an elevator containing 50,000 bushels and another with a small elevator full that holds but 10,000 bushels, they both calling for cars to ship out their wheat, the one with the small house gets one car to the others five cars. A farmer having his wheat in granary they claim gets no cars because his wheat is not yet offered at the station. With the aid of the railroad the man with the big house they say, is able to monopolize the wheat business at such a station. The plan of the Minneapolis & Pacific of providing houses of its own seems to be regarded with much favor by farmers and grain men independent of elevator companies, in Dakota. The party that is coming to investigate this method expect to get from it a plan for framing the bill they purpose putting through the Dakota legislature this winter.—*Minneapolis Market Record.*

General Notes.

Australia canners have orders for large quantities of canned meats from Europe.

Thos. Houston & Co., wholesale woollens, Toronto, have suspended, with liabilities placed at \$40,000.

The executive of the Montreal Board of Trade are looking for a more suitable building than the one they now occupy.

The Chicago Grocer states that "a bill has been introduced in the Georgia legislature making it a misdemeanor for any person to charge a profit of over 15 per cent. on the cost price of the necessaries of life.

The twenty-fourth annual meeting of the Waterloo Mutual Fire Insurance Company was held last week, when the annual report was adopted. It showed increased assets and gross earnings, an increased number of policies and a total at risk of nearly \$11,000,000.

The French have started another canal idea, which throws Suez and Panama quite into the shade. The project is due to M. Euclé, who proposes to cut a canal through Syria and Persia, and thereby unite the Mediterranean with the Persian gulf. A portion of the Orontes would be canalized.

The Milwaukee Chamber of Commerce has passed a resolution requesting the discontinuance of the United States official crop reports, owing to inaccuracy. The official reports placed the wheat crop of Minnesota and Dakota at 72,000,000, whereas it is now claimed the figures should be 95,000,000.

There has been a considerable movement in green cod, at Montreal, and prices have advanced 50c to 75 per cbl, with the demand still unsatisfied. Wholesale grocery houses have been the principal buyers, and sales of between 1,000 to 1,500 bbls have taken place at prices ranging all the way from \$3.75 up to \$4.62½.

Germans are said to be preparing to introduce their agricultural machines into Mexico during the current year on a larger scale, particularly in the State of Guanajuato, and have instructed their agents in the methods adopted by their American rivals by sometimes exhibiting the qualities of the machines in the open field.

The statement for 1886 of the Mutual Life Insurance Company of New York, shows policies and annuities in force at 31st Dec. last of \$393,000,000. The premiums of the year were fifteen and a half millions; five and a half were paid in death claims; five millions in endowments and purchases; nearly three millions in dividends and annuities. The assets of the company are \$144,181,963.24.

Slashing Prices.

Our article last week upon the reckless manner in which certain Quebec travellers in the boot and shoe trade were cutting below established values, right in the heart of the Montreal preserves of Ontario, has caused no little comment and indignation, amongst those houses which confine themselves to a legitimate business. We have since learned that this slashing down prices has been perpetrated chiefly by one Quebec concern, which has taken orders for certain lines of goods, it is said, at below first cost. In sooth, the proofs of the underselling of this firm have been so palpable, that one of our leather dealers informed us that he refused to sell it a line of goods except for cash down. That is the only way to treat those concerns who are known to do business more for the sake of financing, than for making living profits.—*Trade Bulletin.*

Items of Interest.

The *Alberta Live Stock Journal*, published at Calgary, estimates that 70,000 cattle will be driven into the Territories from the States during the coming season. Several ranchmen have already made arrangements to drive in large herds in the spring.

The St. Paul, Minneapolis & Manitoba Railroad Company is delivering at Moose River, Montana, the winter terminus of the line, steel rails and other material to cover 350 miles of track. It is reported that track-laying will begin and proceed from both directions next spring, with the intention of completing not less than 150 miles from Helena. Arrangements are in progress for delivering engines, cars, and material in Helena as soon as possible, so as to push the work during the winter.

Tid Bits has this neat "take-off" on the tea store inducements: Customer—"My wife says your goods aren't quite up to the standard, and haven't been for two months." Tea store proprietor—"I don't see how that can be; I buy all my tea at the same place." Customer—"Who said anything about tea; I'm talking about chromos now."

The father, was a brusque, matter-of-fact man, who had no liking for anything dudish, and he noticed with sorrow that his son returned from college with bangs and various other insignia of dudedom. The old man surveyed him critically when he appeared in his office, and then blurted out: "Young man, you look like a fool." Just at that moment, and before the young man had time to make a fitting reply, a friend walked in. "Why, hello, George, have you returned?" he asked. "Dear me, how much you resemble your father." "So he has just been telling me," replied the youth. And from that day to this the old gentleman has found no fault with bangs.—*Chica, o Rambler.*

A CORRESPONDENT of the *London Boot and Shoe Traders' Journal* writes to that paper that the Northwest, meaning the British Provinces of North America, offers a hopeful field for the development of trade by England. We believe England needs new outlets for trade as much as any other country in the world; but we think she will reckon without her host, if she counts upon building up any big trade in that region. The people who have settled in that part of Her Majesty's dominions are too much like the American Yankee to depend much upon far-off England for their goods. With the enterprise thus far manifested by those people, we shall expect them to be making all their own goods in a very short time.—*St. Louis Leather Gazette.*

APPROPOS to the statement made in the *Witness*, on the authority of an interview had with a large wholesale dealer at Ottawa, that not one quarter of the brandy offered to-day for sale in Canada as Henney's, ever saw the establishment of the firm, and that the same may be said regarding Holland gin. We have seen several importing gentlemen in the trade, who inform us that the statement is utterly unfounded, and contend that if the story have any foundation, it is then to the interests of the public health and the bounden duty of the wholesale dealer, to communicate with the public analysts. For our own part, we say that the merchant, if he be what he is represented, is doing a grievous wrong to the trade and to the public by withholding the facts.—*Trade Review.*

The labor agitation is somewhat paralyzing the United States shoe and leather trade. They are however, gradually working off superfluous stocks. So, when activity is restored the traffic will be lively for some time. If the spring trade be dull, the chances are it will be brisk in the autumn. Meantime, raw materials are declining and the cost of production may be appreciably diminished. The volume of indebtedness will be abbreviated, the terms of credit shortened, and the prospects of doing business safely essentially improved. Everybody appears to have been realizing for a good while that curtailment would be sound policy.

but nobody seemed quite willing to practice it. Now, however, there is every reason to expect that salutary benefits will accrue because of it. The necessity for some sort of relief has been so urgent that it cannot be unwelcome.—*Trade Review.*

ENGLISH millers are beginning to express fears of serious competition as a result of the building of large mills in India. It is said that the work of raising \$250,000 for use in building a roller mill in India can be accomplished in a few hours among London financiers. If this outside competition continues to grow as it has during the past ten years, another decade will witness the extinction of the British flour milling industry. The Scotch millers seem to be holding their own pretty well, but those of England are not slowly approaching the hopeless condition which the millers of Ireland seem to be struggling along in. We are not well enough informed to say just why the majority of England's millers cannot do at least as well as their Scotch brethren, but we are satisfied that they are not doing as well, and cannot help believe that the responsibility rests mainly upon their own shoulders.—*Northwestern Miller.*

Germany's Trade with Central America.

The export trade of Central America with Germany has increased at an enormous rate during the last 10 or 12 years as will be seen by perusal of the following. In 1874 Central America despatched to Hamburg goods to the value of 3,094,190 Mk., while the total for 1885 was 13,839,890 Mk.; the amount having more than quadrupled. To comparison a little we may mention that Mexico's export during the same period increased from 4,869,380 Mk. to 10,223,780, about double; the export from Guatemala nearly reached Mexico's total. On the other hand the export trade of Venezuela with Germany during the same period has receded from 18,731,430 Mk. to 6,313,090 Mk., about a third. There is not much doubt also that the import trade with Germany of all the Central American States has augmented in a great degree, and is ever on the increase; it is very difficult however to accurately gauge the value, as unlike formerly, an important quantity of German goods find their way thither by way of Antwerp and Liverpool.—*Kuhlow's German Trade Review.*

THE *Alberta Stock Journal* says that, though the past month has been a severe one on stock, there have not yet been any heavy losses on the ranges. Some "pilgrim" cattle have suffered. Beef cattle and young stock are said to be in good condition. Sheep are doing well. If March is favorable, nothing serious is apprehended.

NOTICE has been given in the *Manitoba Gazette* that application will be made for an act incorporating "The Northwest Commercial Travelers' Association of Canada," having for its object the advancement and welfare of its members, the insuring of its members against accidents, the application of its funds to benefits or bonuses to its members or to their beneficiaries in the event of death, the insurance of members lives, and other purposes incidental to such an association.

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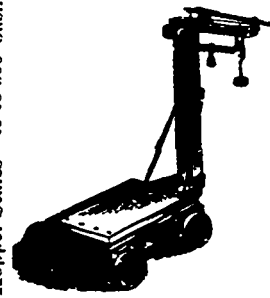
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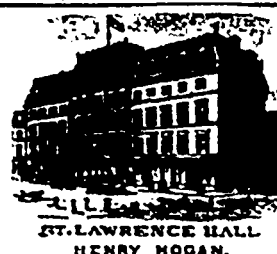
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EASTERN MARKETS.

CHICAGO

On Monday the wheat market was very dull and changes in prices slight, the close being slightly firmer than on Saturday. Corn was steady, but oats a fraction lower. Pork opened 10c higher and sold up to \$13.62½, declining later. Closing prices were :

	Feb.	May.
Wheat	77½	83½
Corn	35½	40½
Oats	25½	29½
Pork	13.32½	13.52½
Lard	6.62½	6.50
Short Ribs	6.77½	6.92½

The wheat market continued dull on Tuesday, but there was a steadier feeling, with an improved undertone. The firmness in flour was a bullish factor. The top for the day was 83½c for May. Prices were lower in the afternoon. Provisions were more quiet and easier. Closing prices were :

	Feb.	May.
Wheat	76½	83
Corn	35½	40½
Oats	24½	29½
Pork	13.20	13.40
Lard	6.57½	6.75
Short Ribs	6.75	6.87½

On Wednesday there was a general slumpy feeling. The dullness of the past few weeks seemed to tell on the market, and caused many to let go. A large quantity of long wheat came out and broke prices down steadily about 1c. It is thought that there is now very little wheat held which was bought below 83c for May; 82½c was the top price for May during the day, and the decline continued to the close, with some temporary reactions. Corn and oats were sympathetically affected. Provisions were an exception, values holding strong throughout, and advancing steadily from the opening. Closing prices were :

	Feb.	May.
Wheat	75½	81½
Corn	34½	40½
Oats	24½	29
Pork	13.60	13.75
Lard	6.65	6.87½
Short Ribs	6.90	7.05

Wheat opened limp on Thursday. May started at 80½c. Long wheat continued to pour in upon the market, one line of 3,500,000 bushels coming out. Other large lines were dumped. After this had gone on for some time, the pressure to liquidate seemed to have greatly spent itself, and prices became firm. Shorts were engaged in evening the profits. The deal of the last few days will greatly eliminate the short influence. Provisions were rather quiet, but one heavy bulge occurred in pork, advancing prices to \$14.30 for May. Closing prices were :

	Feb.	May.
Wheat	75½	81½
Corn	34½	40½
Oats	24½	29½
Pork	14.00	14.22½
Lard	6.75	6.95
Short Ribs	7.10	7.22½

On Friday wheat was fairly active on local account. Prices were unsettled and the close slightly lower. May sold up to 81½c, under free buying. Later selling became free, and with weak private cables prices receded. Pork reacted from yesterday's bulge, and sold away off, and ribs followed. Lard sold at an advance

of 12½c, and held quite firm, despite the general bearish feeling. Closing prices were :

	Feb.	May.
Wheat	75	81½
Corn	35	40½
Oats	24½	29½
Pork	13.70	13.85
Lard	6.77½	6.95
Short Ribs	6.95	7.05

On Saturday the wheat market was slumpy from the start, and prices sold down steadily and rapidly from the opening to the close. May started at 81½c, and went down to 87½c. Corn followed. There was a temporary firmness in oats, but the close was a fraction lower. Provisions held fairly steady. Closing prices were :

	Feb.	May.
Wheat	73½	79½
Corn	34½	39½
Oats	24½	29
Pork	13.00	13.85
Lard	6.72½	6.87½
Short Ribs	6.95	-

TORONTO.

WHEAT

The local market has been very dull during the week offerings have been light, and the demand even less, with prices easier. Sales so few and far between as to hardly establish reliable quotations. No. 1 fall sold at 80 to 81c, and No. 3 spring and red winter at 83c. A lot of No. 2 red winter sold at 87½c for May delivery.

FLOUR.

This market has been very quiet, and the only sale reported was one lot of superior extra, at \$3.66.

OATMEAL

Cars held at \$3.65 to \$3.75 for standard, and \$4 for granulated. Small lots sell at 25c advance on these prices.

OATS

Were not offered very freely, and those coming on the market were held firmly. Prices ranged from 32 to 33c, according to quality.

BARLEY

Was dull and prices tended lower. Quotations at the close were : No. 1, 57½c; No. 2, 52½c.

APPLES.

Car lots worth from \$2.50 to \$2.75, with few offered. Street prices, \$2.50 to \$3.00.

BUTTER

Receipts light and prices firm. Prices:—Selections from dairy lots, 20c; good dairy, 16 to 18c; common to good store, 12 to 14c; box lots, rolls, 17 to 18c for really good.

PORK

Quiet at \$15 to \$15.50.

CURED MEATS.

Long clear in car lots, 7½c; cases, 8c; Cumberland, 7½ to 7¾c; rolls, 8½ to 9c; bellies, 10 to 10½c; hams, 11 to 11½c for smoked and 10 to 10½c for green.

LARD

Large pails sold at 9½ to 9¾c, and small 9½ to 10c.

DRESSED HOGS

Have been more active and in good demand, with prices firm. Car lots sold at \$5.85, \$5.90 and \$5.95. Street prices, \$6 to \$6.50.

DRIED APPLES.

Firm and prices advancing. Large lots held at 5c, with dealers selling at 5½ to 6c. Evaporated held at 13c.

DULUTH WHEAT MARKET

The market was very dull on Monday and Tuesday. There was scarcely any trading, and there seemed to be no desire to either sell or buy. Only six cars were on track on Tuesday.

Selling was very large on Wednesday, and heavy blocks of long wheat were thrown on the market. The longs seem to have come to the conclusion that there is no use in holding wheat any longer, and rather than put up more margins they have decided to drop the load. By Thursday the long stuff seemed to have been pretty well got rid of, and this element of weakness was not present in such force. Friday was a very dull day. Receipts have been very small for the week. Not a single car was received on Wednesday, only one on Thursday and ten on Friday. Closing prices for No. 1 hard on each day of the week were as follows :

	Cash	May.	June
Monday	-	84½	-
Tuesday	80	84½	-
Wednesday	-	83½	-
Thursday	80½	83½	-
Friday	-	83	87½
Saturday	-	81½	-

Ground was broken last week for a great new hotel, to be erected on the north side of Congress street, extending from Michigan avenue to Wabash avenue. It is to be eleven stories high, and will cost \$1,500,000. The seating capacity of the auditorium will be 5,000, with a possibility of 8,000.

A traveling man, noticing a pretty girl alone in the car, went over in her direction and smilingly asked : "Is this seat engaged, miss?" "No, sir, but I am, and he is going to get on at the next station." "Oh—ah—indeed—thanks—beg pardon—" and he picked up his feet after stumbling over them, and went into the smoking car to be alone awhile.—*Merchant Traveler.*

Why do we always talk of putting on a coat and vest? Who puts on a coat before the vest? We also say shoes and stockings. What's the matter with us, anyhow?—(*Philadelphia Call*). We also put up signs telling people to wipe their feet, when we mean their boots or shoes. And a father tells his boy he will warm his jacket, when he means to warm the youngster's pantaloons. We are a little eccentric in some things.—*Boston Courier.*

The Chicago Board of Trade has made an important change in the requirements of prime steam lard, whereby that article shall hereafter be solely the product of the trimmings and other fat parts of hogs, rendered in tanks by the direct application of steam. It shall have proper color, flavor and soundness for keeping, and no material which has been salted shall be included. The name and location of the renderer and the grade of the lard shall be plainly branded on each package at the time of packing.

The following is related of an old-fashioned New York merchant, who visited Paris some years ago. While there he went to a fashionable tailor to have a coat made in a particular way: "Sir" said the tailor, "that shape has been out of fashion these six months—pray, do have it of the proper cut." "I do not care for the fashion," said the merchant, "I will wear my coat in the way that is most agreeable to me." The tailor remonstrated, but at last, unwilling to lose a good customer, he said : "Well sir, I have only to entreat, as a return for executing your order, that you will keep it a secret who is your tailor, or I shall lose all my business."

Business East.**ONTARIO.**

L. J. O'Leary, veterinary surgeon, Pickering, is dead.

J. McAleer, shoe dealer, Peterboro, is offering compromise.

Wm. Addison & Son, builders, Hamilton, were burned out.

P. Burns, coal and wood, Toronto, has assigned in trust.

Osborne Bros., boots and shoes, London, advertise to sell out.

F. Bornhald, shoe dealer, Berlin, has sold out to Buchaupt & Lauffer.

S. H. Pockock & Co., saw works, Hamilton, are removing to Toronto.

Scharlach & Co., manufacturers of cigar boxes, Hamilton, have assigned.

C. Gillespie, hardware dealer, Toronto, has sold out to J. W. Nichlin.

Christie, Brown & Co., biscuit manufacturers, Toronto, were burned out.

E. R. Martin, general storekeeper, Amherst Island, has assigned in trust.

R. W. Robinson, general storekeeper, Schomberg, succeeded by R. Y. Manning.

Albert Side, Jr., shoe dealer, Chatham; stock advertised for sale by trustee.

Williams & Ohlman, shoe dealers, Galt, have dissolved; G. L. Williams continues.

Jas. Noble & Son, gents' furnishings, Strathroy, has called a meeting of creditors.

H. C. Montgomery, dry goods, etc., Brantford, has called a meeting of creditors.

Wm. Croft & Son, fishing tackle, etc.; A. W. Croft admitted, and style now Wm. Croft & Sons.

Phillips & Agnew, dry goods, Toronto, have dissolved; W. R. Phillips continues as W. R. Phillips & Co.

A. E. Williams & Co., real estate agents, London, have dissolved; Turner retires and A. A. Campbell takes his place; style the same.

QUEBEC.

Jos. Lamarche, produce dealer, Montreal, has assigned.

Belair & Co., boots and shoes, Montreal, have dissolved.

Patterson & Allan, jewellers, Montreal, have dissolved.

Lymburner & Co., silverplaters, etc., Montreal, have dissolved.

A. B. Desrochers & Poitras, stone cutters, Montreal, have dissolved.

J. Boucher, general storekeeper, Drummondville, has assigned in trust.

S. Waddell & Co., railway supplies, Montreal; S. Waddell of this firm dead.

Mederic Bouchard, general storekeeper, Les Eboulements, has assigned in trust.

Bachand & Gauthier, general storekeepers, West Wickham, has assigned in trust.

NOVA SCOTIA.

H. H. Harrison, painter, Dartmouth, has assigned.

Jas. Harrison & Co., painters, Halifax, have assigned.

Rockwell & Co., musical goods, Wolfville, have assigned.

Anderson & Bill, general storekeepers, Liverpool, have dissolved.

Mrs. Wm. McDonald, dry goods, Dartmouth, is selling off at auction.

Squires Eldridge & Sons, general storekeepers, Sandy Cove, have assigned.

Black Bros. & Co., hardware, Halifax, have admitted Wm. M. Black as partner.

C. & W. Anderson, grocers, Halifax; C. W. Anderson has sold out to John H. and Gibson Anderson and W. B. McDonald.

NEW BRUNSWICK.

Geo. A. Blair, tailor, Chatham, is dead.

John K. Taylor, tailor, Carlton, was burned out.

Elias G. Langley, carriages, Peticodiac, was burned out.

Vaughan & Bros., iron dealers, etc., St. John, have assigned.

Holstead, Barnes & Co., general storekeepers, Salisbury, have dissolved.

Underselling the Fellow Next Door.

"Leisure is cheap at that chap's shop, Mr. Spicer," said a fellow-passenger in a Cambridge horse-car, pointing to the sign. "A superior lounge for \$5," in a furniture dealers window.

"That is rather tempting," replied the other, "but the fellow next door undersells him," and he directed attention to the baker's window, in which was the legend, "A family loaf, ten cents."—*Boston Bulletin*.

The Population of Montreal.

The census of Montreal just completed by the municipal officials gives a population within the city limits of 185,540. This figure, while exhibiting a most gratifying growth of population, is quite within the expectation of what the census would show, the extension of the city having gone on by leaps and bounds in the last five years. Since the last Dominion census taken in April, 1881, there have been annexed to Montreal the villages of St. Jean Baptiste and Hochelaga, and the population within the present city limits was at that time as follows:

	1871.	1881.
Montreal city.....	107,225	140,747
St. Jean Baptiste.	4,408	5,874
Hochelaga.....	1,061	4,111
Total.....	112,694	150,732

In this decade our population increased 38,038; in the last five and a half years it has grown by 35,000, or within 3,000 as many in about half the time as during the ten years 1871 to 1881. That most gratifying result has been due to two principal causes, the National Policy and the construction of the Pacific railway.

The suburbs, it is well known, have very largely added to their population in the last five years, and it is well within the mark to place it at 25,000 at this time, giving a population of 210,000 for the city and suburbs of Montreal. In fifteen years we have nearly doubled in population; the city will now rapidly increase of its own growth, and, with the maintenance of a commercial and railway policy that has given the whole country a marvellous degree of material development and prosperity, must in a few years become one of the first cities on the continent.—*Montreal Gazette*.

The Virden flour mill has been closed down, owing to the scarcity of grain.

The C.P.R. shops at Yale, B.C., have been destroyed by fire—loss \$100,000.

CHAS. PILLING, of Brandon, is arranging for the formation of a stock company to start a creamery at that place.

W. A. PRIST, formerly clerk of the town of Portage la Prairie, has returned to that place from Ontario, and will open in the stationery business.

ABOUT 150,000 bushels of No. 1 hard wheat have been marketed at Emerson this season. The merchants of the place have enjoyed a very good winter trade.

It is thought a Government savings bank would be a great accommodation to the large number of men working on the C.P.R. in the mountains. Citizens of Donald, B.C., are agitating for a bank.

WHEAT was stiff at 62c at Brandon last week, and owing to the advance in prices, there was a more active movement. Oats were worth from 35 to 40c, the latter for seed. Pork brought 4c, and in one or two instances it was reported that a fraction above this price was paid.

E. H. H. STANELY and C. E. Bagshaw have formed a partnership for the purpose of commencing in the general store business at Birtle, Man., under the style of Stanley & Bagshaw. Mr. Stanley's Arrow River business will be continued as usual by himself, and will have no connection with the Birtle enterprise.

AT Portage la Prairie 60c. is paid for wheat of good quality. Notwithstanding the advance very little is moving. Oats and barley are also very scarce: in fact there is none at all on the market, except at the oatmeal mill. Beef is worth \$5.50 per cwt; pork, dressed, \$4.50 to \$4.80. Potatoes are worth 75c per bushel; eggs, 25c per doz. and butter 18 to 20c per lb.

SHIPMENTS of grain to Europe from the port of Montreal during last year increased 40 per cent. As compared with 1885 the increase in the shipments of wheat, which was almost entirely American, arriving by the Welland canal and St. Lawrence route, was 64 per cent. and in corn 90 per cent. Shipments during 1886 were as follows: Total shipments of grain of all kinds, 17,000,000 bushels; of wheat, 7,000,000 bushels, and of corn, 4,500,000 bushels.

MANITOBANS are not the only ones who believe that the C.P.R. Co's. freight charges from this province to Lake Superior ports, are exorbitant. The *Montreal Trade Bulletin*, in comparing the tariff between Winnipeg and Port Arthur with the through rates, says: "The fact is, that from interior points in Manitoba, over a distance of 500 miles, the Canadian Pacific Railway Company has no fear of competition, and it grinds the poor Manitobans down to comparative serfdom, exacting from them the last fraction they can stand upon their produce, but as soon as it enters the competitive field, its views regarding more favorable terms, immediately expand to almost a first cost basis. This, however, is no consolation to the farmers in Manitoba who are without competition, and are consequently at the mercy of a monopoly. The rates should be more equalized."

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—MONTREAL.—

—CHICAGO.—

Early Closing by Legislation.

It will be argued by many that to compel a man to close his store at a stated hour is an encroachment upon the liberty of the subject and of the individual. In reply I would ask, have we not arrived at an age of thought when this defence of the individual right has suffered from a complete sommersault! Has not the opinion of all enlightened communities clearly decided that individuals must receive no consideration when they oppose the public weal and become a stumbling block to the comfort of their fellow-men? I can see no commiseration for a miserable, groveling, so called merchant, who will hold his poor clerks bound down to the shackles of his counter when they should, by all the rights of manhood and of womanhood, be off and away enjoying the fresh air of heaven or administering joy to those who, by the ties of blood or otherwise, they love. It does not seem to me to be an argument worthy of consideration, and therefore I shall fly off, and unto the one of how best and most successfully can we obtain the necessary power to make a law that civilization clearly demands. There is no other way to be found to force submission to early closing, which is just and right, but by the power of the laws. To become possessed of this instrument we must first persuade the people that it is an injustice to withhold it, and when we have succeeded in this the Legislature will not be hard to reach, for Legislators are ever prone to vote whatever the people show a determination to establish.

I ask, is it not more than probable that all of the liberal-minded merchants and their clerks,

also the clerks of the merchant sinners, of all branches of trade, would join this movement and contribute to its necessary expenditure? And I furthermore ask, would not action place the Boot and Shoe Association away up upon a pinnacle of fame, and cause every man connected with it to be proud of his trade and of his Association?—*Chas. Donly, in the Boot and Shoe Recorder.*

Artificial leather is being prepared in Germany by combining with the skins from 5 to 10 per cent. of sinews. Pieces of leather are washed, cut, boiled in alkaline lye, torn, neutralized with hydrochloric acid and washed once more to remove all traces of acid. To this are added sinews, which are treated similarly and steamed in acid bath until they are somewhat like glue. The materials are then mixed, pressed into sheets, moistened on both sides with a concentrated solution of alum, and the upper surface receives a thin coat of caoutchouc solution with carbon bisulphide.

THAT something should be done to lessen the loss suffered through disaster to those who carry no adequate insurance against fire, will occur to any one who has either known or suffered by such cases. Here is one in Grey county the other day where a firm doing an active business and carrying a stock of \$25,000, was content with an insurance of \$6,000. A fire swept away their stock and they, being left on their beam-ends, had to compromise. It is a proper thing for every wholesale dealer to ask his customers about their insurance. Some do so; others print an enquiry on the subject upon their bill-

heads, others illustrate a calendar with a reminder of the sort. But importers now-a-days cannot wait to ascertain by cross-questioning, by writing or wiring, what insurance a man has before they sell him. And as to refusing goods on credit to a man who is not insured, who has the hardihood to do it? The man or firm having the pluck to do this, in these days, may be said to possess the four-o'clock-in-the-morning courage which Wellington admired but found so rare.—*Monetary Times.*

Apollo's Objection to Dress.

Apollo was the god of light; also of poetry, music, archery and lawn tennis. He was greatly loved by the Greeks for his poetry, his violin solos and his economy and simplicity in dress. A good, durable laurel wreath would last him the year round.

But it mortified him to be driven from his apartments by the shrill cry of "fire," and to find when he reached the street that he had forgotten his wreath.

Apollo was also recognized as the author of healing art and the god of prophetic inspiration, as especially manifested in the oracle of Delphi, Indiana.

He was greatly beloved by everybody but the clothing men. Many of them came and offered him Waterbury watches of great value if he would come and trade with them but he said, "No."

"If I wear clothes," said he, "other poets will also get above their business and want clothes. It is better as it is."

He then twanged his lyre and burst forth into song.—*Bill Nye.*

Going Slow.

"Go slow and go easy" was one of President Lincoln's maxims. That it was taught him by his father is hardly probable, for Thomas Lincoln, according to the biographers, was a thrifless "ne'er do weel." He certainly didn't "go slow and go easy" in his courting, for when he presented himself before Mrs. Sally Johnston he briefly pressed his suit, saying: "Well, Mrs. Johnston, I have no wife (Mrs. Lincoln had been dead thirteen months) and you have no husband; I came a-purpose to marry you. I knowed you from a gal and you knowed me from a boy. I have no time to lose, and if you are willin', let it be done straight off." "Tommy," said the widow, "I know you well and have no objections to marrying you; but I cannot do it straight off, as I owe some debts that must first be paid." Neither did the widow go slow, for they were married next day. But Abe owed to his good step-mother what other heroes have owed to their mothers. It was due doubtless to her sensible Christian life that he was enabled to lay down these other precepts: "Do not worry." "Eat three square meals a day." "Say your prayers." "Be courteous to your creditors." "Keep your digestion good." "Steer clear of the biliousness." "Exercise." "May be," said Lincoln in the letter containing these wise words, "there are other things that your especial case requires to make you happy, but, my friend, these, I reckon, will give you a good lift." Although none of these rules brought prosperity to him as a storekeeper, they were, nevertheless, potent maxims in his life as a statesman, and could be profitably framed and followed by the storekeepers and others of to-day.



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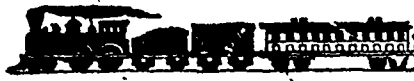
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