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The Commercial

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

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

VOL. II.

WINNIPEG, JANUARY 15, 1884.

NO. 16.

The Commercial

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

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22 Office, 10 James St. East.

JAMES E. STEEN,
Publisher

WINNIPEG, JANUARY 15, 1884.

WALTON & BIRD, hardware, Emerson, have assigned in trust.

GATE & THOMPSON, plumbers, Winnipeg, have dissolved partnership.

J. T. WEST has opened out in the watch-making business at Nelson.

MCLEAN & THOMAS, general store, Calgary, contemplate a dissolution of partnership.

J. HINGSTON SMITH & Co., gunsmiths, etc., Winnipeg, have dissolved, J. H. Smith, retiring.

A post office has been established at Gretna, on sec. 5, tp. 1, range 1 west. Jacob R. Hoffman is postmaster.

G. N. SCOTT & Co., coffee mills, Winnipeg, have dissolved. The business is being continued by Geo. A. Clarke, M.D.

WM. MACKAY, factor of the Hudson Bay Company at Fort Pitt, died suddenly on Christmas eve at Edmonton.

JERRY ROBINSON & Co., general store, Emerson, have dissolved partnership. Mr. Robinson is removing the stock to Brandon.

THE bankrupt stock of drugs and druggists material, belonging to the insolvent estate of Rolls & Neulands, will be sold by tender on the 15th prox.

THE stock belonging to the insolvent estate of Wm. McAlister, Wolseley, has been sold by the trustees to Geo. H. Rogers, of Winnipeg, at 34½ on the dollar.

THE C. P. R. authorities are now in possession of their new car shops, and will at once enter upon the manufacture of their own cars and other rolling stock.

BIRLE has been incorporated as a town, and J. S. Crawford has been elected the first mayor. The town has a population of 500, an assessment of \$200,000, and is free of debt.

THE deputation from Nelson to interview members of the Government at Ottawa and the C. P. R. authorities in regard to obtaining railway facilities for Nelson, report having met with satisfactory encouragement in their mission.

C. P. R. telegraph rates now are as follows: To all places between Moose Jaw and Medicine Hat, day rate 55 and 4; night rate 40 and 3. Medicine Hat and Rocky Mountain, day rate 70 and 5; night rate 50 and 3. To Port Arthur, night rate 30 and 3.

THE St. P. & M. authorities have issued a circular, supplementary to a recent tariff, naming rates to the following points on the Manitoba and Northwestern: Macdonald, Westbourne, Woodside, Gladstone, Arden, Neepawa, Stony Creek, and Minnedosa.

DURING the week ending Jan. 5 there were reported to *Bradstreet's* 282 failures in the United States; 22 more than the preceding week, 25 more than the corresponding week of 1883, and 130 more than the same week of 1882. In Canada and the Provinces there were 17, a decrease of 7.

Farm, Hallock, Minn.; Robert Crawford, Indian Head; W. R. Bell, Indian Head; H. J. Eberts, Winnipeg. Major W. R. Bell, was again appointed manager, and Mr. H. J. Eberts secretary-treasurer. At a meeting of the Board subsequently held, Mr. Duncan MacArthur, of Messrs. MacArthur, Boyle & Campbell, was

elected president, and Hon. Thos. Howard, vice-president.

THE officers of the Vulcan Iron Company, with headquarters in Winnipeg, are: Andrew Allan, Montreal, president; F. H. Brydges, Winnipeg, vice-president; John McKechnie, superintendent; H. N. Williams, secretary-treasurer. W. R. Allan, of Winnipeg, is also on the directorate. Mr. Williams has charge of the financial part of the institution, and Mr. McKechnie of the special mechanical department. The Company is a strong one and we wish it every success.

THE annual meeting of the Qu'Appelle Valley Farming Company was held on Wednesday. A very satisfactory report of operations was presented. The gross expenditure for the past year has been \$162,346.66, and since the organization of the Company \$244,719.96. Directors were elected as follows: Hon. E. Dewdney, Regina; Hon. Thos. Howard, Winnipeg; A. F. Eden, Winnipeg; Duncan MacArthur, Winnipeg; W. L. Boyle, Winnipeg; John Northwood, Chatham, Ont.; C. G. L. Kelso, Kelso

THE annual statement of the Bank of Ottawa, presented at the meeting of shareholders last month, shows a very satisfactory condition of things. The year's operations show a net profit of \$100,333.03, out of which two dividends were paid. \$50,000 was carried to the Rest account, and a balance was credited to profit and loss of \$12,571.59. The business of the branch in this city has continued to increase steadily during the year, and the results so far have been most satisfactory. James McLaren was re-elected president, and Charles Magee, vice-president.

MR. R. J. WHITLAW, head of the firm of R. J. & Co., wholesale dry goods, has just returned from a purchasing tour in Europe, and has secured one of the most varied and well-selected stocks of goods in this line that has yet reached the Northwest, thus keeping the firm still forward for enterprise. Mr. W. reports considerable misunderstanding in Britain regarding the present farmers' agitation, the wild statements of some Northwestern newspapers conveying to people there that rebellion or annexation to the United States is unavoidable. Such statements M. W. states injure this province and retard immigration much.

Business East.**ONTARIO.**

John Fox, hotel, Plevna, has left the place.
Geo. McBrown, seeds, London, has sold out.
D. D. Rose, grocer, Seaforth, has assigned in trust.
M. Burke, furniture, Brockville, is reported away.
Mavant & Lanigan, dry goods, Ottawa, have failed.
E. A. Serby, jeweler, Glencoe, has assigned in trust.

D. Melville & Co., Owen Sound, have assigned in trust.
George Andrews, hats, etc., Welland, has absconded.

T. McEwan, furniture, Brockville, has been burned out.

Wm. McConkey, shoes, Stratford, has assigned in trust.

E. Dorland, carriages, Tilsonburg, has assigned in trust.

Green Bros. & Co., foundry, Waterford, have been burned out.

A. G. Van Egmond, woolens, Seaforth, has been burned out.

G. E. Williams, general store, Inwood, has assigned in trust.

D. & M. McLean, carriages, Lucknow, have assigned in trust.

James Sutherland, grain, Owen Sound, has assigned in trust.

James D. McRae, general store, Bolsover, has assigned in trust.

George W. Dawson, general store, Plevna, has assigned in trust.

Richard Fuggler, grist mill, Essex Centre, has sold out his business.

Aaron Erb, hotel, Berlin, is advertised to be sold out under a mortgage.

Gibson & Johnson, blacksmiths, Briden, have sold out to Seymour & McVicar.

Helms & Lynch, general store, Hagarville, have dissolved. Walter Helms continues the business.

S. F. Stewart & Bro., general store, Harrow-smith, have sold their branch business at Shar-bott Lake.

Gale, Robertson & Co., wholesale dry goods, Toronto, now do business under the style of J. W. Gale & Co.

Dick, Ridout & Co., manufacturers' agents, Toronto, have dissolved, John Dick retiring, and W. P. Dick being admitted under the same style.

QUEBEC.

Thomas Cawthorn, fish dealer, Montreal, is dead.

Ovide Leclere, barber, etc., Quebec, has assigned.

Erler & Co., millinery, Quebec, have suspended.

Jos. Depot, tanner, St. Cesaire, has been burned out.

H. Prevost & Co., lamps, Montreal, have assigned in trust.

James Tighe, furniture, Montreal, has assigned in trust.

Thos. Juneau, general store, St. Paulin, has assigned in trust.

J. & G. St. Pierre, general store, Fraserville, have burned been out.

J. A. Lalonde, general store, St. Jerome, has sold out to A. E. Gny.

Alfred Desmarais, dry goods, St. Johns, has removed to Sherbrooke.

Lavigne & Frere, general store, Marlham Mills, have assigned in trust.

G. DeFonteny & Co., dyers, Montreal, have sold out to Claude L. DeZouche.

Parker & Thompson, fish and groceries, Sherbrooke, have been succeeded by Thompson & Ferguson.

NOVA SCOTIA.

M. T. Kinsman, millinery, Kentville, has assigned.

PRINCE EDWARD ISLAND.

Edmund Toombs, grocer, Charlottetown, has assigned.

NEWFOUNDLAND.

Bown & Woods, auctioneers, St. Johns, have become insolvent.

Gosse & Parsons, general store, Harbor Grace, are insolvent.

Review of the Year.

Dun Winan's annual circular, for 1883, contains a large amount of interesting information. The Dominion of Canada showed a per centage of 1 in every 48; the United States 1 in 94. The middle states showed the smallest per centage, being 1 in every 123; the western states 1 in 109; eastern states 1 in 76; middle states 1 in 73; and the Pacific states and territories 1 in 51. In twenty-seven years the record of liabilities in the United States was the largest, in 1837, being \$291,750,000, and the number of failure was 4,932. The lowest record was in 1863, when there were only 495 failures with a total liability of \$7,899,000.

That over nine thousand traders have failed during the year 1883, is a circumstance of marked significance. The number is greater than in any year since 1878, which was the culminating point of five years of depression and liquidation, succeeding the panic of 1873. As compared with 1871, the circumstances of 1883 widely differ. It would have been impossible to expect anything else but disasters in 1878 as the result of many years of loss, depreciation of assets, and exhaustion, with a restricted trade, a universal want of confidence, and, above all the impending repeal of the National Bankrupt Law, which fact caused hundreds in business to fail because of their anxiety to avail themselves of a clearance from indebtedness which previous years of misfortune had rendered them unable to discharge. In 1883 a vastly different condition of things is found. The country is in the highest degree prosperous, so far as productive forces are concerned. The development of large portions of the continent has gone forward with great rapidity in the West and in the Northwest, while in the South a steady growth of material prosperity is everywhere visible. There are no disturbing political elements, and the financial problems which formerly threatened the country seem to be working themselves out without agitation or loss. Succeeding several years of unwonted prosperity, large immigration, and great growth, the startling fact

presents itself that, in the midst of all this, ten thousand failures occur in twelve months. It indicates that entire safety in business is not always coincident with largely increased trade, augmented productive forces, and the presence of all the conditions of a generally wide-spread prosperity.

Under such circumstances, the inquiry is a most anxious one as to what is the actual business outlook for the opening year. If, with all that has happened in the past of a favorable character, disasters of such magnitude have occurred, what is to be expected with the loss of confidence which these calamities have caused, with restricted credit accommodation, lessened business, and the steady depreciation in values which seem to be the daily experience? These considerations force themselves upon prudent business men, and the result is a very general apprehension, which the foregoing figures tend to increase, but which, when the circumstances are all considered, ought not to seriously alarm the community, or create distrust among bankers and others. It should not be forgotten that, while the aggregate of failures is large, the number of traders doing business has increased in an almost similar proportion. Thus, in 1878, there were 670,000 names reported as in business in the United States, while at the present moment the number exceeds 900,000 active traders. Thus, it will be seen that the failures of the last year, large as they are do not bear any proportion to those occurring in the worst year for failures in the history of the country; for, while there are about 50 per cent. more names reported, the number of casualties is not largely in excess of those of 1878. It is true that, as compared with 1880—an exceedingly prosperous year, when there were less than 5,000 failures—they are about double in 1883; but the last three years have witnessed a greater increase in the number of people who have gone into business than any three years in the history of the country. This circumstance alone will account in no small degree for the excessive number of small failures, so that we are not only now reaping the harvest that was to be expected from the undue expansion of 1880, but also all the results of fierce competition, unfortunate speculation outside of legitimate business, inexperience, and, above all, the results of over-production, which really seems to be the chief cause of numerous disasters. Unlike previous years in which mercantile casualties have been most numerous, the country, far from presenting symptoms of exhaustion, seems to lack no single element contributory to its great growth and prosperity.

If, by a departure from legitimate business principles, the disasters which are chronicled have occurred, the remedy lies within comparatively easy reach. Numerous failures ought to some extent lessen the competition hitherto prevailing, and if unwise settlements are avoided, another source of trouble will cure itself. Speculations in stocks, grain, oil, and other products, have been so unfortunate that this untoward element has largely diminished, and the troubles which have been directly the result of this tendency will lessen largely the disposition for ventures outside of ordinary

business, while margins lost or locked up deplete the ability of those having inclinations to speculation to assume even ordinary business risks which might eventually prove too great for their capacity. The difficulty of securing capital for almost any kind of enterprise will lessen the liability to lock up money which in ordinary times would be put out of reach.

As to over-production, the general feeling is that it can be regulated by concerted action, in which direction there is a growing tendency. Legislation is probable which will have the effect of lessening the burdens of trade, and make available to some extent the markets of the world to our commerce, so that what in most countries would be regarded as an element of the greatest prosperity—the power to produce—may, in the course of events, become a real benefit rather than what it now appears to be—a hurtful circumstance.

Carefully reviewing the whole field in the light which the experience of the year sheds upon the situation, the disasters which we chronicle may be made the means of bringing about a much improved condition of things. The country is itself sound, and the ability of consumers to absorb and pay for their wants, and even their luxuries, cannot be questioned. The single circumstance that the mortgage indebtedness on the farms of the United States has decreased 75 per cent. is full of the utmost significance. In a country whose chief element of strength is founded upon the prosperity of the agricultural community, this fact is of high import, as not only indicating the welfare of the farmers and planters themselves, but a prosperous condition for the enormous number of people dependent upon them. On this basis the country trader ought to be in a much improved condition, and but for the injudicious expansion of credits, there is no class in the community which ought to be safer to trust than the ranks and file of country storekeepers. In centres dependent upon manufactures, a somewhat different condition exists, and great care is needed in transacting business in these quarters having in view the large number of partially or wholly unemployed workmen, and the necessity that exists for a re-distribution of manufacturing forces to meet the exigencies of the hour. It need not be long, however, before a much improved condition of trade shall follow the somewhat rude intimations which the past year has given, that some change is essential to secure safety, profit, and permanency in trade. A conservative policy with regard to credits, at all times judicious, was never more needed than now. But a sharp restriction in banking accommodation, and an equally illiberal policy in granting extensions by merchants, will be as dangerous on the one hand as an unwise expansion on the other. But with the turn of another year the realization of the products of the earth, now held in hand, together with a moderate amount of profit for legitimate business, there ought to be no difficulty whatever in bringing about a restoration of confidence, a remunerative trade, and the entire safety of our internal commerce.

While, on the one hand, the disasters of the year that is closed have shown weak spots in

the commercial fabric, which were least expected in prosperous times, there are undeniable evidences of a stability and profit existing which few occurrences make public. It is safe to say that there is to-day in the United States a greater number of successful business men than ever before; that there are numerous departments of manufacture and trade which are yielding a liberal return, that corporations of immense wealth, influence and usefulness are prosperous beyond what they have ever been before in their history, and that monetary institutions throughout the land are on a generally safe and paying basis. The season just ended has been an extremely favorable one for the "cattle upon a thousand hills," taking into the winter all four-footed animals in the best condition, and leaving them less dependent upon winter supplies, which will thus be saved. The additions to our population by immigration, and the contributions to the wealth of the country from that source have been greater than in any previous year. Sections of the country, which in former years were either unproductive or depressed, are now thriving beyond all former experience. The legislation, which at one time threatened seriously because of its experimental character, is now likely to take the shape of a judicious relief from taxation and encouragement to commerce. It cannot take a shape more beneficial than by the enactment of a National Bankrupt Law, which, while it protects the debtor and creditor alike, will not permit the interests of either to be sacrificed in excessive fees or by hungry officials."

Bradstreet's Weekly Summary.

The concluding week in December, which is generally the duller of the year in mercantile and industrial circles has proved no exception to the rule in 1883. Special telegrams to *Bradstreet's* from leading trade centres show that the merchandise movement has been much slower. Merchants are in many instances engaged in making inventories of stocks and in settling the year's accounts. Orders are light, and a renewal of demand is not looked for until after the first of the year. Leading members of the New York dry goods trade characterize the traffic of the year as quite as heavy as, and in branches thereof in excess of last year, although the margin of profit has been small. This view is corroborated by special advices from Chicago and the Northwest. At Boston the view taken is much more conservative, while Philadelphia reports nothing more encouraging. There is still a weakness observable in some lines of cotton goods. Advices from Cincinnati regarding the results of the year's business in general staple lines are more favorable than from any point except Minneapolis and St. Paul, while those from Boston are the least so measured from the side of the profits. The general feeling in trade circles appears to be an unsettled one. Traders in all lines confess to view the future with no anticipations of special activity in the near future. The snow which has fallen has interrupted transportation in various sections of the west, and its melting has raised fears of damage by floods in southern Ohio and Indiana. The wheat

market has been depressed and lower, the decline for the week averaging 1½¢ per bushel. The enormous gain in the visible supply (of over 400,000 bushels) with continued heavy western receipts and no prospect for an export demand has conspired to aid the decline. Indian corn is also lower by 1¢ per bushel, notwithstanding renewed complaints as to the bad condition of that saved from the last harvest. Iron is dull, but steady. A prominent pig iron company, once prosperous, with its office in Philadelphia, is about to fall into the sheriff's hands, but this in no way reflects on the market. Stocks of pig are still decreasing. Petroleum is irregular and inactive for certificates. Crude is firm at 9½¢, and none to be had. Pipeline runs have declined from 70,000 barrels daily in June to 66,000 barrels in December. The average price for the year is over \$1.05. The anthracite coal trade is fairly satisfactory. Prices are 25¢ less for stove sizes than in December, 1882. The output will not be far from 2,000,000 tons in excess of that of 1882. Ocean freights are very dull. Charters are not in large supply, but the demand is light and rates very low. The wool trade has continued quiet, but prices have been well maintained. There were 260 failures in the United States reported to *Bradstreet's* during the past week, 18 more than the corresponding week of 1882, and 89 more than the same week of 1881. About 70 per cent. of the failures were those of small traders whose capital was under \$5,000. Canada had 24, a decrease of 9.

The Toronto Stock Market.

The transactions in shares on the Toronto Stock Exchange have within a year or two grown to a quite considerable aggregate. Last year, it is true, fewer shares changed hands at the Board than in the year before, the figures being 302,000 shares as compared with 340,000. But that was by reason of the falling-off in the last three months of this year, for up to the close of September or even October, the aggregate of 1882 was exceeded. But the closing months of the last-named year were unusually busy ones for the brokers, nearly 49,000 shares having changed hands in November, while in 1883 the reverse was the case.

About two thirds of the business done during the past twelve months has been in bank stocks, the remainder being largely loan company and insurance shares. The shares of banks have shown most fluctuation but their tendency has been downward, and some of the most active stocks closed the year eight and ten, and even twenty and thirty per cent. lower than they opened it. For example, Bank of Montreal shares were at 203 in January; in December they ranged from 171 to 179; Bank of Toronto stood at 188 in January and even higher in May, but declined thence to 166 at the end of December; shares of the Standard Bank and the Bank of Hamilton continued pretty steady, closing the year nearly where they began. Dominion did not fluctuate more than eighteen per cent., but Federal went from 150½ in January to 163 in August, and then downward till it touched 110½ in December, recovering to 122½.—*Monetary Times*.

The Commercial

WINNIPEG, JANUARY 15, 1884.

THE FARMERS' COMPLAINTS.

It seems almost impossible at present to get through the columns of the Manitoba press a calm unbiassed view of the complaints of a large proportion of the farmers of the Northwest, so eager are journalists to make political capital out of the agitation now going on, and so well are they seconded in their eagerness by the political blowers and strikers of either of the two great political parties of our Dominion politics. The more rabid in one party claim, that a change of railway and tariff policy would be a complete cure for all the evils complained of, while extremists of the opposite stripe will not allow that any change of Government policy is necessary, and some go as far as to assert, that no cause for complaint really exists. Both are extreme stand-points from which to view the question, and neither offer a satisfactory solution of the difficulty.

That the whole people of the Northwest, and not only the farmers, have some real grievances to complain of at present, only the blinded political partizan will refuse to admit. But how many of these grievances are within the power of a Dominion Government to relieve few who complain ever estimate; and how many of the evils now complained of by farmers, are only misfortunes and not grievances, many besides the political wire puller fail to consider. Few people have stopped to consider how a number of unavoidable circumstances have combined this winter to test every weak point in the Northwest. During 1881 the produce markets of the whole American continent were held up in defiance of the law of supply and demand by bullish speculators, and during that year the boom of speculation rose to its greatest height in the Northwest. The local demands for the farmers' produce was far in excess of the local supply, and fancy prices, even when compared with the inflated state of American produce markets generally, prevailed. The year 1882 ushered in a collapse of the real estate boom, but that affected the farmer very little. Produce markets were still held in an inflated state by speculation, and the limited local supply in this country still held prices for

the greater part of the year above shipping margins. Under circumstances like these farmers in this country would be possessed of more than human foresight if they did not become intoxicated with the prospect before them, and fall into the blunder of recklessness, which proved disastrous to so many traders during the year now past. That hundreds, if not thousands of them placed themselves during the early part of 1883 under a burden of indebtedness which they never would have incurred, had their estimate and the results of the crop of 1883 been anything like an approach to each other, is now evident to any person. With this burden of indebtedness and high hopes they struggled along until their crops were harvested; but before they were ready for market a change had come over the spirit of their dreams. The produce markets of this continent had lost their buoyancy. With about one-third of the wheat crop of 1882 either ground or unground still held back the crop of 1883 commenced to come into market. A time of trade depression was beginning to be felt all over America, Banks were curtailing the supplies of speculators, and the latter were no longer able to carry the huge load which they had carried safely for one year, and under which they had tottered for another. The crash came, and grain and other produce fell and remained lower than it has since 1879, and is seemingly as dead as ever. The increase in grain products in the Northwest has raised the supply far beyond the local demand, and to the dead and depressed markets of the east, farmers have to look for prices. Local millers can no longer afford to purchase above a shipping margin, and with this deducted from eastern prices, figures must at present be low. Added to these unfortunate circumstances connected with the produce market, comes the frost of the 7th of September, which caused much damage to grain in this country, and aggravated much the combination of misfortunes from which Northwestern farmers suffer.

When all the above unfortunate circumstances are taken into consideration and the additional fact that they have fallen upon a community with but recently inflated ideas, nine-tenths of the present agricultural depression can be accounted for. The other tenth it might be within the power of a Dominion Government to afford relief from, but that proportion undoubtedly covers the limit of their power

That we will have year after year a succession of such misfortunes it is supreme folly to anticipate, notwithstanding the predictions and omniscient pretensions of political demagogues; and we have a good guarantee that such a combination will not again occur in the fact that a very large proportion of the evils can be prevented by precautions on the part of the farmers themselves. The frozen wheat difficulty can at least be avoided as is witnessed by the results of the Bell farm crop this year, where not a bushel of wheat sown in proper season was in any way injured. That all the frozen wheat of the country however is the result of carelessness it would be unjust as well as foolish to assert. Wheat raising, and farming of every description on a large scale is as yet considerable of an experiment in the Northwest, and farmers like all other people have to learn, and their education has been rather costly during the year now closed.

Out of the babble of complaints which have been heard of late, it is pleasing to notice that some good practical results are likely to come. Men of all shades of politics in this country are satisfied, that while the products of the Northwest have to reach a seaport by a rail route of 2,000 miles agriculture here must carry a heavy burden; and it is not at all unlikely, that the present agitation will lead to the construction of a rail route to the Hudson's Bay, our natural outlet, the distance of which will be not more than one-third of what it is to an Atlantic port. With such a route open the cry of railway monopoly would no longer be heard, and it would become the interests of the Canadian Pacific Railway Company to have as many connecting links with the south as possible, not as outlets for our produce, but as inlets for the products of the Northwestern States which would find their way to Europe by the Hudson's Bay route. All other grievances which farmers now complain of, would then be found to rest very lightly upon the Northwest.

THE CANADIAN PACIFIC RAILWAY.

The rapid progress made in the construction of this great national highway which is soon to connect with an iron band the tide-washed shores of the Atlantic and Pacific oceans, stands without a parallel in the world's history. It is something in which every true Canadian should feel a special pride, and inspire him with

fresh feelings of increased patriotism. That a nation still in its infancy and only budding into youth should undertake and be able to carry out successfully such a gigantic scheme shows the stamp of British grit and determination to excel. Mr. Geo. Stephen, the President of the Company, has just issued a circular letter to the shareholders of the company setting forth the main features of the progress of the road during the past year. During that time the company built 693 miles of railway, consisting of 553 miles of main line and 140 miles of branch lines. The track has been laid to the summit of the Rockies, 960 miles west of Winnipeg, which leaves somewhat less than 300 miles of road to be constructed to reach the Pacific coast. On the north shore of Lake Superior 221 miles are almost completed, leaving 430 miles yet to be built to complete the all-rail route to Montreal. While this section is being constructed a through connection will be made next season between Port Arthur and Algoma Mills by the magnificent Clyde built steamers which the company will place upon the waters of Lake Superior next season, and which will greatly facilitate travel. It is no idle dream of Mr. Stephen when he says, "When the company is in a position to send trains through, direct from Montreal via Winnipeg to the Pacific ocean; its express trains making the entire distance in ninety hours; and when the connections of the line with the business centres of the Provinces of Ontario and Quebec have been established, the Canadian Pacific railway will assume a commanding position as Canada's national highway, and by better services, a shorter line, superior accommodation, and moderate rates, will secure the traffic which naturally belongs to it, and effectually prevent it from seeking transportation over foreign lines." The surveys have all been completed, and it has been ascertained that the entire line will be completed within the original estimates of cost, and it is estimated that the all-rail route from Montreal to the Pacific will be completed within two years.

The gross earnings for 1883 (estimating the month of December) were \$5,420,913, which includes for the transportation of construction materials and supplies \$1,274,000. This leaves an actual revenue during 1883 from ordinary traffic of \$4,146,913, as compared with \$2,149,824 in 1882.

The net earnings for the nine months ending Nov. 30th were \$889,811.

Such are the salient features of the circular referred to, and they are certainly of a most encouraging character, and reflect the highest credit upon the management; and through their indefatigable efforts Canadians may with confidence look forward to a grand inauguration of the consummation of the work, such as took place on the occasion of the opening of the Northern Pacific last summer. But our Canadian line will possess advantages which the transcontinental lines in the United States have not. The Canadian line forms a much shorter means of communication across the continent which it spans than any other, and brings the Asiatic and European commercial centres closer by over a thousand miles than they have hitherto been. When the teas and other produce of China, Japan and other Asiatic countries passes through the city of Winnipeg on its way to the great European markets, then only will people fully realize the important position Winnipeg occupies in the commerce of the world. Let the people prepare for the grand impetus that will then be given to our trade and commerce, for Winnipeg will then be not only the commercial centre of the Northwest, but also the distributing point for large quantities of goods that will be required for the Northwestern States.

THE OLD YEAR AND THE NEW.

One more year has been added to the cycle of time, and the page of history has been turned to give place to the records of 1884. The past year has throughout the world been one of varied business experiences, and in many departments of industry and commerce has developed not a few surprises. Marked and sudden changes have at times taken place which have been accompanied by far reaching effects. We do not speak particularly of the country with which we are more immediately connected, but with the whole commercial world. The close of the year was amidst a certain amount of uncertainty and doubt, but still not without promises of an improved condition of business during the next twelve months. The "bears" of to-day may be the "bulls" of to-morrow, so rapid do things react and counteract in this fast age of the world's history. Mind is the motive force of trade, and the important element of confidence which has become diminished

during the latter part of 1883, may soon become fully restored. Until such is the case the recuperative process will be slow. In order to produce this it is necessary that the minds of capitalists, the leading spirits in all great industrial and commercial operations, must be brought to concur in the belief that prices have settled to a point at which general investments may be safely made. There is plenty of money waiting investment in the old countries of Europe, and on this side of the Atlantic as well, so soon as the inflation which was brought about by wild speculation during the past year or two has subsided. All balloons must be pricked and sufficient gas allowed to escape to reduce it to proper dimensions. It is of course difficult to speculate on the future, so many and varied are the unseen influences which are always at work making and unmaking markets and influencing the course of events. The wise course for men in business to pursue is while having faith in the future, and anticipating the coming of better times, not to be caught extending their business beyond the limits of safety and propriety. Hard work and caution are essential to success. There are many reforms in business which might be carried out with profit. What some of these are have already been impressed on the body commercial in these columns during the past year. One of the most important of these is to guard against any undue expansion of credits, but rather aim at as much contraction as possible. Do away with dating ahead, and we will guarantee that the business record of 1884 will not suffer any thereby.

Economy must also be practiced in every department of business. Retrenchment is the order of the day and must continue to be such until the business of the world recovers from the present depression which naturally follows a period of wild speculation and overproduction. In the United States and, in the old countries of Europe, manufacturing industries of nearly all kinds are reducing their production so as to bring it down to the level of demand. When manufacturers find it expedient to pursue this course, men in mercantile trade ought not to be slow to follow their example. Reduce expenses to the lowest point until business recovers from its present illness, and recovery will be all the more rapid.

WINNIPEG MONEY MARKET.

It cannot be said that the money market has developed any new feature during the past week. Things generally have continued to move along in very much the same condition which has been characteristic of the past few weeks. Although the cry of tightness in collection is still often heard, the banks report no extra demand for accommodation. True, quite a large number of renewals in part, and some in whole, have been necessary, but the volume of discount has not been increased. This is no doubt largely due to the fact that merchants and others have practised every economy and exercised great caution in all their transactions, and is well that it was so. That such has been the case will go a long way to strengthen confidence in the country, and complete restoration will come all the more quickly. Gilt-edged commercial paper is still negotiated at the old figures of from 8 to 10 per cent; ordinary 10 to 12 per cent. The loan companies report no active demand for money, and are prepared to advance all that is wanted, provided the securities offered are eligible. Money for speculation is just as it was, only obtainable from private sources, and at high rates.

WINNIPEG WHOLESALE TRADE.

Business still continues quiet in city wholesale circles. The holiday character of the season is still making itself felt, and no revival of consequence is expected until towards the end of the month, when it is thought sorting-up orders will again begin to come in more freely. Travellers are still as a rule at home, and except it be on short trips, do not expect to be busy until they start out with spring samples. Collections are no worse than they have been, but on the other hand begin to show some signs of general improvement. Farmers are again marketing grain more freely and this causes a more active flow of money, and it is expected that from this time out there will not be so much cause for complaint regarding remittances than in the past.

AGRICULTURAL MACHINERY.

There is very little improvement in agricultural implements, and no activity is expected till towards spring. There is some improvement in collections, notes being met more promptly than they were a week or two ago.

BOOTS AND SHOES.

There is but very little doing beyond a few sorting-up orders for felt goods and moccasins. City trade has been fairly active, considering the season of the year, but country trade is very quiet.

CLOTHING.

The demand during the week has been light, but not more so than had been looked for at this season of the year. Collections are about as they were.

CROCKERY AND GLASSWARE.

Movement has been light since the close of the holiday season, and it will be towards the end of winter before there is much improvement. Collections are fair.

DRUGS AND CHEMICALS.

There has been a moderately fair business but no special activity is noted. Collections are fairly satisfactory.

DRY GOODS.

Dullness and inactivity still continue to be the leading characteristics of this branch of wholesale trade. Occasional orders keep coming in but they are usually small in amount. Until spring trade opens up quiet is looked for, but it is expected that a good business will be done then. Money is still somewhat slow in coming in, but rather better than it was some time ago.

FANCY GOODS AND SMALL WARES.

Since the close of the holiday season there has been very little doing, and the leading houses are engaged in getting their stock in order for a brisker period in the near future. Collections are reported as being fairly satisfactory.

FISH AND POULTRY.

There is a fair demand for fish and the market is well supplied. White fish are quoted at 7c per pound; Lake Superior trout at 8c; Oysters remain at 70c for counts, 60c for selects, and 50c for standards. Game is entirely out of the market, the close season having set in. Turkeys, geese and ducks are worth from 17c to 20c per pound.

FRUIT.

The demand continues very fair. Stocks are lighter than for some time. Lemons are steady at \$9 to \$9.50. Oranges are scarce, but some consignments are daily expected, the quotations for which will be about the same as they have been, viz.: Floridas \$7.50 to \$9.50; Messinas \$7.50 to \$8. Apples have advanced and the best qualities are now held at \$7 to \$7.50 per barrel. Malaga grapes are scarce and firm at \$9 to \$9.50 per barrel. Figs in 14lb boxes are worth 12c per lb.; Eleme layers 19c. Nuts are steady at old quotations, viz.: peanuts 20c per lb.; almonds 20c to 22c; brazils 22c; cocoa nuts \$9.50 per hundred. There is an active demand for dried fruit. Loose muscatel raisins are steady at \$3.25; black baskets \$1.40; dates are worth 10c per lb.

FUEL.

The demand, especially for coal keeps up well. The market is well supplied with wood. There is no change in prices. Saskatchewan coal is worth \$9 per ton in the yard or \$10 delivered; Anthracite ranges from \$13.50 to \$14. Tamarac wood is worth from \$6 to \$7 per cord; poplar \$5 to \$6; oak \$7 to \$8.

FURNITURE.

There is very little doing, country trade being particularly light. Collections are still slow.

GROCERIES.

There has been some little improvement in the demand for groceries during the week. Quotations remain as they were, viz.: Sugars—Yellow 9½ to 10c; granulated 10½ to 11½c; Paris lumps 12c; Coffees 15 to 18c for Rio; 22 to 27c for Javas; teas—Japan 20 to 45c, Moyune gunpowders 30 to 75c; Young Hyson 25 to 70c; new season Ceylons 24 to 55c; last season's do 18c to 35c. Tobaccos have advanced—Prince of Wales is quoted at 39c to 40c per lb.; Myrtle Navy \$10 per caddie. Syrups are quoted at \$3.50 per

kg; half barrels 90c per gallon. Boneless fish is worth 9c per lb for 40 lb boxes; 10c for 5 lb boxes. Common salt \$3.25 per barrel; 5 lb bags \$5.40; 3 lb bags \$6.00.

HARDWARE AND METALS.

There is no demand of consequence at present. Heavy lines are especially quiet, and in the lighter lines there is not much doing. Money continues hard to get. Quotations have not changed and are: Tin plate 14x20, \$7.50 to 7.75; 20x28, \$14.25 to 14.75, bar iron \$3.50 to 4.00; sheet iron \$3.50 to \$7.00; iron piping, 25 per cent. off price list; ingot tin, 32c to 35c; pig lead, 6½c to 7c; galvanized iron, No. 28, 8c to 9c according to quality; cut nails, tonpunny and upwards, \$4.25 per 100 lb keg; casing nails, \$5.00; finishing nails \$1.50. Bar iron is quoted at \$3.50 per 100 lb to the trade and \$4 to blacksmiths.

LEATHER AND FINDINGS.

The demand continues about as it was, viz., slow. Quotations are:—Spanish sole 33c to 35c; slaughter sole 35c French calf, first choice, \$1.40 to 1.50; domestic 55c; B Z calf \$1.00 to 1.10; French kip \$1.00 to 1.25; B Z kip 85c to 90c; slaughter kip 65c to 75c; No. 1 wax upper 55c; grain upper 55c; harness leather 34c to 36c for plump stock; English oak sole 65c.

LUMBER.

The demand has dropped to a minimum, and until building operations begin in the spring will continue thus. Quotations are as follows: Pine lumber, 1st. common boards, dressed \$26.50; 2nd, dressed, \$25.50; 1st dressed rough, \$26.50; 2nd do. \$25.50; sheathing, rough, \$25; timber 16 feet and under, \$24; do. over 16 feet, for each additional 2 feet, \$1; dimension and joists 16 feet and under, \$24; do. over 16 feet for each, \$1; fencing, \$25; 2 and 3 inch battens \$30; A. stock boards, all widths, \$50; B do., \$45; C do., \$40; D do., \$35; 1st clear, 1, 1½, 1¾, and 2 inch, \$60; 2nd do., \$56; window and door casings, \$50; base boards, dressed, \$50; 1st pine flooring, siding and ceiling, \$40; 2nd do. \$35; 3rd do. \$30; ½ inch split siding, dressed, \$30. Spruce lumber—timber 16 feet and under, \$22; do. over 16 feet for each additional 2 feet, \$1; dimensions and joists, 16 feet and under, \$23; do., over 16 feet, for each additional 2 feet, \$1; boards, \$22; 1st flooring, siding and ceiling, \$28; XX shingles, \$5.25; Star A shingles, \$5.25; X shingles, \$5.00; A do, \$4.50; lath, \$4.50.

STATIONERY AND PAPER.

Things still continue on the quiet side, but not more so than was anticipated at this time of the year. Collections continue fairly satisfactory.

STOVES, TINWARE, &c.

There is not much doing at present, the rush of the season's business being over.

SADDLERY AND HARNESS

are quiet, and there is but little enquiry.

WINES AND SPIRITS.

Since the holiday times there has been a lighter demand than before. Quotations to jobbers and purchasers of quantities are: Hennessy's one star, \$13 to \$14; in wood, \$4.50 to 5.00 per gallon; Imperial, cases, vintage of 1878, \$5.50;

Martel, in case, one star, \$13 to \$14; Renault, 1-star, \$12, \$10 and \$20; Boleyn, in wood, \$4 to \$5.50; Ronet, in cases, quarts, \$8.50; flasks, \$10, half flasks, \$11; Pinotte, in wood, \$4 per Imp. gal.; Louis Freres, in cases, qts, \$10; flasks, two dozen in a case, \$11; half flasks, four dozen in a case, \$12; M. Dubois, in wood, \$3.50 per gallon; cases, quarts, \$8; flasks, \$9; half flasks, \$10. Gin, Holland, in wood, \$3 per gallon; red cases, \$10.50 to 11.50; green cases, \$6 to \$7, Old Tom gin, Bernard's, in wood, \$3.25 p.c. gallon; Booth's, in wood, \$3.25; Ford's Acadin gin \$2.25 to 2.75; Booths, in cases, quarts, \$8.50; Scotch whisky, Ramsay's in wood, \$4.00; Coal Is. Islay, in wood, \$7.50; Stewart's, in cases, quarts, \$8.50; flasks, \$9.50. Irish whisky, John Jameson & Sons, in wood, \$4.50, Bernard's, in cases, quarts, \$8; flasks, \$9.50. Jamaica rum, \$3.50 to \$4.00 per gallon. Champagne—Pomeoy, quarts, \$34; pints \$35 per case; Bollinger, quarts, \$33; pints \$34; Moet & Chandon, quarts, \$27; pints \$28; C. H. Mumm, quarts, \$28; pints \$30; Piper Heidsieck, quarts, \$27; pints \$29; Carte Blanche, quarts, \$20; pints \$21. Sherry from \$2.50 to 8.00 per gallon, according to quality and brand; ports \$2.50 to 7.00, according to quality and brand; claret in cases \$5 00 to 7.00; Dewey's ale \$13 per hl; Bass's ale in quarts \$4 per doz; pints \$2.50; Guinea's porter in quarts \$4.00; pints \$2.50. Domestic whiskeys, Gooderham & Wort's, in wood, \$1.65 to 2.25 per gallon; 65 o. p. rectified, in wood, \$3.50; W.F. L. five-year-old, \$2.50 per gallon cases, quarts, \$7.50; flasks \$8.50.

THE MARKET S.

WINNIPEG

GRAIN AND PROVISIONS.

There have been only moderate receipts of grain by rail during the week. Provisions are steady at well maintained prices.

WHEAT.

During the past week receipts by rail have not been so heavy as they were the week previous, and street offerings have not amounted to much. Considerable frozen wheat is being shipped east. Prices have undergone no change. No. 1 hard holding steady at 80c in Winnipeg. Prices of frozen wheat still range from 45c to 60c per bushel according to quality.

OATS.

There is but little demand for oats beyond what is required for local feed purposes. From 15c to 20c per bushel, in Winnipeg, is the general quotation, but this cannot be said to be much more than nominal.

BARLEY.

Offerings for the week have consisted of a few loads on the street, which have sold at from 30c to 35c per bushel.

FLOUR.

The mills are running full time and considerable shipments are being made to eastern points. The general demand is on the light side. Quotations are: Patents \$2.90; strong baker's \$2.60; superfine \$2.

BRAN.

The mills are carrying heavy stocks which hold at \$8 per ton on track.

SHORTS

are also in big supply and held at \$10 per ton on track.

CHOPPED FEED

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

POTATOES.

The supply is not over large and prices steady at 50c to 60c per bushel.

CHEESE

holds steady and firm at 10c per pound.

BUTTER.

There is a pretty good stock of butter on hand and the demand for choice keeps up well. Choice dairy is quoted at 25c to 25c; creamery at 30c per pound.

HAM

are steady and a firm at 18c.

BACON.

The demand for bacon is very fair, and prices are steady at 11 1/2c to 12c for long clear dry salt; smoked 12 1/2c; breakfast 16c to 17c; spiced rolls 16c.

EGGS

are not over plentiful and are firm at 32c per doz.

MESS PORK

is not much asked for, but the price holds steady at \$22.

MESS BEEF.

The demand is light at \$18.

LARD.

Twenty pound pails are quoted at \$2.75; cases \$8 to \$8.50.

DRYED APPLES

remain steady at 12c per pound.

CRANBERRIES

are still held at \$14 per barrel for best quality.

WHITE BEANS

are worth \$3 to \$3.25 per bushel

CANNED MEATS.

There is not a very active demand. Quotations remain as follows: Corned beef \$4.25; brown \$4.25; lunch tongue \$4.25 for 1 lb cans; 2 lb cans \$7.75; salmon \$2.15; lobsters \$2.00; California fruits, \$9.75; tomatoes \$4.50; 3 lb apples \$4.25.

MINNEAPOLIS.

While receipts were not heavy, the past week, shipments were very light, yet the stocks in store show a reduction. The markets on change were dull and weak, closing 1/2c below the close last week, with light trading throughout. The millers have a two months' supply on hand here, at the present rate of grinding, and enough for another month, at least, outside, so that so far as they are concerned, there is no cause for a bullish feeling in wheat.

Coarse grains have been quiet and steady, with light business.

The following was the range of prices on 'change last week, with Wednesday's closing prices:—

Wheat.	Highest.	Lowest.	Closing.
No. 1 hard.....	\$1.00	.. \$0.99 1/2	.. \$0.99 1/2
" 2 "	94 1/2	.. 92 1/2	.. 93 1/2
" 1 northern..	90 1/2	.. 89	.. 89
" 2 "	85	.. 85	.. 85

BRAN.—\$11 to \$12 per ton, in bulk.

SHORTS.—\$14 to \$16 per ton.

FLOUR.—Depression and dullness still reign in this market and the signs indicate that a quiet feeling is anticipated for some time. The

export demand is light, with lower markets, and there is no activity east or at home. Buyers clamor for concessions equal to the reduction in freights east of Chicago and millers are not worrying so much about low water, as they believe increased productions would bring about lower prices. Quotations at the mills are as follows:

Patents, \$5.80 to 6.50; straights, \$5.25 to 5.50; first bakers', \$4.75 to 5.25; second bakers', \$4 to 4.40; best low grades, \$2.25 to 2.50; red dog, \$1.75 to 2.00.

Nothing has transpired on the platform the past week to vary the monotony of low water and light running of the mills. Everybody is squeezing out the greatest amount of flour possible, but when put together the production is but little different than for the two preceding weeks, which made the smallest showings of the season. The extremely cold weather of last week perhaps made a little difference with the stage of water, but it was not material. Nearly half of the capacity of the city is in operation, but it cannot be worked up full. The flour production for the week ending the 5th average 9,650 bbls. per day, against 9,275 bbls. the preceding week. This week it may go to above 10,000 bbls. daily. The flour market is dull and quiet, millers and buyers being at variance as to prices. Buyers want concessions equal to the twenty-cent drop in freights, but millers, in view of a limited production, are not very fast to grant them.

Our receipts and shipments were as follows for the week ending Jan. 8:

	Received.	Shipped.
Wheat, bush.....	235,500	31,500
Flour, bbls.....	2,375	45,400

LAST WEEK.

Flour, bbls.....	5,750	64,375
Wheat, bush..	216,500	75,500

The stock of wheat in store in the elevators (including the transfer) and mills of the city on Tuesday, was about 3,095,000 bush. At St. Paul there were 1,170,000 bush., against 1,150,000 last week, and at Duluth 2,269,245 bush., against 2,255,000 bush. the previous week. —Northwestern Miller.

CHICAGO.

The market during the week has been fairly active, but not characterized by any special features. On Tuesday there was a moderate business transacted in wheat and fluctuations in prices were confined within a small range. There was some shipping demand for corn, but transactions were chiefly on local account. Oats were quiet and rather neglected. There was not much doing in provisions, and an easier feeling prevailed owing to a weakness in the hog market. Quotations towards the close were:

	Jan.,	Feb.,
Wheat.....	\$0.93 1/2	\$0.94 1/2
Corn.....	56	55 1/2
Oats.....	33 1/2	33 1/2
Pork.....	14.37 1/2	14.47 1/2
Lard.....	8.82 1/2	8.87 1/2

On Wednesday wheat was active and unsettled with prices averaging a shade higher. There were no special features except that "shorts" were buying a little more freely.

Corn was fairly active and the feeling developed rather unsettled, although no violent fluctuations occurred. Oats were quiet but steady. Trading in provisions was mainly on speculative account. Quotations towards the close were:

Wheat.....	Jan., \$0.94½	Feb., \$0.94½
Corn.....	" 56½	" 55½
Oats.....	" 33½	" 33½
Pork.....	" 14.50	" 14.55
Lard.....	" 8.77½	" 8.92½

On Thursday a fair amount of business was transacted in wheat, and the feeling was rather stronger. "Exports" were the principal buyers and there was not much disposition to sell. In corn a fair business was done on speculative account, and the market was governed mainly by local influences. Oats inclined to be dull. Provisions were fairly active and a comparatively steady feeling prevailed. Quotations towards the close were:

Wheat.....	Jan., \$0.94½	Feb., \$0.95½
Corn.....	" 56½	" 56½
Oats.....	" 33½	" 33½
Pork.....	" 14.50	" 14.50
Lard.....	" 8.95	" 9.00

On Friday there was but little change to note from the previous day. Quotations towards the close were:

Wheat.....	Jan., \$0.94½	Feb., \$0.95½
Corn.....	" 56½	" 56½
Oats.....	" 33½	" 33½
Pork.....	" 14.75	" 14.80
Lard.....	" 8.90	" 8.95

On Saturday wheat was active but weak. Corn was a shade lower, and oats also declined slightly. Pork was easier but steady. Quotations towards the close were:

Wheat.....	Jan., \$0.93½	Feb., \$0.94½
Corn.....	" 55½	" 55½
Oats.....	" 33	" 33½
Pork.....	" 14.72½	" 14.72½
Lard.....	" 8.90	" 8.95

TORONTO.

STOCKS.

The market still continues dull as ever. Speculation is dead, transactions being few and far between. No revival is expected until the 4th of March, when more mercantile paper falls due than on any other day of the year. On Wednesday closing bids, as compared with the week previous were:

	Jan. 2.	Jan. 9.
Montreal ..	175	176
Ontario ..	98	99½
Molsons ..	112	110½
Toronto ..	165	163½
Merchants ..	108½	107
Commerce ..	118½	118½
Imperial ..	130	128½
Federal ..	122½	122½
Dominion ..	187½	187½
Standard ..	108½	109
Hamilton ..	115	114
Ontario & Qu'Appelle ..	95	100
North-west Land ..	65	63

GRAIN AND PRODUCE.

The market for the week has been dull. Receipts have been light, and generally of so poor a quality as not to be wanted. Very little shipping demand is heard of. The prospects are that prices will decline from what they are at present. Stocks have increased slightly during the week, and at latest reports stood as follows: Fall wheat, 47,109 bush.; spring wheat, 61,152 bush.; oats, 1,270 bush.; barley, 164,739 bush.; peas, 13,062 bush.; rye, nil; against on the corresponding date last year:—Flour, 469 bbls.;

fall wheat, 148,067 bush.; spring wheat, 65,933 bush.; oats, 2,158 bush.; barley, 180,793 bush.; peas, 8,562 bush.; rye, 5,760 bush.

WHEAT.

Offerings have been light and demand slack. Prices have, however, been fairly well maintained. Quotations are: Fall wheat No. 2 \$1.07; No. 3, \$1.04 to \$1.05; Spring do., No. 1, \$1.11; No. 2 \$1.08 to \$1.09.

OATS.

There have been increased receipts, and prices have had a downward tendency. Cars on track have sold at 30c to 31c; fine western have sold at 31½c to 33c. On the street from 35c to 36c is paid.

BARLEY.

Offerings have been light, and also the demand, and prices generally have been easier. Quotations are: No. 1, 70c to 71c; No. 2, 65c to 66c; extra No. 3, 61c to 62c; No. 3 52c to 55c.

RYE

is firm at 62c to 63c per bushel.

PEAS.

Offerings have been more liberal, and prices are steady at 76c for No. 1, and 75c for No. 2.

FLOUR.

There is no activity in the market. American flour has been coming in in considerable quantities, which served to make the market duller than it would otherwise have been. Superior extra is quoted at \$5.00 to \$5.10 per barrel; extra, \$4.80 to \$4.85.

POTATOES.

A good many cars have offered and sold at from 65c to 70c. On the street prices range from 85c to 90c.

BUTTER.

The market remains much as it was last week. Receipts have increased, but very few transactions are reported. For a lot of fair shipping quality 14c was offered but refused. Choice dairy would not bring over 18c. Rolls have sold slowly at 14c to 16c. On the street pound rolls have sold at 22c to 24c for choice qualities; tubs and crocks of dairy 19c to 20c.

EGGS.

The demand has been lighter and receipts liberal. Fresh are easy at 23c to 24c; lined 21c to 22c for round lots. Street prices for really fresh range from 26c to 28c.

CHEESE

is firmer at 12c for medium; 13c for fine. Stocks on hand are rather low.

PORK

is inactive at \$16 for small lots.

BACON.

There has been a slight advance in prices. Quotations now are: Long clear 10c; Cumberland 9c; rolls, 12c; bellies, 13c.

HAMS

are also advancing. Smoked are held at 13c, but no movement has been heard of.

LARD.

The demand continues very fair and the price steady at 11½c for small lots.

APPLES.

are inactive. Car lots might be quoted at \$3 to \$3.50 per barrel. On the street prices range from \$2.75 \$4.

POULTRY.

Receipts are light. Box lots of turkeys and ducks are quoted at 10c to 11c per lb; geese 7c to 8c.

SUNDRIES.

Dried apples 9c; evaporated do 16c; oatmeal per 136 lbs, \$4.00; cornmeal \$3.50 to \$3.62.

Outside Wheat and Flour Markets.

BOSTON, Jan. 9.—The export enquiry is nominal, the domestic demand very moderate and the market dull and inactive. Quotations are as follows: Minnesota patents, \$7 to 7.15; straights \$6.50 to 6.60; first bakers, \$5.60 to 5.75; red dog, \$2.60 to 2.75 in bags.

GLASGOW, Dec. 20.—The Glasgow flour market continues in a depressed state. Some parcels on spot have changed hands at very low figures, and for a large lot of Minnesota top patents for shipment, a mere fraction over 40s. for 280 lbs., equal to say 36s. 9d. per bbl., c. i. f. net, has been accepted. There are from various quarters pressing offers, and it is difficult to say when the decline for this grade will stop. Some enquiry for prime Minneapolis patents exists, but in view of their high value it can not at present be satisfied. Some little business is doing in winter wheat grades, and a flour costing say 22s. to 22s. 6d. per bbl., c. i. f., cotton or jute bags, would find a good market, as Canadian superior extras are becoming very scarce.

The following shows the gross imports of wheat and flour into the United Kingdom from Sept. 1 to Dec. 8, 1883, compared with previous two years:

Total qrs. (480 lbs.), 1882, 5,241,450; 1883, 5,664,884; 1881, 4,764,468.

Following are quotations for Minneapolis flour per bbl.: Patents, \$6.98; straights, \$6.47; first bakers, \$5.64; second bakers, \$4.11; best low grade, \$3.18; red dog, \$3.94.

The visible supply of wheat at the principal points of accumulation on Dec. 29, 1883, was as follows:

In store at—	Bus.
New York ..	7,537,242
" Afloat ..	88,000
Albany ..	9,500
Buffalo ..	1,481,886
Chicago ..	11,800,475
Milwaukee ..	2,630,310
Duluth ..	2,406,000
Toledo ..	2,434,005
Detroit ..	462,157
Oswego ..	48,000
St. Louis ..	1,867,550
Minneapolis ..	2,800,000
Cincinnati ..	186,514
Boston ..	100,169
Toronto ..	100,116
Montreal ..	185,606
Philadelphia ..	1,154,361
Peoria ..	8,379
Indianapolis ..	182,900
Kansas City ..	518,615
Baltimore ..	1,999,841
On rail ..	294,934
St. Paul ..	1,100,000
Total ..	39,407,400
Dec. 22, 1883 ..	39,331,259
Dec. 30, 1882 ..	21,048,016
Dec. 31, 1881 ..	17,762,769

The Importance of the Mechanic.

Each ensuing day make more prominent the fact that we have come upon the time when the mechanic is master. We have crowded professions and ill-filled trades. A chance to fill the position of sub-assistant clerk in a wholesale house is eagerly grasped at by a hundred applicants, though the wages received be scarcely more than a "chance to learn the business."

Let a master workman try to obtain an apprentice at three times the salary offered the clerk and his applicants will be poor alike in quantity and quality. A skilled workman in any trade need never want for hire; he is eagerly sought after by a hundred employers; he is independent of the condition of the market; the skill and cunning of his hand and eye are too valuable to lose, and must be paid whether the products are slowly or rapidly consumed. If business ceases, the master-hand is eagerly seized by some rival house, which knows and values the product of his skill. He who would crush down the obstacles to success in our days must have, as well as the wit to see the crvice, the strength to deal the blow. This is an age of the steam engine, and it is the engineer not the conductor, who is master.

Exports of Dairy Produce.

The exports of cheese from the port of Montreal to Great Britain during the past season of navigation, according to the annual report of Messrs. Hodgson Bros., amount to \$88,131 boxes, against 714,455 boxes for the corresponding period last year, showing an increase of 173,646 boxes. Taking into account the surplus stock remaining in Canada to be shipped via Portland, the total exports of the season will no doubt reach about one million boxes, which are by far the heaviest ever exported from Canada in one season. The exports of butter during the past season of navigation were 100,179 packages, against 68,208 packages for the corresponding period last year, showing an increase of 31,971 packages. The following are the particulars of exports of cheese and butter via St. Lawrence, from the opening and closing of navigation, from 1874 to 1882 inclusive:—

	Cheese boxes.	Butter pkgs.
1874	359,252	80,206
1875	507,062	115,417
1876	465,660	168,048
1877	398,138	87,245
1878	455,449	101,596
1879	515,360	180,863
1880	541,396	196,610
1881	547,107	132,970
1882	714,455	68,208
1883	888,131	100,179

The total value of the exportable surplus of butter and cheese from Canada for the season of 1883 and 4 is estimated at about \$7,500,000.—*Montreal Gazette.*

The New Republic—Australasia.

There is probability that with the incoming of the twentieth century the world will have the pleasure of welcoming a new Republican nation to the great society of nations. The gradual development of the large Islands in the South Pacific has been watched with pleasure, and the announcement at this time of a proposed confederation is hailed with joy, especially by America, as there is every prospect that the new nation will be a republic. Not only the islands but Australia is itself of some 3,000,000 square miles, and although not possessing the climate or resources as favorable to a progressive civilization will one day vie with America

in favor and importance in the world's history. The five colonies of New South Wales, Victoria, Queensland, West Australia and South Australia, which have appropriated the entire continent, have a population of European origin of about 3,000,000 and with Tasmania, New Guinea and New Zealand the resources will be extensive.

For some time the question of home development has been considered, and it is now proposed to form a free colonial exchange of products with a tariff for revenue against outside commerce.

Government Telegraphy.

“The beginning of a New Year and cheapening session of Parliament combine to form a fitting season for the renewal of our demand that the Government should at once inaugurate a national system of telegraph under its own control. Whether it should commence with an entirely new construction or buy out existing Companies are detail for the ruling authorities at Ottawa alone to decide. The former would unquestionably be the cheaper course, but there might nevertheless be found some equitable reason why existing corporations should at least have the opportunity afforded them of selling out on fair terms if alarmed at the prospect of such a formidable antagonism. A tentative beginning might be made with a main line of three wires between the capitals and the large towns in each province, to be followed by branch circuit systems connecting outlying villages and stations with their more immediate main station on the through wires, to be followed by such development as the rising occasions should demand. The adoption of this policy would be one of the most popular that the Government could undertake, and the tax-payers would look without disapprobation at any deficit which might unexpectedly arise from such a move. Any such deficit would at the worst be likely to be little more than temporary, and in any case be a far lighter infliction to put up with than the present thralldom to foreign capitalists. Such vassalage is not only degrading, but, as we have often before shown, may on occasion bear with it elements of national injury. The time has come when the Telegraph should be put on precisely the same footing as the Post Office, with revenue results made a secondary consideration only. If the proposed telegraph system could be worked from the outset at a profit, so much the better. If, like the Post Office, it required time to bring it up to a paying point, we should have to put up with the latter as we did with the former. The chances of early and complete success will unquestionably be hampered by a persistence in our fatuous policy of allowing inventors to secure patents of invention in this country and charge prohibitive prices for their use. This is in direct antagonism to our so-called National Policy, the object of which it neutralises to an extent so far but little apprehended. But even with this very serious drawback, the Government should at once enter the field of telegraphy, and we shall be glad to see an intimation that it intends to do so in the approaching delivery of the speech from the Throne.—*Shareholder.*”

THERE were 274 failures in the United Kingdom reported to *Kemp's Mercantile Gazette* for the week ending December 10. Of these England and Wales had 242, against 197 and 215 in like weeks respectively of 1882 and 1881; Scotland had 27, against 14 and 13; Ireland 5, against 2 and 3.

RAT PORTAGE sufferers by fire are displaying commendable energy. Of those who were burned out the following have already resumed business, viz.: A. D. Macdonald, J. W. Philbin, W. D. Coate, Thompson & Palmer, Kobold & Bro., Baker & Co., W. Brydon, Chadwick & McLellan, J. Henesy, A. Mulligan, W. McCarthy and Myers & Lillie are rebuilding and will soon be in full blast again.

The *Glasgow Herald* says that the past year in ship building circles has been characterized by great activity on the Clyde, 410,664 tons of new ship-building having left the stocks during the year against 391,034 tons the preceding year. The tonnage on the stocks at the end of the year was about half the amount on hand at the corresponding period in the previous year. The majority of the vessels were built of iron, but quite a number were of steel. The number of vessels built of steel during 1883 aggregated 129,631 tons, against 108,254 in 1882, and 66,609 tons in 1881. Work toward the close of the year was somewhat dull.

THE United States government has printed a chart of postal statistics covering the period since the organization of the government in 1879. Like all documents which afford an opportunity for comparison between the early beginnings of the institutions of the country and their present expansion, the chart presents a striking view of the immense development which has been going on in the intervening time. In 1870 there were only 75 post offices in the United States; in 1882 there were 46,231. The extent of the post route has grown from 1,875 miles in 1790 to 343,618 miles in 1882. The revenues of the departments have grown from \$37,935 in 1790 to \$41,883,005 in 1882, and the expenditures have increased from \$32,140 in 1790 to \$40,482,021 in 1882. The total salaries paid to postmasters have increased during the same period from \$8,198 to \$10,134,091, and the amount paid for the transportation of the mails has grown from \$22,081 to \$22,846,112. A most remarkable increase is noted in the employment of domestic money orders. The amount of these issued in 1865 was \$1,360,122; in 1882 the total issue amounted to \$113,400,118.

BRANDON.

A fire occurred on Tenth street, in rear of Masonic hall. Loss, \$6,000. Insurance in Western & Manitoba Mutual.

W. F. A. Wilson & Lockhart, furniture dealers, have dissolved by mutual consent. Wilson will continue the business.

Business during the week was slightly better than the one previous. Farmers took advantage of the mild weather and a great deal of wheat was marketed. Trade is expected to be fair during the balance of the month, but as the grain is nearly all marketed February trade will be light.

PORTAGE LA PRAIRIE.

The offices at the Manitoba and Northwest-ern depot were opened last week.

The roller system which has been introduced into the Marquette mills is giving every satisfaction.

The Manitoba and Northwestern Railway Company have reduced their freight rates on frozen wheat 33½ per cent.

Large quantities of grain are being shipped from here to eastern markets. The ruling figure for good wheat is 72 per bushel.

Officers of the Fire Brigade for the year have been elected as follows: Capt. of Hose Co'y, R. Roxburg; asst. capt., J. O. Cadham; branchmen, Thos. Booz, W. H. Spalding, C. G. Woodside, H. J. Woodside, Alf. Ferriss, John Dolinead; capt. of hook and ladder co'y, J. McLennan; asst. capt., J. H. Lipssett. The financial report for the year ending Dec 31, 1883, showed a balance to the credit of the Fire Brigade of \$176.05.

Buckwheat Flour.

The old method of grinding was with the chuck on, grinding slow and low, so as to get all of the flour at one operation, consequently the flour often bore a strong resemblance to wood ashes, and sometimes felt something like soft soap; and when baked into cakes was as solid and indigestible as sole leather, but this was generally the work of the apprentice, says the *Mechanical News*. The first improvement was to grind higher, take the middlings out through a piece of coarse cloth at the tail of the reel, regrind them and mix the flours. This enabled the miller to improve the color and preserve the yield. The next improvement was to use a short scalping reel from four to five feet long, clothed with No. 1 cloth, except eighteen inches No. 10 wire at the tail. The flour and middlings from the No. 1 cloth were sent to the reel as above, the bran came through the No. 10 wire and the shucks passed the tail and could be spouted separately or with the bran as desired, but good farmers soon learned that there was no nutriment in the shuck, and that it only acted as an irritant in the stomachs of the cattle. The reel for flouring was usually ten feet long, clothed according to the fancy of the miller with cloth ranging from No. 7 to No. 10, excepting about eighteen inches No. 4 at the tail for middlings. The best results with this or any other method were obtained by putting the cloth entirely on the inside of the ribs, or from the outside of one rib to the inside of the next. They do not require anything to keep the cloth open, for a sharp, granular buckwheat flour bolts very freely. By this system a good flour can be made from well scoured but unshucked buckwheat, but it will be more or less specky and off color.

Many plans have been tried to get rid of these specks; the most noticeable was to grind high enough to just granulate the interior very little, and pass the product to a reel graded from No. 5 to No. 10, subjecting each grade, excepting No. 5, separately to a purifying by suction or blast, after which they are spouted together to the buhrs for grinding, and bottled as before, but in this case it is better to grind somewhat

closer so as to leave no particles adhering to the yellow skin or bran. Some have tried purifying the fine middlings on purifiers with good results, but there is not the same advantage gained as there is in wheat middlings, as the specks are of about the same specific gravity as the middlings themselves.—*Northwest Miller*.

Another Bridge over the St. Lawrence.

Another new railway bridge about to be built over the St. Lawrence River is two and a half miles in length. It will connect Morrisburg on the Canadian side with Waddington on the American side. The St. Lawrence canal will be crossed by a swing bridge 338 feet long. Two spans of 350 feet each will cross the St. Lawrence from the outer bank of the canal to Ogden's Island, and two spans of 150 feet each will connect Ogden's Island with the United States there. The Mayor of Ottawa has written to the company constructing it, saying that the city of Ottawa will give a bonus of \$100,000 and a grant of fifteen acres of land, as a consideration for the erection of a bridge. A by-law has also been passed by the Ottawa Town Council granting \$250,000, provided a wagon road shall be built at the side of the bridge over the Ottawa River, near the City of Ottawa.

Read Your Trade Paper.

The best proof of value of trade papers may be found in the fact that all successful merchants, dealers and retailers acknowledge that they have derived great benefit from them and continue reading them, as long as they do not retire from active business. But there is on the other hand a class of dealers and retailers who declare that they have not the time to read trade papers, and if they had the leisure to read them, they would know beforehand what they contain.

To these the *Moniteur* replies that a business man, however little leisure he may think he has left to bestow on reading, ought to find time to inform himself about what in his trade concerns him most, and is to him as much a matter of dollars and cents as his current business. The trifling sum of the annual cost of subscription is made up in a hundred or a thousand fold by the valuable hints a trade paper may contain, not left unheeded by the intelligent reader.—*Le Moniteur du Commerce*.

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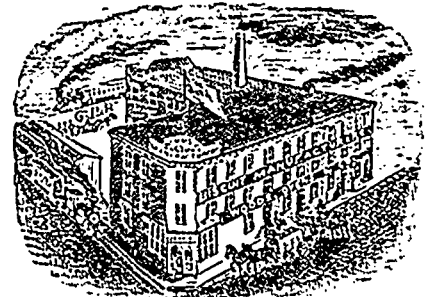
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CUSTOM BROKER,

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THE WINNIPEG WAREHOUSING COMPANY.

(LIMITED) CAPITAL, \$30,000.

Store every description of goods Free or in Bond. Special attention paid to Emigrants effects, trunks, furniture, agricultural implements, &c.

Insurances effected at lowest rates.

Warehouse receipts issued negotiable at all Banking Offices.

All goods shipped to the company or when in car lots will be delivered at Warehouses (which have a switch of C. P. R. running directly to them) free of charge.

We make a specialty of receiving car lots from the Eastern Provinces consigned to different parties throughout the North-West Territories, passing Custom entry and distributing them to their several destinations.

P. O. Box 981.

R. GARTWRIGHT, Manager.

C. W. GIRDLESTONE, INSURANCE & GENERAL AGENT.

Royal of England, capital and assets, \$31,000,000
City of London, England, 19,250,000
North-West Fire Insurance Company of Manitoba 500,000
Life Association of Canada, 290,000

Fire, Life, Marine and Accident Insurance.

CUNARD AND ANCHOR STEAMSHIP LINES,
2^d Passage Tickets Granted

Goldie & McCullough's Safes and Vault Doors

MONEY TO LOAN.

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

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Fire Insurance Company.

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Authorized Capital, - \$3,000 000.

FULL DEPOSIT MADE WITH GOVERNMENT.

JOHN BAIRD, Esq., - - President.

H. THEO CRAWFORD, - Secretary.

Pyramid of Assets.

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

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

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General Agent for Manitoba and North-West Territory.

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OGILVIE MILLING CO.

Mill at Point Douglas.

Capacity - 750 Barrels per day.

OFFICE:—Corner King and Alexander Streets, Winnipeg.

A Full Stock of Patent Hungarian, Strong Bakers' and Spring Extra Flour; Oatmeal, Pot and Pearl Barley, Graham Flour, Cracked Wheat, Bran, Shorts, Ground Feed, Oats, Barley. Wheat buyers at all Shipping C.P.R. Stations.

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—AND—

ELEVATOR "A."

PORTAGE LA PRAIRIE.

The Purest and Best Flour

That Modern Inventions can produce to be had in large and small quantities at said roller mills. Three grades. Also large quantities of SEED WHEAT, BARLEY, and OATS. Chop, bran and shorts constantly on hand.

Capacity Elevator.....115,000 Bushels
Capacity Mill.....200 Barrels daily

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Agents at Winnipeg.

Correspondence Solicited.

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GEO. J. MAULSON & CO.,

Grain and Flour Exporters

—AND—

GENERAL COMMISSION MERCHANTS.

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SAMUEL MAY, - Manufacturer.

W. O. ANDREW,

Sole Agent for Manitoba and the North-West Territories.

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WINNIPEG.



Canadian Pacific Railway.
(WESTERN DIVISION)

CHANGE OF TIME

On and after Dec. 2nd, 1893, trains will move as follows:

Going West	Going East
7:30 a.m. leave Winnipeg	arrive 6:30 p.m.
10:00 " " Portage la Prairie	4:50 "
1:25 p.m. " Brandon	1:45 "
1:15 " " Broadview	7:15 a.m. ¶
12:15 a.m. " Regina	11:30 p.m.
6:30 " " Moose Jaw	8:30 "
8:30 p.m. av Swift Current	11:30 p.m.
10:30 p.m. " Maple Creek	4:30 a.m.
2:40 a.m. av. Medicine Hat	11:40 a.m.

Going East	Going West
7:30 a.m. leave Winnipeg	arrive 8:30 p.m. ¶
1:55 p.m. " " Rat Portage	11:40 a.m.
8:55 p.m. " " Barclay	4:51 p.m.
11:40 a.m. arrive Ft. Arthur	leave 1:30 p.m.

Going South	Winnipeg	Going North
Leave	Winnipeg	Arrive
17:00 a.m.	7:35 p.m.	10:35 a.m.
	Emerson	17:00 a.m.
10:50 p.m.	10:10 p.m.	4:05 a.m.
Arrive	St. Vincent	4:10 a.m.
10:06 p.m.	10:30 p.m.	3:45 a.m.
		4:00 a.m.

SOUTHWESTERN BRANCH.

Going South	Going North
7:40 a.m. leave Winnipeg	arrive 8:00 p.m.
10:05 a.m. " " Morris	6:30 p.m.
11:50 p.m. " " Greta	8:45 p.m.
4:45 p.m. arrive Manitou City	leave 9:30 a.m.

7:30 a.m. leave Winnipeg	arrive 3:00 p.m. ¶
10:30 a.m. " " Stony Mountain	2:00 p.m.
10:55 " " arrive Stonewall	leave 1:30 "

¶ Daily.
‡ Daily except Saturdays.
† Daily except Mondays.
‡ Daily except Sundays.

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

Trains move on Standard time.

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

St. Paul, Minneapolis & Manitoba.
SOUTHEASTWARD.

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

NORTHEASTWARD.

Express leaves St. Paul at 7.00 p.m. and 8.09 a.m., arriving at St. Vincent at 4.20 p.m. and 3.45 a.m. the day following, making close connections with the Canadian Pacific.
Trains run between St. Paul and Minneapolis almost every hour.
Sleeping cars on all night trains.
Trains run on St. Paul time.

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

GOING EAST.

Express trains leave Minneapolis at 1.00 p.m. and 8.00 p.m.; and St. Paul, 1.45 p.m. and 8.45 p.m.; arriving in Chicago at 7.00 a.m. and 2.30 p.m.

COMING WEST.

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

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

GOING SOUTHWEST.

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

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

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

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

Albert Lea Route.

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

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

J. F. McFARLANE, Gen. Northwestern Agent, Winnipeg, Manitoba.
J. A. McCOSNELL, Traveling Passenger Agent.
S. F. BOYD, General Traffic and Passenger Agent.

Chicago and Grand Trunk Railway.

GOING EAST.

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

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

Pullman palace sleeping coaches are run through without change, between Chicago, and Bay City, Detroit, Toronto, Montreal, Boston, Niagara Falls, Buffalo, and New York via Port Huron, as follows:

GOING WEST.

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

Train leaving Boston 7.00 p.m., Montreal 9.30 a.m., Toronto 11.45 p.m., and Port Huron 7.45 a.m., has through Pullman palace sleeping coach from Boston to Chicago.

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

GOING EAST.

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

Train No. 5 leaving Chicago 8.50 p.m., has through Pullman palace sleeping coach from Chicago to Montreal and Parlor car to Boston.

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

The Chicago, Milwaukee & St. Paul Railway

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

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

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

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

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

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

Michigan Central Railroad.

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

EASTWARD.

Express trains leave Chicago at 6.45 a.m., 9 a.m., 4.30 p.m., 9 p.m., and 10 p.m.; arriving at Detroit at 6.35 p.m., 6.50 p.m., 1 a.m., 6.40 a.m.; and 8.50 a.m.

WESTWARD.

Express trains leave Detroit at 7.20 a.m., 9.55 a.m., 8.20 p.m., 10.10 p.m.; arriving at Chicago at 6.50 p.m., 7.40 p.m., 7.30 a.m., and 8 a.m.

These trains take the through sleepers from the Canada Division, and make close connections at Chicago with the trains of other roads.

Dining cars on trains.

CANADA DIVISION.

EASTWARD.

Express trains leave Detroit at 1.10 a.m., 7.10 a.m., 9.05 a.m., 12.55 p.m., and 8 p.m.; St. Thomas at 4.50 a.m., 10.55 a.m., 1.45 p.m., 3.55 p.m., and 10.55 p.m.; arriving at Buffalo at 3.15 a.m., 8.25 p.m., 7.15 p.m., 8 p.m., and 4 a.m.

WESTWARD.

Express trains leave Buffalo at 11.55 a.m., 12.20 p.m., and 7.15 p.m.; St. Thomas at 1.35 p.m., 4.10 p.m., 5 p.m., and 11.3 p.m.; arriving at Detroit at 8.25 p.m., 9.15 p.m., and 3.16 p.m.

Close connections at St. Thomas with Credit Valley for Toronto, with all branch lines, and with other roads at Buffalo and Detroit.

Through sleepers and dining cars on all trains.

O. W. RUGGLES,
Gen. Pass. & Tkt. Agt., Chicago.

H. B. LEEGARD, Gen. Manager, Detroit.
W. McLEOD, Manitoba Pass. Agent, Winnipeg.

The Chicago & Grand Trunk & Grand Trunk Railways

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

CHICAGO AND ALL CANADIAN POINTS.



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

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

Always ask for Tickets via this Line.

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

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The Wholesale Trade supplied on the Best
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PATERSON & MITCHELL.

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ALSO

READY-MADE HOUSES.

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LATH,

SHINGLES, Etc.

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CITY PLANING MILL,

Manufacturers and Dealers in

All kinds of Sash Doors, Mouldings, etc.,

MILL AND FACTORY,

Dufferin St., Portage La Prairie.

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WINDOW GLASS

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PAPERBAGS, WRAPPING PAPERS, ETC
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Of Manitoba and the North-West.
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LITHOGRAPHED PLANS,

Paper Ruling and Binding,

Fine Job Printing

AT REASONABLE RATES.

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OPPOSITE NEW C. P. R. STATION,

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LATE OF THE RUSSELL HOUSE, OTTAWA.

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

GRAND UNION HOTEL,

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The Largest and Most Popular House of the North-
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The Palace Hotel of the Northwest,

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The Manitoba Soap Works!

ST. BONIFACE, MANITOBA.

Wall, Bessette, Lecomte & Co., Proprietors.

The "Royal" Soap is strongly recom-
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FULL STOCK

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BREWERS AND MALSTERS.
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SPECIALTY:
Cigars imported from Hainburg, Germany.
42 FRONT STREET EAST, TORONTO.

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CLOTHING
—AND—
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PRINCESS STREET,
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GREAT NORTH-WEST
Trades Protection, Gen'l Enquiry,
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DETECTIVE AGENCY,
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N. B.—In addition to the above, being ac-
quainted with the leading citizens of this town,
we afford assistance to intending settlers, giv-
ing such information as the necessities of their
business may require.

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BROKERS**Commission Merchants.**

Agents St. Lawrence Sugar Refining
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Office: McArthur Block, Winnipeg.

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PROVISION MERCHANTS.

MESS PORK, HAMS, BACON,
Butter, Lard, Cheese, Stilton Cheese, Canned
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Of all kinds constantly on hand at Lowest Prices to the
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PACKERS,
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Fruits, Vegetables, Meats, Pickles, &c., &c.
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Highest Awards and Medals at Exhibitions of 182.

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COMMISSION MERCHANTS,

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(SUCCESSORS TO A. G. B. BANNATYNE)
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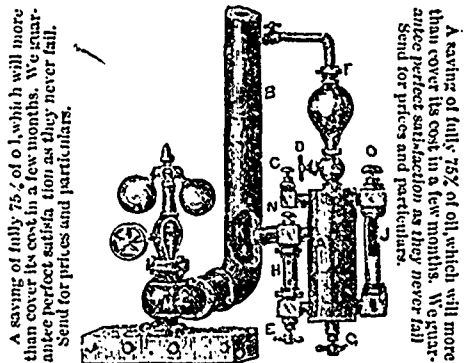
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Dealer in Railway, Machinists and Mill Supplies, Oils, etc., etc.
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RAILWAY SUPPLIES!
ANTHONY FORCE
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AGENT FOR

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The River Don Works, SHEFFIELD,
Manufacturers of Crucible Cast Steel Tyres, Cast, Shear and German Steel, Tool Steel, Crossings, Rein-
blocks, Axle Boxes, Axles, Piston and Connecting Rods,
Slide Bars, Marine Shafts and Cranks, Bells, etc.
MESSRS. P. & W. MACLELLAN,
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Engineers and Machine Makers, Manufacturers of
Railway and other Bridges, Iron Girders, Iron Roofs,
Railway Plant and Furnishings of every description.
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