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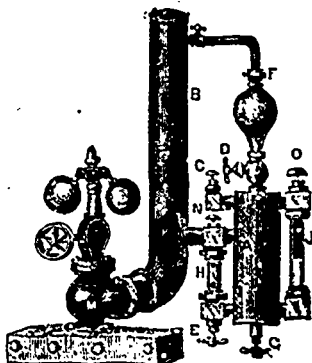
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# The Commercial

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, APRIL 29, 1884.

NO. 31

## The Commercial

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

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Office, 16 James St. East.

JAS. E. STEEN,  
Publisher.

WINNIPEG, APRIL 29, 1884.

The M.&N.W.R. Co. will open offices in Winnipeg.

A \$10,000 building for county purposes is to be erected at Gladstone.

WILKINSON & LINDSAY, hotel keepers, Calgary, have assigned in trust.

KELLY & McDONALD, plumbers, Winnipeg, have dissolved partnership.

JOHN LAMONT, Emerson, is about to erect and operate a grist mill at Minnedosa.

JAMES HAMPLEY, hardware merchant, Regina, has opened a branch at Silver City.

GEORGE LEARY, dealer in clothing, boots and shoes, Nelson, has assigned in trust.

HEPBURN & IRWIN, private bankers, Emerson, have closed out business in that town.

G. H. KENNEDY, grocer, Winnipeg, is in trouble, the sheriff being in possession of his business.

It is understood that the Manitoba & Northwestern bonds have been successfully floated in England.

W. E. ROSS, boot and shoe dealer, Calgary, has admitted a Mr. Macnamara as partner. The new firm will be Ross & Macnamara, and they will open out a branch store at Silver City.

WADDELL & SANDERSON, livery stables, Minnedosa, have dissolved partnership, and the business will be continued by Sanderson.

THE dissolution of the firm of Hepburn, Irwin & Smith, Regina, is now arranged, and the business will be continued by F. G. Smith & Co.

MR. THOMAS UNDERWOOD has leased the carriage shop, business and stock of Mr. George W. McKay, Nelson.

THE crew of the steamer *Ogemiah* left for Selkirk last night, where the boat wintered. It is expected that she will reach the city on Monday.

MESSRS. GEORGE & WEST, of the Dufferin livery stables, Nelson, have dissolved partnership. Mr. J. G. West will continue the business.

LOT 260, Saskatchewan Avenue, Portage La Prairie, was offered for sale on Wednesday, and knocked down for \$90. The same lot sold for 7,000 during the boom.

MR. J. A. BODY, an English capitalist, is making application to the Winnipeg City Council for exemption from taxation for a flax seed oil mill he proposes to erect in the city.

MESSRS SWANSON & CHERRY, who have been running the Grand Central hotel, at Virden, for the last two years, have rented their house to another gentleman, who takes possession the first of May.

SINCE the Manitoba Northwestern Railway Company have floated a good share of their bonds, it is their intention to extend their road 100 miles westward, if possible, during the present year, and certainly not less than 50 miles.

THE steamer *May Queen* made a short trip down the river on Saturday. The ice is gone out of the Assiniboine and Red rivers, hence navigation is practically opened. We may expect a lively business on the river before the close of this present week.

THE new Leland House, on Market Square, will be opened this evening to the travelling public. The new house is one of the finest and best furnished and arranged in the Northwest,

and, under the management of Captain Douglas, will take its place among Winnipeg's finest hotels.

LINKLATER & DESLAURIER, dealers in hardware and tinware, Winnipeg, have assigned in trust. This is to be regretted, as the firm were in hopes of securing a settlement on a liberal composition without assignment. As is customary, one stubborn creditor has forced matters to an extreme.

By the end of the week the bridge over the Elbow river will be completed, and passengers will be able to cross with a greater degree of safety than heretofore. The structure would have been completed last week had not Mr. Christie been prevented from working through lack of lumber.

MR. W. HARDER, assistant traffic manager of the C.P.R. has tendered his resignation, to take effect on May 1st. Mr. Perrse, his chief clerk, has followed a similar course. The loss of both gentlemen will be much regretted by the business men of Winnipeg, with whom they had every day dealings, and by whom both were much esteemed and respected.

OSLER, HAMMOND & NANTON, agents for the North of Scotland Loan Company, and Ontario and Qu'Appelle Land Co. and general financial agents, have opened an office in the Imperial Bank Block, 3 Bannatyne street, which will be under the management of Mr. Nanton. The business will be connected with Osler & Hammond, of King street, Toronto.

THERE is a commendable movement on foot among the property owners on Princess street, to have that street planked and gravelled they offering to bear half of the expense of the work. This movement forms a good contrast to the Main street property owners, who make so much cry against paying any portion of the grading and fixing of Main street.

FOWLER & POLLOCK, jewellers, Winnipeg, have had their stock seized by the Customs' officers on the ground of alleged smuggling, and working upon falsified invoices supplied to the Custom house. As both partners have hitherto been held as business men of good reputation, their case will be watched with interest. In the meantime we withhold any opinions upon it.

**Business East.****ONTARIO.**

R. C. Nichols, hotel, Toronto, is dead.  
 R. Jordan, hotel, St. Thomas, has sold out.  
 A. H. G. Gunn, grocer, Forest, has sold out.  
 H. J. Keighley, grocer, Lindsay, has assigned in trust.  
 A. McPhee, general store, North Buxton, has sold out.  
 J. McIntyre & Co., tailors, Hamilton, has assigned.  
 J. N. McIndoe, baker, Dunville, has been burned out.  
 Ludman & Jones, stoves, etc., Comber, are burned out.  
 Walter Stone, grocer, Dunnville; stock damaged by fire.  
 Robert Sword, wool yard, St. Catharines, has sold out.  
 Miss E. Hamilton, milliner, Aylmer, has assigned in trust.  
 George H. Gordon, grist mill, Trenton, has assigned in trust.  
 McMillan & Whyte, grocers, Strathroy, have assigned in trust.  
 Bell & Shields, general store, Chesley, have assigned in trust.  
 J. F. Brownridge, grocer, Pickering, has sold out to T. Dunbar.  
 A. W. Thewlis, grocer, Dunville; stock damaged by fire.  
 R. A. Martyn, hotel, Newbury, has sold out to Jacob Holman.  
 James Bawber, grocer, Waterford, has sold out to John Finch.  
 Henry Arkell, general store, Port Stanley, is moving to Aylmer.  
 W. Galbraith, general store, Carleton Place, has assigned in trust.  
 J. M. Jackson, furniture, Kingston, has sold out to Charles Long.  
 R. Haggan, grocer, Springfield; style now McPhail and Haggan.  
 John Douglas, blacksmith, Edengrove, has sold out to Thomas Street.  
 J. O. Lewis & Co., grocers, Palmerston, are succeeded by F. A. Lewis.  
 Matthewson & Co., woolens, Wingham, have held a meeting of creditors.  
 Graham & Robertson, general stores, Valetta, have sold out to Marich & Richards.  
 Aston & Waterman, whip manufacturers, Hamilton, have dissolved partnership.  
 Spencer, Beddoe & Co., wholesale metals, Hamilton, have gone out of business.  
 John Turner, carriages, London, has taken in a partner; style now is Turner & Granger.  
 A. & S. Nairn, coal and wood, Toronto, have sold out their retail business to J. R. Bailey & Co.  
 Hughes & McIntyre, blacksmiths, Appin, have dissolved partnership; J. Hughes continues.  
 L. & W. M. Brisbin, general store, Harriston, have dissolved partnership; L. Brisbin, continues.  
 Jacob Mistell & Co., general store, Rodney, have dissolved partnership; Jacob Mistell, sr., retires.  
 James Cameron, publisher, Shelburn, has sold out to the Shelburn Printing and Publishing Co.

H. H. Pigeon & Co., dry goods, Ottawa, have admitted Philibert Pigeon as partner; style the same.

Melville & Thornbury, dry goods, Lindsay, have dissolved partnership; A. H. Melville continues.

Fairley, Stewart & Co., plumbers, Hamilton, have dissolved partnership; Fairley & James Stewart continue.

McMartin, Tolmie & Co., builders, Ridgetown, have dissolved; H. McDonald, W. Somerville and John White retire.

Arthur Chown, hardware, Kingston, has admitted as partners, F. Alfred and Oliver Chown; style now, A. Chown & Sons.

Pigeon, Pigeon & Co., dry goods, Ottawa, have dissolved; Philibert Pigeon retires, and F. A. Pigeon admitted under same style.

**QUEBEC.**

James McCully, tailor, Beauharnois, is dead.

A. J. Pilon, grocer, Montreal, has assigned in trust.

James Vandutwerp, grocer, Stanbridge East, has sold out.

A. J. Dubuc, general store, Nicolet, has assigned in trust.

Olivier Demers, grocer, Montreal, has assigned in trust.

George E. Julien, tins, Lambton, has assigned in trust.

Farland & Gosselin, furniture, Montreal, have assigned in trust.

M. Larose, general store, Frelighsburgh, has assigned in trust.

T. Merlean, general store, Bryson, has held a meeting of creditors.

Elzear Dechene, general store, St. Pacome, has assigned in trust.

John Haire, general store, Franklin, has sold out to William Sharp.

Fournier & Langlois, general store, Magog, have assigned in trust.

Handfield Remi & Son, contractors, Montreal, have dissolved partnership.

R. Gohier & Co., general store, Montreal; Remi Gohier is now sole partner.

A. W. Harris, belting, Montreal, has admitted John Heenan as partner; style now Harris, Heenan & Co.

D. Z. Bessette, importer, Montreal, has admitted Emil Lefort as partner; style now Bessette, Lefort & Co.

S. Davis & Son, cigar manufacturers, Montreal, have admitted Maurice E. Davis, under style of S. Davis & Sons.

A. L. Deseve, dry goods, Acton Vale, has sold out to Marcie & St. Jean, and intend opening a liquor store on May 1st.

G. Chapleau, safe manufacturer, Montreal, has admitted Edmond Parcheron as partner, under style of G. Chapleau & Co.

George Irvine, jr., R. R. supplies, Montreal, has admitted George A. Sutherland as partner, under style of Irvine & Sutherland.

Isaac Levy, manufacturer and importer of furs, etc., Montreal, has admitted Robert Mills, jr., under style of Levy, Mills & Co.

Meunier & Robichaud, butchers, Montreal, have dissolved; Charles Meunier continues and admits Auguste Robert, under style of Meunier & Robert.

Sutherland, Lindsay & Co., wholesale dry goods, Montreal, have dissolved partnership; William F. Lindsay continues; style now W. Taylor Lindsay & Co.

**NOVA SCOTIA.**

L. D. Brown, physician, Maitland, has assigned.

**NEW BRUNSWICK.**

R. V. Barker & Co., drugs, St. John, have assigned.

**NEWFOUNDLAND.**

John Score, builder, St. John's, has failed.

**The Necessity of Labor.**

There is no condition of life, and no time in the allotted term of human existence, says an exchange, when the individual can say, "My task is accomplished; here I will rest from my labors." No matter what he may have accumulated in material, no matter what his contributions to the accumulations of the world or to the general benefit of the human race, he cannot rest from his labors. It is of no interest to the world what a man has done, it is, what is he doing? what can he do? The noblest steed in the advance, the leader of a hundred fights, if he but halts in the charge, is overthrown and trampled in the dust by the baser herd which follows. This is beautifully expressed in Shakespeare's "Troilus and Cressida," where Ulysses strives to rouse the dormant energies of Achilles, who complains of the preferment of less able leaders than himself. It will pay any one of our readers to turn to Shakespeare, and read from the play above mentioned the address beginning, "Perseverance, my dear lord, keeps honor bright." It is not always essential that man should continue to labor with his hands, by muscular exertion, to live; but it must none the less be labor, an allotted task for the body and mind. Many have tried the experiment of a cessation of labor, but have miserably failed, having been compelled to resort again to labor to save their lives, or to succumb to the inexorable rule by a shortened existence.

The evidences of the necessity of labor are indelibly stamped upon nature in every phase of organic existence. The human frame is constantly undergoing the process of destruction, and it must be renewed daily, momentarily, or it ceases to exist and crumbles into dust. It is one continued unromitted process of labor from the cradle to the grave. Thus the First Cause has placed upon all creation a necessity for labor; we cannot scrutinize or question the reason, but this stamps labor as honorable, by the highest authority. Labor has always been regarded as honorable, and carries with it its own preferment—for when a people cease to labor, they soon lose their status among the nations of the earth. A nation which rears, by honorable labor, temples, the pride and glory of the world, when it ceases labor and relies upon the honor and work of its ancestors, becomes a nation of organ-grinders and lazzaroni. When it becomes the system and policy of a nation that refinement and living without labor are marks of honor, and that labor is subsidiary and degrading, the days of that nation are numbered, and its people must become like the red men of the forest—living alone upon that which nature has provided. Labor always elevates and ennobles the nation and the individual.—*Industrial World.*

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# The Commercial

WINNIPEG, APRIL 29, 1884.

## DECREASING COMMERCE.

The careless newspaper reader would scarcely take a second thought, as he read a few days ago, that the Cunard Trans-Atlantic Steamship Company were unable to pay any dividend this year, owing to their carrying trade not having paid them. Indeed, some cynics might remark that another soulless corporation had been losing money somewhere. To the calm student of commerce, however, the news has a very ominous import. He understands by it, that the best equipped, best managed and most fortunate line of steamships in the world have been during the past year a source of loss instead of profit to their owners, and this, too, on an ocean route, which for a century, at least, has been the greatest of the seas for profitable traffic. He naturally looks for a cause for this statement of loss, and he need have no difficulty in discovering one. It is to be found in the undeniable fact that the commerce between Europe and America, which has so long been a source of mutual profit, is steadily falling-off, and this web of trade intercourse which wound the interests of both continents in a bond of amity is gradually relaxing its folds and dropping its fibres. In short, national or continental exclusiveness is steadily gaining ground on both sides of the Atlantic. It did seem strange that Trans-Atlantic steamships at times, during the past year, after coming to New York with a light cargo, were compelled to go begging for freight to carry back, and to such an extent did this reach, that occasions are not wanting, where grain was carried from that city to England practically for nothing, and rumors were afloat that a premium for the privilege of carrying the same had actually been paid. Allowing a heavy discount for all exaggerations, the fact still stands out, uncontradicted, that the traffic between North America and Europe is steadily decreasing, and is now at a lower level than it has ever reached since steam navigation took the place of sailing craft.

People on this continent and in Europe often wonder at the exclusive ideas which must have been popular in China, and which reduced that nation to such a singular nation to such a singular state of

national isolation. Religious fanaticism had no doubt much to do with its accomplishment, but after all, whether, under the guise of religion or not, China's exclusiveness and eventual isolation had its origin in national selfishness. There was that jealousy of the foreigner and everything belonging to him, which was based entirely upon selfishness. It is to be feared that even the enlightenment of the continent of North America is not free from this selfish feeling, and, it is also to be feared, that its results are tending in the direction of national isolation in every country upon it. It was a feeling of selfishness which prompted United States statesmen to try to exclude European manufactures by a system of tariffs, practically prohibitory, and the temporary success of the scheme has been to strong a temptation for the politicians of Canada, who, like most short-sighted people, readily judged that their neighbors, south of them, owed their prosperity to their vices and not to their virtues, and they naturally commenced adopting, or we should rather say, apeing the former. In business circles it is an accepted fact, that a selfish policy can only have temporary success at the best, and commercial legislation when based upon anything but every day business principles must prove a failure. The internal trade affairs of the United States are already beginning to teach statesmen there that fact; and now decreasing exports are steadily convincing them of the foolish extreme they have reached. They are learning that British manufacturers having been refused a market to sell in their country, have at length discovered others, where they can both sell and buy. An empire on whose dominions the sun never sets, need not to depend upon one foreign country for its imported bread, and Americans have found out that, in looking for a new market for manufactures, the British people would find a new market to purchase bread, and in doing so they were only following the commendable business principle of patronizing those who patronized them. It took them some time to find both markets, but eventually they found them, and with their discovery began the falling-off of their intercourse with the people of this continent. How it has affected America, let the grain markets of the past twelve months answer.

In the present day people will not follow the expensive Chinese method of

trying to build a wall around a country to exclude its advantages from outsiders, but commercially the United States has, for over twenty years, been following such a policy, and its wall of practically prohibitory tariffs, if persisted in, would assuredly produce national isolation as effectually as ever did the massive wall of China. It is pleasing, however, to note that the great mistake is being seen through, and a less selfish policy will soon be more popular. Whether our rulers at Ottawa will then ape the United States' good sense, as they have its vices, remains to be seen. It is to be hoped they will have sense enough to do so; and we may then hope to see the progressive people of the continent of North America aiding in reviving that commerce with the Old World which is so necessary for the welfare of both hemispheres.

## INDUSTRIAL INVESTMENTS.

It is rather astonishing how so many people in eastern Canada, who a year ago were loud in their denunciations of the Northwest as a bursted bubble are now beginning to change their minds a little, and begin to think that, after all, the resources of the country are worthy of some attention. There are probably two leading reasons for this change of feeling. One is the fact, that the country has stood a pressure during the past two years, and displayed a vitality that has astonished its enemies; and the other is, that while trade affairs are steadily gliding into a state of safety here, they are becoming more precarious every month in the east. With such a tendency in favor of the Northwest, the time is not far away when the funds of the distant capitalist will again be anxiously seeking investment here. In what direction parties with interests here will direct funds of this kind, is an important question, for it must be acknowledged that all the funds sent here for investment during the last few years have not been manipulated for the benefit of investors. It is not at all likely that, for many years to come, we will have again the hundreds of thousands of dollars for investment in non-productive city and town property, which were available two years and a half ago. Nor is it likely that even the more reasonable investment in wild prairie lands will, for some time offer great allurements to the distant capitalist. Even farming operations are known to be most profitable

here, when investor and practical farmer are one and the same individual. In mercantile pursuits it must be acknowledged that, with the exception of some new points, the field is sufficiently taken up for the present, and in many other directions the prospect is not more inviting.

With all the above named fields, either filled or giving little promise, the best opening now left is the industrial sphere, and here the field is only limited by the progress of the country. The number and class of immigrants now flocking into the Northwest, notwithstanding the former discouraging predictions of its enemies, prove that the progress of the country is not going to be slow, and that its agricultural resources are to be developed rapidly; and unless we adopt the foolish belief what eastern people have arranged and ready for us, namely, that this can never be anything but a purely agricultural country, the time has come when agriculture must be supplemented by manufactures if the Northwest is ever to become truly great. The time has also come when general manufactures must become profitable, if they are conducted with true economy.

To lay a foundation for industrial progress, resources in raw material are an absolute necessity, and it is gradually being realized on all hands that in the Northwest such resources are practically unlimited. Within two years we have all been convinced that coal without limit is to be had at a score of points, and instances are not few where this fuel and valuable iron and other metallic ore are to be found lying almost side by side. Gold and other valuable metals, it is not necessary to mention, as the keen scent of the prospector has already found them out for the capitalist to develop, although on their development the true progress of the country does not depend. To these mineral resources in raw material must be added the adaptability of our rich soil and cool summers for the growth of material suitable for the manufacture of textile fabrics, and the wide scope the country affords for wool producing. Looking at all these points it cannot be denied that in raw material for manufactures the supply at hand is abundant, and that to be produced from our soil can soon be made equally so. The field for manufactured products while yet limited, is ever increasing, and must in a decade or two become the most extensive in Canada.

When all these advantages are calmly

surveyed, it cannot be denied that in industrial fields the encouragement to investors is greater than in any other, and if as much effort was only put forth to direct capital into this channel as was expended to secure investments in non-productive real estate a few years ago, the industrial progress of the Northwest during the next decade would astonish not only the outside world, but even those who put forth the effort.

#### A NEW INDUSTRY.

An English gentleman, Mr. J. A. Body, contemplates erecting a flax seed mill in Winnipeg, and is now making application to the City Council for exemption from taxation for such an institution, should he establish it. It is not our intention to dictate to the Council as to how they should act in the matter. Some of our Aldermen may deem the institution unworthy of the consideration asked, and prefer following their aesthetic proclivities by bestowing favors on a magnificent hotel, or some ornamental institution.

The importance of a mill of the class proposed by Mr. Body, is not, we are afraid, generally comprehended in the city. In the first place it will commence an industry hitherto unknown in the Northwest and while proving profitable to its proprietor will cheapen an oil in daily use throughout the country. It will also provide a local supply of oil cake for cattle food, and whatever may be the drawbacks connected with such food for stock in a southern climate, it must be a valuable one in our northern latitudes owing to its heat producing power. Another advantage from an agricultural point of view is to be found in the fact that flax is the only crop that can be successfully and profitably raised on newly broken prairie land. Hundreds of thousands of acres have been cropped on the newly turned sod during the past five or six years throughout the Western States, notably in Minnesota, Iowa and Nebraska. The emigrant coming here can thus secure a crop the first year he settles on his land, and avoid much of the pecuniary struggles pioneers have to go through when compelled to wait two years for a crop. Crops on sod ground in the States above named have ranged from 15 to 30 bushels per acre, and there are instances where in the Mennonite settlements of this Province much heavier yields have been secured.

The establishment of a flax seed mill in this city, while it would be a valuable in-

dustry in itself, would be another link between the farmers and the city, the more of which we establish, the more do we contribute towards centering the business of the surrounding country in the city. Institutions which are such general benefits in their workings should receive every encouragement, and we have no doubt but our City Council will bestow some on Mr. Body's proposed new mill.

#### POSITIONS OF TRUST.

It has always been the case that in a new country, where business affairs have not reached that perfection of working at which we aim, that the employer must place more confidence in his employee than in older countries, where everything is set down more to system. In one sense this is a wise arrangement, as it makes the interests of both mutual, and their intercourse practical in its results as well as friendly, but at the same time free from that ceremonious stiffness and support of conventional dignity on the part of the employer, which too frequently reduces their common interest to a consideration of how much money the one can make by his connection with the other. The fact that the wealth of an employer in a new country is frequently not much in excess of that of his employee, has, no doubt, much to do with the existence of this mutual feeling between them, as it lays the foundation of the belief that the success of the one must necessarily be the profit of the other. In most situations in mercantile life in a new country, the employee holds a position of trust beyond what even a manager holds in an old country, and it is probably in a great measure due to this fact that so many men whose real business training before reaching this Province was very limited, often prove of much greater value to employers than those who arrived here finished in their line, and perfectly competent so far as business knowledge is concerned to fill any position connected with their calling. If we look over the situations of great trust now held in Winnipeg, we cannot fail to see that the large majority of them are filled by men who received their training here, or at least the principal portion of it. The civil service is no doubt an exception, but it would be folly to believe that the appointments therein are made according to business ability. This fact should be a warning to men coming from old countries and expecting to step right into prominent positions. Their business training may have been good, but it is so frequently associated with conventionalism which it takes years to unlearn. It must not be thought, however, that this knowledge is of no value. Once they have commenced down the ladder a little, and acquired the most necessary qualification of adaptability, all their knowledge will be valuable. Until then it is comparatively useless.



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30 and 32 Owen Street, WINNIPEG.

**WINNIPEG MONEY MARKET.**

Monetary affairs in the city have been rather slow during the past week, and the activity which characterized the advent of April has in a great measure died away. In commercial circles the demand for discounts has been unusually light, although there has existed no scarcity of funds for such purposes. The first rush of wholesale business and its attendant discount demand being over, activity in retail circles was looked for as another means of stirring up money demands, but as yet retail mercantile affairs have been rather slow, and the caution which seems to pervade all trading circles, has again dictated a strict economy in monetary demands. Added to this is the slow financial feeling which is general near the close of every month, so that the past week may be considered one of the duller points financially. May will open with an increased demand, and doubtless more encouragement to make use of funds. There has been considerable demand for small loans in trade circles, but these have not, as a rule been hard to obtain. In real estate mortgage loans the business done has not been heavy, and one or two companies, with headquarters in the east, show a disposition to hold funds short on the plea that nearer home funds can now be used as profitably as in the Northwest at present. Still loans on good improved property are easily obtained, their being no change in rates, the range being 8 to 10 per cent., with the bulk at 9 per cent. Commercial paper ranges, first-class 7 to 8 per cent., ordinary 9 to 10, and promiscuous discounts 10 to 12.

**WINNIPEG WHOLESALE TRADE.**

If an average of the wholesale trade be taken it may be said that the feeling has been a little slower during the past week, than during the one previous. There has been no falling-off in the volume of business in goods of every day consumption, but rather an increase, and in building material the demand has also held quite active. In staple season goods, however, there has been a decided falling-off, and in some lines considerable quietness, while for fancy lines the demand has rather increased. The first spring rush for season goods has fairly subsided, and calls for sorts have not yet set in. Orders from the country have not been anything like so numerous as during the closing weeks of March and opening of April, and a large proportion of the country retailers, although short in different lines of goods, seem determined to await the results of the opening trade before venturing to add to stocks. The city retail trade has not yet improved sufficiently to make any demand from it, but the fine weather of the past week will no doubt have its effect soon and wake up a demand for sorts. There is thus a slow feeling in several lines, but wholesalers do not seem disappointed, and to a great extent encourage their customers in a cautious course. The report from collections is cheering on the whole, and improves as the season progresses. This fact does away with any uneasy feeling which might exist otherwise, owing to the present lull, and adds

another proof that trade affairs, while advancing slowly, are going upon a sure foundation, and every step made is progress without the chances of any retrograde step having to be made. Perfect trade confidence therefore exists.

**AGRICULTURAL MACHINERY.**

A steady business is being done in these goods, although the rush for spring supplies has fairly closed. From country agencies the report is rather dull, and will, doubtless, continue to be so, so long as seeding operations last. The movement of harvesting machinery to country points may be said to have commenced, although the quantity yet moved has been small. Collections have not been as encouraging as could be wished, and very little improvement in these are looked for until after harvest.

**BOOTS AND SHOES.**

The rush of the last few weeks is over in this line, and the past week has developed a slow feeling. There is still a steady business going on, but its volume is by no means heavy. During the next week orders for sorts are expected to commence dropping in, and a little more activity will ensue. Houses are perfectly satisfied with the present state of business, and do not expect better at present, while they are specially satisfied with the improvement which has taken place in collections.

**CLOTHING.**

There has been quite a lull in business in this line during the past week, which wholesalers say is not unexpected. The spring's business so far, compares very favorably with that of last year, and the aggregate is, perhaps, a little larger. There is not much improvement expected now, until well on in May, when the sorting trade will set in. Collections have been few during the week, but these few have been well attended to, so that the report in that line is good. Altogether, the clothing line is in a very satisfactory state, although a little quiet.

**CROCKERY AND GLASSWARE.**

The feeling in this business has been hopeful during the week. Business has not been rushed, but there has been a little improvement, and the prospect of a further increase of the same. Fancy goods are beginning to move a little, but sales have not been heavy as yet in these. Collections are reported good, considering that the season is well opened up.

**DRY GOODS.**

There has been a decided lull in this staple line during the past week. Wholesalers report both city and country trade slow, although not actually dull. The volume of business doing, while much less than it has been since the beginning of March holds steady, and the fact that retail stocks all over the country are very light gives color to the belief that a heavy sorting trade must be done as soon as it opens up. This will probably not be until seeding operations are nearly over, and a steady demand from consumers sets in. The city retail trade has been making some demands during the past few days, but these are not heavy enough to create any activity. From collections the report is very satisfactory, and will doubtless continue to improve, as the obligations of the retail trade

all over the country are extremely light for this season of the year.

**DRUGS AND CHEMICALS.**

In these goods business moves along at a slow and uninteresting rate. The volume of trade doing has varied but little during several weeks, and last week was no exception. The only unusual circumstance has been the opening of a few new retailers at points west.

**FANCY GOODS AND SMALL WARES.**

The past ten days have developed quite a change for the better in this line, and business may now be rated as reasonably active. The city trade has livened up considerably, while country orders have also increased. A few weeks of good business is now confidently expected. Collections hold equally as good as reported in our last issue.

**FISH AND POULTRY.**

The fresh fish trade of the past week has been confined to the local demand, which has been reasonably active. The only exception to the rule has been the shipment of a few hundred pounds to the Minneapolis market. White fish are still quoted at 7c and are not scarce now. Good yellow pike sell at 4c, and ordinary jack at 2c. The latter are not much in demand. Poultry is not to be had at any price, and the few wild ducks that have reached the city have sold retail at fancy prices.

**FRUIT.**

Business has been quite lively in this line during the week, and although the variety of fresh fruit has not increased the supply on the market has been liberal. There have been no changes in prices except in lemons, which have dropped 50c a box. Raisins and other dried fruits are scarce. Pine apples have not yet reached the city but are daily expected. Coconuts are quoted \$10 a sack; bananas, \$5 to \$6.50 a bunch; tomatoes, \$2.25 a box; walnuts, 15c to 17c; filberts, 15c to 17c; peanuts, pecans and Brazil nuts at the same figures; apples are quoted \$8 a bbl. firm; oranges, \$6.50 a box, and lemons from \$5.50 upwards.

**FUEL.**

There are no changes to report in the prices of wood and coal. Poplar in car lots sells from \$3 to \$4, and tamarac from \$4 to \$5. Anthracite coal for summer delivery is still quoted at \$10.75 on track, and bituminous at \$9.40. The mild weather of the past week has caused a great falling-off in the demand.

**FURNITURE.**

Business still holds moderately good in this branch, and dealers speak quite hopefully. A continuation of good trade is expected for a few months. Among the novelties of the past week were three magnificent wardrobes imported by a leading house for the residence of the Lieutenant-Governor.

**GROCERIES.**

Business in this line during the past week has been uninterruptedly good, and the trade is now probably in a more prosperous state than it has been in for over a year. The volume of sales have been equal to, if not in excess of those of the previous week, and collections are reported fair to good. There has been a dropping in the

prices of most staple articles, which is caused by wholesalers lowering to be on a level with consignments received at summer freight rates. Sugars are quoted, yellows 8 to 9c; granulated 10 to 10½c; Paris lumps 11 to 11½c; Coffees still rango 15 to 18c for Rios; Javas 22 to 27c; teas have about the former range, Japan 20 to 45c, Moyune gunpowders 30 to 75c; Young Hyson 25 to 70c; new season's Congous 24 to 55c; last season's do 18c to 35c.

#### HARDWARE AND METALS.

There has been no change in the state of business in these lines. There has, if anything, been increased activity all round, and matters are somewhat rushed. The same unsettled state of affairs exists regarding quotations, and must continue to until the through summer freight rates by lake are in force. May will doubtless bring matters in this line to a level.

#### LUMBER.

There is still the same activity in this business as reported in our last issue. Real rush has not yet commenced, but there has been a steady good volume of business done. With the improved weather, a great increase, especially in the city trade is now looked for. Prices are still in such an unsettled state, that reliable quotations cannot be reached.

#### STATIONERY AND PAPER.

There is still great room for improvement in this line, and business during the past week, has been anything but rushed. The volume of sales has been steady but small, although from western points there has been some demand, but not enough to create any general activity.

#### PAINTS, OILS AND COLORS.

The first rush of country business is over in this line, and the town demands are only beginning to take shape. The past week has shown a slight lull, but symptoms of a speedy recovery are apparent. Linseed oil in bbls, raw, 74c per gal; boiled, 76c; seal oil, steam refined, \$1.10; no pale or straw seal in the market; castor, 15c per lb; lard, No. 1, \$1.30 per gal; olive, \$1.50 to \$2, according to quality; machine oils, black 30c; oleine 50c; fine qualities 65c to \$1. Coal oils, Headlight 32c; water white 37c. Calcined plaster, \$4.50 per bbl; Portland cement, \$6; white lead, genuine, \$8.00; No. 1, \$7.50; No. 2, \$7. Window glass, broken, first break, are quoted at \$2.75.

#### WINES AND SPIRITS.

There has been some improvement in business in this line during the past week, and matters are now running more smoothly. Quotations of goods are unchanged, and are as follows: Hennessy's one star, \$13 to \$14; in wood, \$4.50 to 5.00 per gallon; Martel, in case, one star, \$13 to \$14; Renault, 1-star, \$12, \$16 and \$20; Louis Freres, in cases, qts, \$9; flasks, two dozen in a case, \$11; M. Dubots, in wood, \$3.50 per gallon; cases, quarts, \$8; flasks, \$9. Gin, Holland, in wood, \$3 per gallon; red cases, \$10.50 to 11.50; green cases, \$5.50 to \$6.50; Old Tom gin, Bernard's, in wood, \$3.25 per gallon; Booth's, in wood, \$3.25; Booth's, in cases, quarts, \$5.50; Scotch whisky, Ramsay's in wood, \$3.50 to \$1.00; Coal-Isle Islay, in wood, \$3.50; Stewart's, in cases,

quarts, \$8.50; flasks, \$10.50. Irish whisky, John Jameson & Sons, in wood, \$3.50 to \$4; Bernard's, in cases, quarts, \$8; flasks, \$9.50. Jamaica rum, \$3.75 to \$1.00 per gallon. Champagne—Pomeroy, quarts, \$34; pints \$35 per case; Bollinger, quarts, \$33; pints \$34; Moët & Chandon, quarts, \$27; pints \$29; G. H. Mumm, quarts, \$28; pints \$30; Piper Heidsieck, quarts, \$27; pints \$29; Carte Blanche, quarts, \$20; pints \$22. 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; Bass's ale in quarts \$3.50 per doz; pints \$2.25; Guinness' porter in quarts \$1.00; pints \$2.50. Domestic whiskies, Gooderham & Wort's, in wood, \$1.65 to 2.25 per gallon; 65 o. p. rectified, in wood, \$3.50; W. F. L. five-year old, \$2.50 per gallon cases, quarts, \$7.50; flasks \$8.50.

## THE MARKETS.

### WINNIPEG.

#### GRAIN AND PROVISIONS.

There is still no movement in grain, nor is there any expected until after seeding; prices are unchanged from our last report. In provisions there is a fair movement at unchanged quotations.

#### WHEAT.

No movement of any kind to report; last week's quotations remain unchanged: No. 1 hard 80c; frozen from 50 to 75c.

#### OATS.

Receipts are nil; there is a fair eastern demand which will be increased as the season advances; prices remain unchanged and steady at 25 to 30c, according to sample.

#### BARLEY.

For barley it is impossible to give quotations at present; receipts are small and the demand equally so.

#### FLOUR.

There is increasing activity in the flour market; the western demand is reported good, and more inquiry from the east for choice grades; quotations are unchanged at \$2.90 for patents; strong bakers', \$2.60; and superfine, \$2.

#### BRAN AND SHORTS.

There is a fair business reported during the past week, and prices remain as they were: bran \$8 and shorts \$10 per ton on track.

#### POTATOES.

The demand for potatoes during the week has been exceedingly active at firmer prices; round lots have sold readily at 50 to 55c, and at 60 to 70c in a small way.

#### EGGS.

The supply of eggs have increased during the past week, and prices are consequently not so firm; round lots are quotable at 19c; street receipts are fair and prices steady at 20c.

#### BUTTER.

The supply of choice grades are rather small at present in the city, while the demand is reported exceedingly active; there has been a few round lots of choice Manitoba dairy received, and sold readily at 29 to 30c; inferior is not wanted at any price; street offerings are light and quotable at 20 to 30c, according to quality.

#### CHEESE.

is in active demand at unchanged values; the supply is reported fair, and round lots of choice are worth 15c; small lots, 16c.

#### BACON.

No change to report in values; the demand during the week has been fair; dry salt quotable at 13½c; smoked, 14c for round lots, and 14½c for small lots; spiced rolls, 15½ to 16c; and English breakfast, 16c to 17c.

#### MESS PORK.

Stocks of mess on hand are fair, and the demand has been more active during the past week than for some time past; quotations are: \$22 for round lots, and \$22.50 for small lots.

#### HAMS.

are in active demand at unchanged values; dealers report a fair stock on hand; prices for round lots are 17c and 17½c for small lots.

#### MESS BEEF.

The demand for mess beef is reported better than a week ago; values remain unchanged; quotable at \$18 per bbl.

#### SEEDS.

Timothy seed per bushel, of 48 lbs, \$4.30; clover, large red, \$18 per bushel of 60 lbs; Alsike, \$18; white Dutch, \$18; Lucerne, \$14.50 per bushel of 38 lbs, and flax seed, \$2.50.

### MINNEAPOLIS.

The markets on 'change have hardly felt the influence of the fluctuations at Chicago the past week, opening and closing at about the same figures for all grades. Traders are beginning to share the views of some of the millers in regard to the invisible supply of wheat in the Northwest, and do not look for lower prices here. It is the belief of men who are certainly in a position to be well posted, that the farmers of the Minneapolis belt have but little wheat in their granaries. The movement last fall was the largest ever known and the recent heavy reduction in receipts has given rise to a feeling that this part of the country is about emptied of its wheat. Based on this proposition is the freely bruted prediction that prices will go higher here and that the mills will not have enough wheat to carry them through to the new crop. On the other hand it is pointed out that the last crop was the largest in the history of the belt; that the mills used but little wheat through the winter, averaging only one-fourth the ordinary production as against the usual heavy winter production; that a large number of farmers who were not satisfied with prices last fall, held their wheat and still have it—all of which is claimed as proof that even if the mills run to full capacity steadily through the summer, they cannot exhaust the visible and as yet invisible supply in the Minneapolis belt. We are inclined to think there is plenty of wheat for the wants of our mills, and that if prices were to advance 10c, the quantity which would roll in from farm granaries would astonish the bulls.

The following were the highest and lowest prices by grade on 'change during last week, with Wednesday's closing prices:—

	Wheat.	Highest.	Lowest.	Closing.
No. 1 hard.....	\$1.01½	..	\$1.01	.. \$1.01
" 2 " .....	99	..	97½	.. 97½
" 1 northern ..	93	..	92	.. 93
" 2 " ..	88	..	87	.. 88

The coarse grains were stronger, but quiet No. 2 corn closing at 53 and 55c; No. 2 oats at 32c, and barley at 35 to 55c according to grade.

**MILLSTUFF.**—Bran has advanced \$1.50 to \$2 per ton, closing strong at \$9 to \$9.50 in bulk, o.t. Shorts are also higher, closing at \$10 to \$11 for fine to coarse, in bulk. Corn meal is worth \$20 to \$24, and mixed feed \$17.50 to \$21 per ton.

**FLOUR.**—There is no improvement in the flour market. The demand is active, particularly from the domestic trade, but dealers ask concessions which most millers refuse, hence there is little new business done. The filling of winter orders probably covers the production and will do so for some time, so that there is some margin on the present output. There is an end to this rope, however, and when that is reached, there must come an improvement in prices, or the mills will shut down. Quotations at the mills for car or round lots are about as follows:

Patents, \$5.75 to 6.00; straights, \$5.25 to 5.60; first bakers', \$4.50 to 5.00; second bakers', \$4.15 to 4.40; best low grades, \$2.25 to 2.75; red dog, \$1.75 to 2.00, in bags.

Last week's work on the platform was characterized by the distinctive feature of being the largest since last November. The very heavy output of the three Washburn mills, which alone made over 6,000 bbls. of flour daily, contributed largely to this result. These mills were run to their utmost capacity, and are not being less rushed this week; but they were an exception in this respect. The flour production of the week ending Saturday amounted to 112,985 bbls.—18,830 bbls per day—against 96,954 bbls the preceding week. Although there were only fourteen mills in operation Tuesday, several having shut down Saturday night, the production of this week will probably reach 17,000 bbls. daily, and possibly 18,000 bbls. The heavy work of the Washburn mills helps a great deal to keep up this large average. Millers complain as much as ever about the dullness of milling, but recognize the necessity of keeping their mills in operation to a sufficient extent to supply their regular trade.

The following were the receipts at and shipments from this city for the weeks ending on the dates given:

	April 22.	April 15.
Wheat, bush.....	311,500	516,000
Flour, brls.....	3,225	4,000
Millstuff, tons.....	180	170

	April 22.	April 15.
Wheat, bush.....	46,500	44,500
Flour, brls.....	107,805	93,313
Millstuff, tons.....	3,537	3,144

The wheat in store in Minneapolis elevators (including the transfer) and mills, as well as the stock at St. Paul and Duluth, is shown in the appended table:

MINNEAPOLIS.		
	April 28.	April 16.
In elevators, bus.	2,353,333	2,434,000

ST. PAUL.

	April 23.	April 16.
In elevators, bus.	969,000	1,007,500

DULUTH.

	April 22.	April 15.
In elevators, bus.	2,508,708	2,512,485
Afloat .. .. .	242,603	242,603

Total .. .. . 2,751,311 2,743,032  
—Northwestern Miller.

CHICAGO.

Another week of activity and buoyancy has followed close upon the recent severe decline in prices; trading has been active, not alone on local account, but the buying has been heavy from outside sources; in all, prices were advanced about 9c on wheat over the closing figures noticed in our last issue; in corn the feeling was strong, and a substantial advance in prices was gained; in hog products the feeling was somewhat unsettled early in the week, later the market firmed up and closed strong. On Tuesday the market opened easy and declined a trifle, but quickly rallied under heavy buying orders from shorts. Quotations towards the close were:

	May, \$0.86 1/2	June, \$0.88 1/2
Wheat.....	52 1/2	54 1/2
Corn.....	32 1/2	32 3/4
Oats.....	16.97 1/2	17.12 1/2
Pork.....	8.32 1/2	8.45

On Wednesday the markets were again strong and prices were advanced 1c on wheat, and corn closed 3/4c higher than yesterday's closing, influenced chiefly by reports of colder weather in the Northwest; hog products were easier. Quotations towards the close were:

	May, \$0.87 1/2	June, \$0.88 1/2
Wheat.....	52 1/2	54 1/2
Corn.....	32 1/2	32 3/4
Oats.....	16.97 1/2	17.12 1/2
Pork.....	8.32 1/2	8.45

On Thursday the market was excited, and closed strong and higher; heavy buying orders from the outside and shorts were alarmed regarding their outstanding contracts, under such circumstances the market was sensitive and prices were advanced 3c on wheat; corn and oats, in sympathy closed strong. Quotations towards the close were:

	May, \$0.87 1/2	June, \$0.88 1/2
Wheat.....	52 1/2	54 1/2
Corn.....	32 1/2	32 3/4
Oats.....	16.95	17.10
Pork.....	8.30	8.40

On Friday the grain markets were higher. Foreign advices were encouraging to holders, and New York was quoted 4c higher. Quotations towards the close were:

	May, \$0.91 1/2	June, \$0.93 1/2
Wheat.....	55	54 1/2
Corn.....	33 1/2	34 1/2
Oats.....	17.02 1/2	17.20
Pork.....	8.60	8.62 1/2

On Saturday the market was greatly unsettled; the fluctuations were wild and rapid, but closed strong and higher. Quotations towards the close were:

	May, \$0.94	June, \$0.95 1/2
Wheat.....	55	55 1/2
Corn.....	33 1/2	34 1/2
Oats.....	17.15	17.30
Pork.....	8.65	8.75

TORONTO.

STOCKS.

The market during the past week has been very active, and a lower range of values have been established. Wednesday closing bids, as compared with the week previous were:

	April 17.	April 28.
Montreal .. .. .	190	188
Ontario .. .. .	102 1/2	102
Molson .. .. .	115 1/2	111
Toronto .. .. .	176	175 1/2
Merchants .. .. .	111 1/2	110
Commerce .. .. .	124	120 1/2
Imperial .. .. .	137	137 1/2
Federal .. .. .	133	132 1/2
Dominion .. .. .	192 1/2	193
Standard .. .. .	115 1/2	114 1/2
Hamilton .. .. .	119	120
North-west Land .. .. .	52 1/2	52 1/2

GRAIN AND PRODUCE.

The movement in the local market during the past week has been small, but firm markets outside and small supplies here have contributed to keep prices very firm. All the grain offered has been readily taken at advanced prices. Stocks in farmers' hands are reported light, while stocks here are being gradually reduced. Monday's report was as follows: Flour, 2,260 bbls; fall wheat, 94,900 bush.; spring wheat, 103,450 bush.; oats, nil bush.; barley, 89,291 bush.; peas, 50,821 bush.; rye, nil bush.; against on the corresponding date last year; flour, 8,550 bbls.; fall wheat, 322,464 bush.; spring wheat, 155,156 bush.; oats, 200 bush.; barley, 105,445 bush.; peas, 17,574 bush.; rye, 19 bush.

WHEAT.

Offerings are light, and all are wanted for local needs, and taken at firmer prices; No. 2 fall sold at \$1.09 1/2 f.o.c., and No. 3 at \$1.05; No. 2 spring sold at \$1.08 1/2 on Monday, with \$1.09 1/2 for very choice; goose sold at 81c; street receipts are small and range from \$1 to \$1.12 for choice spring grades.

OATS.

have been fairly active, and at steady prices; cars of very choice have sold at 38 1/2c on track, but average qualities may be quoted at 37c; street receipts are light and are quotable at from 40 to 42c.

BARLEY.

Stocks are running low, and stocks in store are firmly held; No. 1 sells readily at 80c, but none offered; 82c was bid on Tuesday, but no sellers; No. 2 has sold at 75c, and extra No. 3 at 71c; No. 3 has sold at 64 to 65c f.o.c.; street prices closed at 65 to 75c.

RYE.

Inactive and nominal at 60 to 61c.

PEAS.

None offered, but were any in the market they would find buyers at about 75c for No. 2 and 71 to 72c for No. 3 in car lots; street receipts are small, and prices range from 73 to 75c.

FLOUR.

There has scarcely been any change in the situation. The only movement has been in imported, which has sold at from \$4.60 to \$6.50, according to quality; Canadian could have found buyers at \$5 to \$5.05 for superior extra, and \$4.75 for extras, market closing dull and a shade lower.

POTATOES.

Car lots continue dull and easy, with sales at 65c; street receipts are small and prices unchanged at 80 to 85c per bag.

BUTTER.

There is really no change in the situation worthy of note; all the choice offered is eagerly taken at 19 to 21c; there is no movement in the

lower grades to report; new rolls have been coming forward fairly well, and for really fine 18 to 20c is easily got; street receipts are steady 25 to 27c for choice pound rolls, and 20 to 23c for inferior; and 19 to 22c for tubs and crocks of dairy, with scarcely any of the latter offered.

## EGGS.

Receipts have fallen off during the last few days, and prices are rather firmer, closing at 15c for round lots; street receipts are light, and 16 to 17c is paid.

## CHEESE.

The first make of the season has come forward, and has been offered at 13c; quotations for old are unchanged, 14 to 14½c for small lots of prime, and 12½ for inferior.

## PORK.

Very quiet, but held more firmly in sympathy with the rise in the western markets, closing at \$21 for small lots.

## BACON

continues inactive, buyers taking only enough for immediate wants, and holders are not inclined to push sales; the principle movement has been in case lots of long clear, which have usually sold at 11c; a few cases of Cumberland have gone off at 10c; round lots of long clear have been offered at 10½c, with 10½c bid, but no sales reported; rolls are easy at 12 to 12c, and bellies at 13c.

## HAMS

have continued in steady demand during the past week, and prices are steady at 12½ to 13c, but generally only in small lots.

## LARD

seems quiet and easy; tinnets in lots of 25 to 50 go at 12c, and small lots at 12½c for tinnets.

## APPLES.

Scarcely anything doing in any line, but values are firm at \$3.75 to \$4 per barrel.

## POULTRY.

Nothing offered beyond a few fowls and turkeys on the street; prices are 80c to 90c per pair for fowl, and \$1.25 to \$1.50 for hens, and \$1.75 to \$2.50 for gobblers.

## SUNDRIES.

Dried apples are scarce, and wanted; country lots would find ready purchasers at 8½ to 9c; oatmeal, per 136 lbs, \$4.25 to \$4.30; cornmeal, in small lots, \$3.40 to \$3.50.

### Commercial Depression in Japan.

The commercial depression prevalent throughout this country during the latter half of 1893 was almost unprecedented, nor have the prospects of the new year seemed very much brighter. Strange though it may seem, the principal distress among the native mercantile communities is to be found in the abundant harvest of the last two or three years. Rice has fallen very greatly in value, so much so that the petty farmers—and these form a large and most important class—are unable to find a ready market for their produce, are consequently short of ready money, and the retail merchants and storekeepers find themselves forsaken by their best customers. The export of rice by foreigners has considerably increased, so much so that several joint-stock associations have been established by the Japanese themselves in several of the larger cities of the empire, their object being the direct exportation of rice to China and Corea. The largest of these associations is at Osaka, and has a working capital of \$150,000. But these evidences of prosperity are merely local and are generally only temporary. The

country is at present undergoing a financial crisis, the end of which has not come yet. The reflux of this disastrous commercial wave has been severely felt in Yokohama. The silk fraternity has suffered probably more than the rest though all have been alike inconvenienced. Within the past twelve months there have been several bankruptcies in this port, the total liabilities ranging between \$600,000 and \$800,000. But among the Japanese, even the largest merchants, bankruptcies have been of daily occurrence, while many a candid-established native firm has discontinued business. Credit is very short and money very tight; besides which the new legal stamps regulations have effectually stopped the advancement of small sums of money, and the poorer classes are at their wits' end. The recently issued conscription regulations have been another factor which has helped to increase the misery of the populace. So many young men have become eligible for military service under the new laws that many districts have been deprived of fully one-third of their laboring classes. Many ingenious plans have been contrived in order to evade conscription, but in the generality of cases the vigilance of the police has frustrated all such well-meant efforts. The punishment in such cases is severe, and has given rise to a good deal of discontent.

Another remarkable fact in connection with the hard times is the appreciation of paper currency. The silver yen steadily decreased in value toward the close of last year, until it stood as little over 5 per cent. premium; now it has gone up again to 15 per cent., but seems likely to stay there. An enormous amount of speculation is constantly going on in specie, and the great and sudden depreciation of silver was not without dire effect among speculators and the mercantile communities. As far as trade or commerce was concerned, 1894 opened very badly for Japan.

But the last two months have seen a considerable increase of commercial activity. As far as the treaty ports and their trade is concerned, the most notable advance has been made in tea; but those who know are rather dissatisfied than content, for they believe the increased momentary demand to be a fictitious one and a bad omen for the new tea season. Still, a good deal of profit has been got out of it in the past few weeks. Silk is looking up decidedly, the demand for waste being very active and steady. A good many samples of certain French and Italian raw silks have been imported with a view to increasing the value and utility of the silks produced in the northern part of this country, where the raw silks are at the best.

The government has done very wisely in inviting the public to invest in the shares of the Nakasendo Railway—a line to connect Tokio with Kioto. The work is to be completed in five years, and will certainly prove an inestimable boon to Japan. The 5,000 shares at 100 yen have been rapidly taken up, principally by the native banks; 6 per cent. interest is granted. Applications for over 3,000 shares in addition have been sent in, but it is estimated that 5,000,000 yen will cover the expenses of the undertaking, and no more shares will be issued unless, indeed, it be for the Awomori Railway

popularly known as the Tokio-Hakodate line. The construction of branch lines is progressing rapidly, most of these being the outcome of private enterprise under government sanction. Long before 1890 comes around Japan will be a network of iron rails.

Another notable advance in the right direction was the establishment of the Union Steam Navigation Company. This industrious and farsighted body has ordered sixteen steamers in England, destined for coast trade in these waters. At present not more than half a dozen of the larger ports on the seaboard are visited by the Mistu Bishi Company's steamers; but under the new dispensation every port of moderate size will soon be in marine connection with the great marts of the empire.

The news from Corea is disheartening. Commercial depression has been in this country, and that is saying a good deal. The loan of \$200,000 negotiated in China has been completely exhausted, without much to show for the money and the government is in a sad way. Japan has been applied to once too often already, and at present has no cash to spare. Owing to the severe drouth of last year, the rice crop has fallen short, and the people are starving in several of the southern districts. Bankruptcies and wholesale failures are of too common occurrence at Soul and Fusan to attract attention any longer. And the worst of it is that their seems to be no remedy for this depressing state of affairs.—Bradstreet's.

### Foreign Notes.

Grain handlers on the Continent of Europe note with considerable anxiety the course of the weather, especially as the decisive turning point for the situation of the market constantly draws nearer. Supplies in all the market places have fallen off in the last three months and the quantity of marketable wares in first and second hands is much less than at a like period in the year preceding. However, demands likely to be made up to the next harvest can be fully covered. In case the weather is favorable and new crops develop satisfactorily, holders will wish to dispose of their supplies before the harvest begins, and the market will doubtless suffer depression from the large amount offered for sale. But, of course, quite an opposite attitude would be assumed if late night frosts and general bad weather seemed likely to affect the crops injuriously. Evidently complaints of speculators are exaggerated and they only wait an opportunity to recommence operations energetically. A change in any direction would apparently not fail to break up present stagnation.

In spite of small sales in principal markets, wheat retains its value in France, especially as country offers are small. Other articles are rather dull. Arrivals at seaports are larger and prices have weakened of late, yet the trade is narrowly limited. Terminal points are quiet, prices varying little and showing for most articles some tendency to improvement.

Belgium reports dull trade, and only fine qualities being much sought, and little change manifest.

In Holland wheat is weak, rye shows little alteration, and trade in both is moderate.

Business in the Rhine provinces is not enlivened, but little difference existing between present prices and those of last week. In terminal markets rye is firmer than other articles, which are inclined to retrograde in value.

South Germany continues her attitude of waiting, quotations slowly dropping, and transactions being small.

Wheat is in better demand in Alsace, but otherwise conditions resemble those in South Germany.

Export from Russia is hindered by high prices. Supplies forwarded to seaports are small owing to firmness on part of holders.

The trade in grain for immediate delivery is quiescent in Vienna. Futures are active, the considerable quantity of 63,000 quarters being transferred in the first week. Although the total supply is diminished a steady tendency to moderation in price manifests itself.

No permanent revival of the flour market can be reported at present, although the transactions incident to supplying consumptive demands progress quietly. In Germany the demand for rye flour is strong but prices cannot be fully kept up. Some reduction in values is also reported from Holland. Austro-Hungary shows an unchanged situation, the demand here being also principally for dark flour. Exports are unimportant. Some fine flour goes to England and some rye flour to Germany, but mostly to fill contracts made earlier or as consigned wares. Only feed stuffs are active, both grades of bran being much sought for ready or future delivery.—*Oester. Ungar. Mueller-Zeitung.*

### The Exporting Question.

A Glasgow correspondent of the *Northwestern Miller*, in reference to losses on flour in transit, says:

Regarding these losses, Messrs. Coventry, Sheppard & Co., of London, made out a good case in a letter to you, and more lately at a meeting of flour importers in London, when a protection association was formed. They, the associated importers, mean business, and it is more than time, and it will surprise me, if the importers will be satisfied with the assertions of Mr. Seybt in your issue, January 2, p. 4, that "the point raised by these London parties is not a good one." What does he mean? That the cases are trumped up and the losses imaginary? I have no sympathy for flour importers, and regard them as parasites on the miller and baker, who should strive by all means to exclude these middlemen; but that losses, heavy and aggravating, are borne by importers and bakers on American flour shipments, is beyond question. So far as I can see the point raised by the importers is not so much in the first instance the loss, as the difficulty of bringing the loss home to the point of receiving compensation from either rail or steamship companies. These are all soulless, powerful corporations, which simply play at battledore and shuttlecock with any single claimants for compensation. "Shortage," says the sapient Seybt in his letter to you, "is made good by the steamer, either by refunding the amount or by proving that the short delivery was made by the railroad company." To whom do they prove the short delivery? To the importer? If so, of what

value is the so called proof to him if he has to raise an action to recover the loss, not in our courts here, but in America, against your powerful and unscrupulous rail companies? Why can not your millers become their own consignees and sell their flour ex-ship, or store here in good order. They could then secure from the transit companies lower rates and a more speedy and easy settlement of just claims than any single importer.

Mr. Seybt says loss is always made good in some way to the shipper or consignee. There is another party who handles the flour besides the shipper or consignee; that is the baker. My experience is that this humble factor, unless he keeps his eyes open, bears three-fourths of all the loss, and is to the shipper and consignee somewhat in the same relation as aphides are to ants. It seems to me that there are two ways out of the difficulty. First: Let your export millers become their own shippers and consignees, and sell direct from ship or store here to the baker; or, second: Continue to pay the middleman—he costs the baker nothing—his keep comes out of the miller—as now, and put all flour for export into sacks that are strong enough to hold the flour—sacks of such strength as are used for Hungarian flour.

I have no hesitation in saying that the greater part of the flour transit losses is due to the unrivalled flimsiness of your flour sacks. It is only lately that I complained through your pages on this point. The only effect I see is an improvement in the strength of the sacks of one Minneapolis milling company. I believe the weakness of your sacks would be a valid defence by the transit companies against any claim for loss. Your millers will perhaps wake up to the injury and loss they are wilfully doing to themselves and bakers on this side when it is too late. The flour export supremacy of Minneapolis and other United States milling centres, is not quite so secure as it was. What I mean is that there is more of danger to you in the milling revolution in full swing here now, and in the efforts of the government of India and Russia, than is to be learned from any print.

I can only speak for myself, doubtless there are others doing the same, but for some time past I have been experimenting with varying proportions of Indian white wheat straight flour, different varieties of Russian flour, and other straight flours, for my own satisfaction, and to the order of several milling firms, and I affirm, as the results of these experiments, that bread superior and cheaper, can be made from combinations of these flours than from any straight I have ever had from Minneapolis. When knowledge such as this becomes general do you imagine that bakers will continue to use the filthy flour we find too often in the weak and burst sacks from America? Your bags burst any and every where with the slightest handling, and the spilled, dirty flour, is shoveled back into the sack and the sack patched up. Such sacks may weigh full and no loss will be borne by shippers, transiters, or consignees, but how about such poor devils as the bakers? No doubt your Seybt is a strong man, and a man after the American milling heart, but he seems to me out of place in the position he

holds in your National Association. Mr. Seybt on "Bran" and "Shortage," will do you more harm than good.

### Business and Knowledge.

"Knowledge and Business" is the text which one of the daily papers takes as a basis for remark in a recent issue. It premises by saying "The virtues of honesty, diligence and thrift, if requiring to be always inculcated by precept and example, like all other admonitions to good conduct, are the primary essentials to success, and universally recognized as such. No business man would expect to succeed without them, any more than without a knowledge of prices or the conditions of the market." Then follows the argument that even these qualifications are insufficient without study of the conditions which govern trade and the circumstances which actuate them. These are fair conclusions. A merchant may be scrupulously honest, attentive to business and economical in management and yet never get along. We find ample record of failures where all of these good qualities pervaded the business life of the unfortunate insolvent, and yet ignorance was the inciting cause to disaster. The business man must become a student not only of the resources of his occupation, but of its perplexities and disorders. "Wisdom," says the proverb, "is justified of her children," and the truth of the saying is never better exemplified than in the life of a business man. Superior knowledge, or natural intuition, broadened by education, reinforced by activity, inquiry, courage and energy, backed by integrity, make the perfect man of business. Education is "essential not only to standing but to practical success,"—this in a moral sense as well. Don't forget it.—*American Stationer.*

### The Size of Bricks.

The best method of developing the art of building in brick has occupied the attention of architects and engineers in Switzerland for some years, and with this view it has been determined to attempt to fix a certain standard size of brick, and a report was presented to the Swiss Society of Architects and Engineers, in which the dimensions recommended were 9.54 inches by 4.72 inches by 2.36 inches. As, however, these dimensions were not agreed to by all sections of the society, a special federal commission was appointed in December, 1882, to inquire into the subject. A report was presented to the General Assembly of Cantonal Delegates at Berne by M. Favod. With regard to the question of price, of course, if the manufacturer sells his bricks by the thousand, without reference to size, the smaller they are the better for him. The contractor, too, is apt to prefer small bricks, because with them he uses mortar, which costs him less; but on the other hand, he requires more bricks per cubic yard (the number of bricks of different sizes in a cubic metre of work are given), and there is more labor in getting them, so that what he gains in one way he loses in another. In regard to the quantity of mortar, Dr. Boehme's experiments at Berlin in 1875 proved that no more mortar than was actually necessary to keep the course

horizontal and effect the cohesion of the bricks (for which purpose joints of 0.4 inch thick are ample) should be used, as, whether the mortar becomes more or less hard than the bricks, the result is in either case to reduce the strength of the work. Experiments made with blocks of twenty sound bricks, one set of bricks cemented with various kinds of mortar and cement (the joints 0.4 inch thick), another set consisting of bricks laid dry, and surrounded with cement simply to keep them together, gave as mean resistance to compression: For the first set 1,618 lbs. per square inch to cause splitting, 1,934 lbs for the destruction of the bricks; and for the second set, 2,202 lbs. per square inch to cause splitting, and 2,291 lbs. per square inch for destruction, showing that the dry bricks gave a mean resistance of one-third more than those set with mortar before splitting, and one-fifth more before destruction. The author, therefore, concludes that to secure the greatest strength, thick bricks, with a minimum of mortar, should be used. The author suggests that the price of bricks per thousand should vary according to the number required per cubic meter of work, so that the manufacturer may be paid according to the size of the bricks. Finally, he recommends that the standard brick should have the dimensions 9.84 inches by 4.72 inches by 2.56 inches.—*Cincinnati Building Review.*

### New Steel Works in Scotland.

During the past two years the formation of a limited liability company for the manufacture of steel has been engaging the attention of capitalists in the Clyde district of Lanarkshire. The proposal was to erect an extensive work on the main line of the Caledonian railway, between Motherwell and Wishaw, and to acquire several coal and iron fields for the supply of the raw materials. The formation of the proposed company was not, however, satisfactorily concluded, and the chief promoters—the Glasgow Iron Company—are now proceeding with the erection of the work on their own account. The new work will be on an extensive scale, and the patent under which the process will be worked is that of Thomas and Gilchrist, known as basic steel. The Glasgow Iron Company have already extensive works in the vicinity—the malleable iron works at Motherwell, and the blast furnaces at Wishaw—and are also in possession of extensive mineral resources for the carrying on of the new work. For the supply of steam-power ten large boilers constructed of basic steel will be laid down, having a pressure of 80 lbs. per square inch. The Bessemer shop will cover an area, roofed in by four bays, each of 45 feet span, and one of 70 feet span and 150 feet long. There will be three Bessemer converters, each of eight tons capacity. There will be two casting-pits in connection with the converters semi-circular in form, and combined at their inner terminals with a radius of 25 feet. For working the converters a horizontal blowing-engine is being constructed, with a fly-wheel of 20 tons weight, and a calculated speed of 40 revolutions per minute. The estimated cost of the work is between £30,000 and £40,000. The work will provide labor for fully a thousand workmen.—*Scotsman.*

### PORTAGE LA PRAIRIE.

The manufacture of oatmeal biscuit has been tried at Pratt's biscuit factory with the best of success.

Mr. C. McKay has received the contract for erecting a fine residence for J. Carey on his farm near Otterburn.

Nearly all the merchants have signed an agreement to close their places of business at 7.30 each evening.

S. Boyle has purchased the building formerly occupied by W. Frame, near the corner of Main street and the avenue, and has opened a tailor's shop in it.

Mr. R. McNeil has the machinery for a cheese factory at Portage La Prairie, en route for Minnedosa. He intends to have the factory in operation early this summer.

Messrs. E. & G. A. Smith, millwrights, are engaged in putting in a lot of new machinery in the Marquette mills. Among the improvements we notice a purifier, a centrifugal flour bolt, a set of reels, a bran duster and smutter. The old machinery is being completely overhauled.

Grain prices are: Wheat, No. 1 hard, 55c; frozen, from 50 to 75c; oats, 18 to 20c; barley, 25c. It is estimated that over 350,000 bushels of wheat have been marketed here since last harvest, at an average of 75c per bushel.

The executors of the will of the late R. S. Robertson have handed over to the board of management of the Y.M.C.A. the books bequeathed to that institution. The collection embraces some valuable works, and will greatly enhance the usefulness of the public library.

### General Notes.

PRESIDENT CLARK, of the Thomas Iron Company, says pig iron is quiet with prices steady. There is more inquiry for steel rails. The iron trade outlook is not bad.

A despatch from Harrisburg, Pa., says the charter of the Pittsburg and Alleghany Central railroad has been declared void. The capital stock was \$1,200,000. Writ returnable April 28th.

ALEX. MITCHELL says the receipts of the St. Paul road from grain are light, because the farmers are holding it back. He intimates that a party is forming to send wheat up very materially. In any event, he regards the present depression in the market as temporary.

ROCHESTER and Pittsburg officials state that they are in a position to undercut the Erie on coal, and that although the price of coal at the mines is down to \$1.75 per ton, a further reduction of fifty cents would show a margin of profit to the Rochester and Pittsburg Company.

## GRIFFIN & DOUGLASS,

**COMMISSION MERCHANTS,**

AND WHOLESALE DEALERS IN

**PRODUCE AND PROVISIONS.**

70 PRINCESS ST.

WINNIPEG, MAN.

## J. A. HEALY & CO., BROKERS —AND— Commission Merchants.

Agents St. Lawrence Sugar Refining Company, Montreal.

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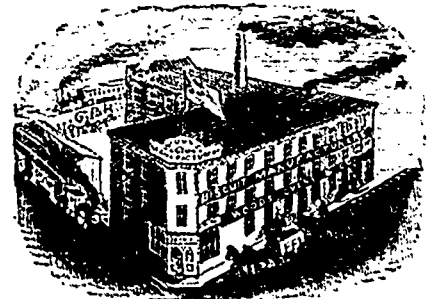
## LINSEED OIL MACHINERY

### FOR SALE CHEAP,

adaptable to steam or water power, comprises CRUSHERS, CHASERS, CONVEYORS, SIFTER and SCREENER, DRYING PANS and PRESSES.

The whole in Complete Running Order. Can crush and press 75,000 to 100,000 bushels of seed per annum. For full particulars and terms,

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Manufacturers of  
**BISCUIT—every variety. Brooms.  
Coffee & Spices. Self-Raising Flour.**

The Trade only supplied, and on best terms. Send for Price List.

WOODS, OVENS & CO.,  
Factory and Office—Corner Higgins, Fonseca and Argyle Streets, Winnipeg.

### The Bell Telephone Co., of Canada.

ANDR. ROBERTSON, President. C. F. SISK, Vice-President  
C. F. SCLATER, Secretary-Treasurer.

This Company, which owns the Telephone Patents in Canada of Bell, Blake, Edison, Phelps, Gray and others will furnish instruments of different styles, and applicable to a variety of uses. It will arrange to connect places not having telegraphic facilities with the nearest telegraph office, or it will build private lines for individuals or firms connecting their different places of business or residence.

This company is also prepared to manufacture Telegraph and Electrical Instruments, Electro-Medical apparatus, Fire Alarm apparatus, Magnets for Mills, Electric Gas-lighting apparatus, Burglar alarms, Hotel and House Annunciators, Electric Call-Bells, &c. Any further information relating hereto can be obtained from the Company.

NO. 12 HOSPITAL STREET, MONTREAL,  
OR FROM

MR. F. G. WALSH AGENT, WINNIPEG.

N.B.—All persons using Telephones not licensed by this Company are hereby respectfully notified that they are liable to prosecution and for damages for infringement and will be prosecuted to the full extent of the law.

### DISSOLUTION OF PARTNERSHIP.

The partnership heretofore existing between G. C. Read, G. M. Donaldson and J. F. Wood, under the name of Wood & Co., General Merchants, Kenosha Mills, was dissolved on March 11th, 1894. G. C. Read accepts all liabilities of said Company, and will carry on the business in future.

**James Park & Son,**  
PROVISION MERCHANTS,

**MESS PORK, HAMS, BACON,**

Butter, Lard, Cheese, Stilton Cheese, Canned and Preserved Meats  
Of all kinds constantly on hand at Lowest Prices to the Trade.  
41 to 47 St. Lawrence Market, 161 King Street West, and 95 Front Street East,  
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PACKERS,  
And Wholesale Dealers in Canned Goods, Jams, Jellies, Fruits, Vegetables, Meats, Pickles, &c., &c.  
Packing House and Head Office: 121 & 123 Front St. East,  
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Highest Awards and Medals at Exhibitions of 1882.

**CARL KAUFFMAN,**  
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SPECIALTY:  
Cigars imported from Hambury, Germany.  
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Fire Brick and Clay, Sewer Pipes, Hair, Lime, White and Grey, Land Plaster, Salt, &c.,  
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Bought and Sold for cash or on margin.  
ORDERS BY LETTER OR TELEGRAPH  
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**A. MACNAB & SON,**  
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**REMOVAL NOTICE.**

**CARRUTHERS & BROCK,**  
**LOAN AND INSURANCE AGENTS,**

Have removed to those spacious offices, corner of McDermott St. East and Roric Street, one block east of Richardson's Book Store, where they have also on hand a large assortment of

**J. & J. TAYLOR'S SAFES.**

**G. F. STEPHENS & CO.,**

IMPORTERS OF AND WHOLESALE DEALERS IN

**PAINTS, OILS AND GLASS,**  
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33 PORTAGE AVENUE, WINNIPEG.

**Manitoba Mortgage & Investment Co**  
(LIMITED.)

CAPITAL \$2,500,000

LOCAL ADVISORY BOARD.

Hon. C. P. Brown, M. P. P., Minister of Public Works.  
C. Saeney, Esq., Man'gr, Bank of Montreal, Winnipeg.  
A. F. Eden, Esq., Land Commissioner of the Manitoba and Northwestern Railway Company, Winnipeg.  
A. W. Ross, Esq., M. P.  
I. H. Hunter, Esq., Winnipeg.  
W. Hespeler, Esq., German Consul, Winnipeg.

This Company has been formed expressly for the purpose of lending money on the security of Real Estate in Manitoba. Advances made on the security of farm and city property at lowest current rates.

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The Palace Hotel of the Northwest.  
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O'CONNOR & BROWN Proprietors.

**GRAND VIEW HOTEL,**  
OPPOSITE NEW C. P. R. STATION.  
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**FRANK BOISSEAU, Proprietor.**  
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Strictly first-class in every respect. Commercial Sample Rooms Attached.

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**Grain and Flour Exporters**  
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GENERAL COMMISSION MERCHANTS.  
Office: Cor. Main and Post Office Streets  
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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.  
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Assignments in Trust taken for the benefit of Creditors.

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Roofing, Steam Heating, Plumbing and Gas Fitting and General Jobbing promptly attended to.  
520 & 522 MAIN STREET, WINNIPEG.



# Canadian Pacific Railway.

(WESTERN DIVISION)

## CHANGE OF TIME

On and after Feb. 18th, 1934, Trains will move as follows.

Going west.	Going East.
97.30 a.m. leave Winnipeg arrive 7.15 p.m.	10.00 " Portage la Prairie 4.50 "
1.25 p.m. Brandon 1.45 "	7.15 " Broadview 7.15 a.m.
3.15 a.m. Regina 11.20 p.m.	6.30 " Moose Jaw 8.30 "
3.30 p.m. Swift Current 11.30 p.m.	10.40 p.m. Maple Creek 4.30 a.m.
2.40 a.m. Medicine Hat 11.40 a.m.	5.45 p.m. arrive Calgary leave 8.00 a.m.

Only two trains a week will run west of Brandon, leaving Winnipeg on Mondays and Thursdays; train leaving Mondays will have Sleeping Car attached, and will run through to Calgary. Train leaving Thursdays will have Sleeping Car attached and will run to Moose Jaw only. Returning train will leave Calgary Thursdays, and Moose Jaw Fridays and Tuesdays, arriving at Winnipeg Saturdays and Wednesdays. Daily trains with Parlor Cars attached will run between Winnipeg and Brandon.

Going East	Going West
7.30 a.m. leave Winnipeg arrive 8.30 p.m.	1.55 p.m. Rat Portage 11.40 a.m.
8.55 p.m. Barclay 4.54 p.m.	11.40 a.m. arrive Pt. Arthur leave 1.30 p.m.

There will only be three trains per week to Rat Portage, leaving Winnipeg on Tuesday, Thursday and Saturday, and return from Rat Portage on Monday, Wednesday and Friday. There will only be one through train to Port Arthur with Sleeping Car attached, leaving Winnipeg every Tuesday, and will leave Port Arthur for Winnipeg every Thursday.

Going South.	Going North.
9.00 p.m. leave Winnipeg arrive 7.00 a.m.	10.50 p.m. Emerson 4.10 a.m.
11.00 p.m. St. Vincent 14.00 a.m.	

17.40, 8.15 a.m., leave Winnipeg arrive 5.15, 8.00 p.m.†	
10.50, 11.15 a.m., Morris 2.05, 5.30 p.m.	
11.50 a.m., Gretna 3.45 p.m.	
4.45 p.m. Manitou 9.30 a.m.	

Train leaves for Manitou Mondays, Wednesdays and Fridays only, returning next day.

9.30 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 "	

Train leaves Winnipeg for West Selkirk Tuesdays, Thursdays and Saturdays at 4 p.m., arriving at West Selkirk 5.40 p.m.; returning leaves West Selkirk Mondays, Wednesdays and Fridays at 7.10 a.m., arriving at Winnipeg 8.50 a.m.

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

Trains move on Standard time.

Trains east of Brandon and west of Port Arthur or St. Vincent and north of Gretna run on Winnipeg time. Time west of Brandon as far as Gleichen is one hour slower than Winnipeg time. Time west of Gleichen is two hours slower than Winnipeg time.

JOHN M. EGAN, Gen. Superintendent. W. C. VAN HORNE, Gen. Manager

WM. HARDER, Ass't Traffic Manager

## 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, Gen. Traff. Man., St. Paul. T. W. Teasdale, Gen. Pass. Agt., St. Paul. F. W. Cusack, Gen. Agt., 517 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. McConnell, Traveling Passenger Agent. F. Bord, General Traffic and Passenger Agent.

## 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 train running in all directions.

NORTHEASTWARD.

Express leaves St. Paul at 7.00 p.m. and 8.00 a.m., arriving at St. Vincent at 4.20 p.m. and 3.45 a.m. the day following, making close connections with the Canadian Pacific.

Trains run between St. Paul and Minneapolis almost every hour.

Sleeping cars on all night trains.

Trains run on St. Paul time.

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

GOING EAST.

Express trains leave Minneapolis at 1.00 p.m. and 8.00 p.m., and St. Paul, 1.45 p.m. and 8.45 p.m., arriving in Chicago at 7.00 a.m. and 2.00 p.m.

COMING WEST.

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

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

GOING SOUTHWEST.

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

## 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.

## "THE NIAGARA FALLS ROUTE."

This is the popular route from Chicago to Toronto and all other points in Canada. The trains are made up of Splendid Coaches, PALACE PARLOR and SLEEPING CARS of the latest improvements, and NEW DINING CARS unequaled on the Continent. It is the ONLY LINE between Niagara Falls and Buffalo under one management, and has undisputed advantages for New York, Boston and Eastern Travel.

Five Through Trains a day from Chicago leave at 6.45 a.m., 8.55 a.m., 4.30 p.m., 8.55 p.m. and 9.55 p.m.

For through tickets, time tables, or full information, apply to any Ticket Agent in the Northwest.

H. B. LEDYARD, Gen. Manager, Detroit.

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## The Chicago, Milwaukee & St. Paul Railway

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

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

It is the only line running Pullman Sleeping Cars, Palace Smoking Cars, Palace Dining Cars, via the 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 Northwest.

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.

## 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 10.50 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 8.30 p.m., has through Pullman palace sleeping coach from Chicago to Montreal and Parlor car to Boston.

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

# The 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.

GEO. D. REEVE, Traffic Manager.

S. R. CALLAWAY, General Manager.