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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, NOVEMBER 27, 1883.

NO. 9.

The Commercial

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

ISSUED EVERY TUESDAY

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Office, 16 James St. East.

JAMES E. STEEN,

Publisher

WINNIPEG, NOVEMBER 27, 1883.

POTATOES are worth \$1.25 per bushel at Medicine Hat.

McCONNELK & McLAREN are opening a drug store at Manitou.

O. P. JACKSON & Co., grocers, Winnipeg, have assigned in trust.

WINNIPEG will adopt standard time on and after Sunday next.

DWYER & TAYLOR, dairymen, Winnipeg, are retiring from business.

THE Souris coal fields are said to extend over an area of 128 square miles.

McTAGGART & SCOTT, general store, Souris City, have assigned in trust.

INGLIS & SISSONS, confectioners, Winnipeg, are in the hands of the sheriff.

A. J. FAWCETT, proprietor of the Dominion Hotel, Winnipeg, is reported away.

THE year's cut of lumber in the Ottawa district is estimated at 800,000,000 feet.

R. SHEPPERD, general store, Shepperdville, has been succeeded by John Shepperd.

WHEAT receipts in Montreal fell off from 7,800,000 to 5,800,000 bushels this year.

ELFORD, MANNING & Co., commission merchants, Winnipeg, are retiring from business.

BUSINESS is reported to be improving fast in Emerson, and wheat is coming in more freely.

McCORDY & McLEAN have rented the Carberry House, at Carberry, for \$1,000 per year.

D. G. GRAY, grocer, Winnipeg, has compounded with his creditors at 50c on the dollar.

A DAILY mail service has been established between Portage la Prairie and Gladstone. The service will it is expected be extended to Minnedosa shortly.

THE first number of the Qu'Appelle Record, published by J. E. Wells, of Moose Jaw, has been received. It is a very creditable sheet, and has, we trust, a long career of prosperity before it.

DUNNE & WRIGHT, hotel keepers, Calgary, have dissolved. T. H. Dunne continues the business.

FRED. H. SMITH, hardware, Winnipeg, has been sold out by the bailiff under a chattel mortgage.

MCCRACKEN & GRANT, Rat Portage, have dissolved. The business will be continued by J. N. McCracken & Co.

F. GENTESS has leased his hotel at Gauthier and will in future confine his attention to his general store business.

TO-DAY (Tuesday) Minnedosa is celebrating the opening of the Manitoba & Northwestern Railway to that point.

THE general store business on carried by Clementson & Painter, Broadview, will hereafter be conducted by J. Clementson alone.

GRIEVE & JAMISON, stoves and tinware, Winnipeg, have dissolved partnership. The business will be continued by F. A. Grieve.

THE hardware stock belonging to the insolvent estate of A. P. Horsman, Winnipeg, has been sold by the trustees to F. E. Jacques.

THE sheriff is in possession of the Princess saloon business in the Opera House Block. The proprietor, J. E. Johnston, has left the country.

G. A. KILEY has withdrawn from the American Plumbing Company having sold his interest in the company to D. Isaacs and Chas. M. Woods.

THE horses, harness and other goods belonging to the Argyle Gold Mining Company's works, near Rat Portage, have been sold by the sheriff.

THE morning train from St. Paul to Winnipeg will arrive in future by way of St. Vincent, and the evening train by way of Neche and Gretna.

LATEST reports from Montreal say that there has been a general limitation in stocks through reports of recent failures not turning out as well as expected.

IT is stated that Messrs. Archibald, Howell & Vivian intend applying for an act of incorporation for a bank to be known as the Commercial Bank of Manitoba.

DUNN & BENNIE have established themselves as accountants, auditors, commercial and financial agents on Notre Dame street East, opposite the Bank of Montreal.

THE earnings of the St Paul, Minneapolis & Manitoba Railroad for the first week in November amounted to \$195,000, against \$226,000 for the corresponding week of 1882.

THE customs officers at Emerson, Man., now require all invoices for goods from the United States to be certified to as correct, by shippers, before they will recognise them as in proper form.

B. V. MILLIDGE, \$24 Main street, Winnipeg, has secured the agency for the London Soap Powder manufactured by the British Manufacturing Company of St. John's, New Brunswick.

REPRESENTATIVES from the Birtle district were in Winnipeg last week to complete arrangements for voting on the Shoal Lake bonus bylaw granting \$70,000 in aid of the Manitoba and Northwestern Railway.

BRADSTREET'S reports for the past week 228 failures in the United States, 23 more than the preceding week, 57 more than the corresponding week of 1882, and 113 more than the same week of 1881. The number of failures in Canada was 24, an increase of 6 over the preceding week.

Business East.

ONTARIO.

Mrs. H. Brock, grocer, London, has sold out.
Elijah Edwards, harness, Lucan, has assigned.
H. C. E. Coates, harness, Bothwell, has sold out.

Wm. Garrott, hotel, Centerville, has sold out.

Wm. Shoemaker, baker, Highgate, has sold out.

J. L. Reamo, general store, Comber, has been closed up.

W. G. Harper, marble dealer, Wardsville, has failed.

G. F. Burt, sawmills, Harriston, has been burned out.

C. Hill, shoes, Cannington, has sold out to J. A. Urquhart.

Thos. Kidd, hotel, Centerville, has sold out to D. Kennedy.

W. J. Andrews, tailor, Kingston, has sold out to Ashley & Co.

P. H. Kitchen, lime, &c., Dresden, has sold out his business.

W. A. Rose, general store, Napanee, is in the bands of the sheriff.

John McKay, hotel, Odessa, is closing up his business on Dec. 1st.

J. & J. F. Scott, dry goods, Chatham, are advertising to sell out.

Cooper & Tisdale, dealers in bankrupt stocks, Stayner, have sold out.

Mrs. Isaac Watts, grocer and confectioner, Odessa, is out of business.

David Ruttan, grocer, Yarker, intends closing business on January 1st.

T. G. Ludlow, general store, Mount Vernon, has sold out to M. W. Townsend.

Adam Doran, harness, &c., Midland, has sold out to Thos. Wallace, of Wyebridge.

Jas. Fitzgerald, blacksmith, London East, is advertised to be sold out by the bailiff.

Delia A. Lyman, of the wholesale drug house of Lyman Bros. & Co., Toronto, is dead.

Joselin & Westlake, builders, Toronto, are about dissolving, Mr. Westlake retiring.

Robert Armstrong, of the firm of McPherson & Armstrong, gents' furnishings, St. Thomas, is dead.

Muirhead & Gray, oatmeal millers, London, have admitted Mr. Gartley into partnership. The firm style will now be Muirhead, Gray & Gartley.

QUEBEC.

Geo. Martin, hotel-keeper, Hemmingford, is dead.

J. A. Robitaille, Fils & Co., St. Flore, have assigned in trust.

Francois Pare, of the firm of Pare Bros., general store, Lachine, is dead.

Jos. Loiselle, groceries and furniture, Montreal, has assigned in trust.

Bennett & Co., wholesale stationers, Montreal, have assigned in trust.

E. F. Broster, of the firm of E. F. Broster & Co., commission teas, is dead.

Timothy Dwane, agricultural implements, Ste. Hyacinthe, has assigned in trust.

S. W. Beaulieu & Co., coal merchants, Montreal, are advertised to be sold out by the bailiff.

The grocery stock of Beaudoin & Co., grocers, Montreal, was considerably damaged by a recent fire.

NOVA SCOTIA.

Aug. Harris, tanner and boots and shoe dealers, Annapolis, has assigned in trust.

Blair & Cutten, dry goods, Truro, are about to dissolve and close up the business.

Wm. Weddleton, sailmaker, Yarmouth, has admitted Wm. H. Turner, a partner. The firm style will be Weddleton & Turner.

NEW BRUNSWICK.

Abrams & Kerr, merchants, St. John, have assigned.

Taylor Bros., confectioners, Woodstock, have sold their retail stock to John Connors.

General Notes.

THE New York barley market is reported brisk. No. 1 Canada is quoted at 87c to 89c; No. 2 at 83c.

Cheese exports from New York this year so far amounts to nearly 75,000,000 lbs. Of butter about 4,500,000 lbs. have been exported.

ENGLISH advices report a firmer market for fine wools, and prices here are steady, although the demand is limited.

Hops are quoted in Montreal at from 22c per lb. for fair to fine qualities. Imported Bavarian and English are worth from 50c to 60c.

THE Sun Francisco *Merchant* says that of the sixty-five principal sugar plantations in the Hawaiian islands forty-seven are owned by Americans, eleven by English, five by Germans, one by Scotch, and one by Chinese.

THE depression in the United States iron trade seems to be on the increase. The Pittsburgh Nail Association has ordered a general suspension for five weeks, and it is stated that a Milwaukee and several Cleveland iron works will stop for lack of orders.

BALTIMORE, having more than \$20,000,000 invested in oyster packing and over 30,000 persons engaged in the business, is taking measures to prevent the destruction of the oyster beds in the Chesapeake Bay. It is proposed that the period of rest for oysters shall be lengthened and extend from April 1st until October 1st.

THE Central Bank of Canada will commence business on January 1st, 1884, at Toronto. The capital is \$1,000,000, divided into 10,000 shares of \$100 each. The provisional directors are:—David Blain, chairman; Robert Hay, M. P., H. P. Twight, Henry O'Brien, C. Blackett Robinson, Samuel Trees, A. McLean Howard, John Ginty. Cashier—A. A. Allen (late Manager of Toronto Branch Ontario Bank).

THE New York Board of Trade has issued a call for a national convention of commercial bodies who favor the enactment of a uniform bankrupt law. At a recent meeting resolutions were passed declaring that a law for the regulation of interstate commerce, prohibiting unjust discriminations, together with a national board of railroad commissioners, as an executive power to supervise its operation, was a public necessity and should be enacted by Congress with the least possible delay. A resolution was also adopted calling on Congress speedily to provide for the redemption or exchange of trade dollars

either at their face value or at some other equitable rate.

THE activity of railroad travelling in America, according to *Poor's Manual* is relatively greatest in New England States, where during last year, the railroads conveyed 65,220,934 passengers, or more than sixteen times the total population of the section of the last census. The Middle States rank next, with a record of 10 times the number of the population, while in the west the proportion falls to about four times the population, rising in the Pacific States to 7.5 of the population. But even the smallest of these proportions is large compared with the south, where the railroads carried only 10,875, 511 persons during the year, or considerably over one million less than the population.

THE *Gazette*, speaking of the state of trade in Montreal, says: With the advent of more seasonable weather, the commercial pulse has begun to furnish evidence of an improved throb. Although no great activity has as yet been developed, several of the leading wholesale departments have experienced an increased call for goods. An improved tone has been imparted to the dry goods trade by the favorable change in the weather. Furriers have also profited thereby. During the past few days a rushing business has transpired in rubber goods, and retail boot and shoe merchants as well as wholesale jobbers, have been taxed to their utmost capacity. Groceries have also come in for a share of the increased demand, especially as regards the western trade. River boats leaving the city have had more freight than they could carry. Considerable activity has marked the coal business, and some dealers have experienced great difficulty in filling orders with sufficient promptitude. Remittances generally have been satisfactory.

Success in Business.

Success in business, as every merchant knows, is easier to talk about than attain. It is easier to put down expected profits on paper, than to put down the right kind of paper on the bank counter. There are certain principles and rules of action necessary on the part of the business man or success will not follow his efforts. It is essential for one who is launching into business to know the different points of the compass, and have a good chart before him, as for a pilot who has been entrusted with a valuable cargo. Those who are already on a voyage and have had, so far, fair winds cannot expect that these will always last. To be successful if the storm should come, they must be prepared.

We do not propose in this article to draw out a mercantile chart. This is not the work of an hour, or a day. We try to furnish our readers the best one we can in the course of every year. But in the few lines we now write we can give two or three important hints which may be of service to some who have not very carefully thought of the matter before. They are drawn from practical experience.

An old merchant in the interior of this state, who lately retired with a fortune, said: "I always made a point during the time I was in business to keep a good stock of goods on hand of those goods that were in general demand, and marked the price at a small advance upon the

cost price. On those goods in less demand my profits were a fraction more. I never mis-stated the quality of my goods—always representing them as they were. This gave my patrons confidence in me and they would as soon send their children for what they needed as to come themselves. I had to sell cheap; consequently had to purchase as low as possible. In doing this I always kept myself posted as to prices, which I found was only to be accomplished through some mercantile papers that were not controlled by large jobbing houses. I also inaugurated the system of short credits and long friends; consequently when I closed up business, my book accounts were few and in small amounts. If a man expects to be successful in business he must be honest—that is, give sixteen ounces to the pound; four quarts to the gallon; four full pecks to the bushel; and always post himself as to prices of goods."

After reading the above to another successful merchant he stated that it was his case also, and added: "To sell low you must buy low; to buy low you must if possible buy for cash, and know just how long your cash will purchase. To do this I always studied a reliable journal the same as a student does his text book. I made it, as your western friend says, 'a sort of a silent partner.'"

Study to please the person you expect will buy your goods; study the golden rules of square dealing; study system and study the price-lists of an independent mercantile paper.

Of course success will not always attend every effort made. The location you have selected may not be one where a satisfactory business can be done. But one thing may be depended on, viz: You cannot put your goods helter skelter on your shelves and counters, and then sit down and expect the dollars to roll into your money drawer, any more than a farmer can expect, after putting in his seed potatoes, to sit in his parlor and let them grow. They will not do their own plowing and hoeing, and when ripe they will not jump into barrels and start for the market.—*Ex.*

Frozen Wheat.

The Forest River Journal, Minto., Dak., explains the frozen wheat question as follows:

A great deal has been lately said about frozen wheat and the St. Paul and Minneapolis papers have dilated extensively upon the frozen wheat of North Dakota, and the wheat offered in the market has been graded below its legitimate worth and much of it pronounced frozen which never saw even a frost.

After the drought of the early summer a kind of a second growth sprung up, the kernels of which did not mature as soon as the rest, and when harvested was still green, which gave it a shrivelled appearance, and this is the origin of the great cry of frozen wheat, which has so fearfully exercised the minds of the Minneapolis millers, and which has been seized upon as a text for reducing the grade and consequently the price of the wheat of North Dakota. The cold snap of the first of September which caught so many of the farmers of Southern Minnesota with their gates open was not by any means as

severe, in Northern Dakota as there. We venture to assert that there is not now one bushel in a hundred of wheat that has, in the least, been injured by frost. The report is but one of the speculative dodges resorted to to reduce the price of wheat, in order that the capitalists may get rich, at the expense of the swindled farmers. We would advise every one who can consistently do so to hold to his wheat till a better price can be obtained. It is sure to come.

The Provision Trade.

With the close of the month of October ended the provisions trade year 1882-83. It has been a season of somewhat remarkable incidents, the most prominent of which is a serious shrinkage of values, that not only made serious inroads upon the bank accounts of speculators, but entailed more or less severe loss to the legitimate trade at home and abroad. During the early part of the year, the trade was afforded a striking illustration of the extent to which values may be artificially enhanced simply by the power of money, and in the last half was witnessed the reaction that naturally follows it. The course of affairs has, in short, been similar to that of a victim of dipsomania, insensible to all apprehensions of danger while supported by the stimulant, but demoralized beyond description when the supply became exhausted. Probably no better diagnosis of the situation can be had than that of the following statement of the range of prices each month for "cash" lots of mess pork, and prime steam lard at Chicago:

| | Pork. | | Lard. | |
|-----------|--------|--------|--------|--------|
| | H'est | L'west | H'est | L'west |
| | \$ | \$ | c. | c. |
| Nov..... | 21 50 | 16 75 | 12.00 | 10.62½ |
| Dec..... | 17 62½ | 17 00 | 10.75 | 10.22½ |
| Jan..... | 17 75 | 17 65 | 10.95 | 10.12½ |
| Feb..... | 18 30 | 17 75 | 11.50 | 11.05 |
| Mar..... | 18 35 | 17 90 | 11.45 | 11.00 |
| Apr..... | 20 50 | 19 00 | 11.72½ | 11.10 |
| May..... | 20 15 | 19 00 | 12.10 | 11.59 |
| June..... | 19 25 | 15 87½ | 11.70 | 9.05 |
| July..... | 15 95 | 13 25 | 9.32½ | 8.20 |
| Aug..... | 13 37½ | 11 85 | 8.75 | 8.05 |
| Sep..... | 12 10 | 10 20 | 8.35 | 7.75 |
| Oct..... | 11 37½ | 10 30 | 8.25 | 7.20 |

The highest price for pork was reached November 3rd, 1882, and the highest for ribs on the first day of that month. It was not until the 7th of May, 1883, however, that the price of lard reached its maximum. The exceptionally high figures touched then resulted from strenuous endeavors of a clique of speculators to succeed in a "deal" handicapped by misconception of the conditions affecting the market and supported wholly by the sheer power of money. The lowest price for lard, which was reached October 28th, 1883, shows a shrinkage of about 40 per cent. from the highest point. Pork was lowest September 26th, 1883, and ribs down to minimum on the same day. On both of these commodities the decline has been over 50 per cent. Unfortunately, the demolition of the speculative structure had a depressing effect upon legitimate business, and from this depression there has been since comparatively little recovery. While the speculative cliques were thus endeavoring to exact tribute from the consuming public, they withheld large quantities of goods from the ordinary channels of consumption. After the collapse of their undertaking,

those goods were thrown indiscriminately upon the world's markets for almost any price that could be realized. But even at the lower cost they have been slow of sale. Consumers who were unable to purchase during the spring months, because of the high prices then exacted had not the facilities for disposing of all that was urged upon them during the last six months; hence a surplus supply, particularly in Europe, which operates even at this time as a serious obstacle to the restoration of confidence.

Besides the natural apprehension that normal prices may not even yet have been reached, a drawback to legitimate business still exists in the discredit of American hog products during the hottest of the fight between opposing speculators. These did not scruple to represent to the world that each was addicted to the adulteration of goods and to other unmercantile methods. The consequence of these representations, or misrepresentations, was a universal discredit of the wholesomeness of both pork and lard that even now induces merchants abroad to discriminate against some brands.

The experiences of the past year, as it strikes us, should induce packers to devote less time to manipulating the speculative markets and to give more time to making or sustaining a sound reputation. Between the present outlook and that of a twelvemonth ago there is this very material difference: Last year prices opened so high and were for several months held at a point that forced a restriction of consumption both at home and abroad; now, on the contrary, everything in the line of hog products is what may be termed reasonably cheap. The supply promises to be abundant, and as two pounds can now be purchased for what a single pound cost a year ago, it is a fair presumption that a great deal more stock will be absorbed. It is not certain that speculation will not again upset matters somewhat, but there are substantial reasons for doubting a repetition of the questionable methods and devices of last year. A favorable feature of the situation is the fact that there is not the same incentive to adulterating lard that existed some time ago. That commodity at all events, is relatively cheaper than inferior greases, while the prospects for hog supply favor the continuation of like conditions.—*Coml. Bulletin.*

Lighting the River Clyde.

The first steps in a movement to light the channel of the river Clyde, as in the case of a city thoroughfare, are about to be taken by the Clyde Trust. Six specially constructed buoys have arrived at Port Glasgow to be filled with gas made from paraffine oil on the principle of Pynch's patent at the Clyde Lighthouse Trust Works in that town. When the lanterns are fitted on the top, and the buoys thoroughly equipped, they are intended to be placed along the river channel, at the principal bends eastward from Port Glasgow under the jurisdiction of the Clyde Trust. This, as has been said, is but the beginning of a scheme to light the whole channel, the practicability and the benefit of which to navigation have already been demonstrated in the case of similar lights under the jurisdiction of the Clyde Lighthouse Trust further down the river.

The Commercial

WINNIPEG, NOVEMBER 27, 1883.

GRAIN HANDLING.

During the past few weeks there have been a great many complaints made against the managers of the C.P.R. on the subject of grain handling at different towns on their main lines and branches, some of which have their origin in a real inconvenience, if not a grievance to shippers and grain raisers. As yet the elevator facilities throughout the Northwest are far short of the demands of the grain trade of the country, which is only what would be expected after the rapid work of railway construction which has been carried forward during the past two years, and under such circumstances it is clearly the duty of the managers of the C.P.R. and other railways to meet, even if by special arrangements the peculiar demands of the country.

The complaint most heard of late is to the effect that the conditions upon which the C.P.R. managers will allow of the construction of elevators at their different stations are such as to shut out men of limited means, and have a tendency under present circumstances of throwing the grain trade into the hands of a powerful monopoly to the injury of the agricultural interests. The danger pointed out and the inconvenience complained of, while magnified beyond what the facts of the case will warrant, is not without foundation. The C.P.R. managers insist that elevators on their track must have a storage capacity of 25,000 bushels, which storage they edge with certain conditions which make it a kind of *pro bono publico* arrangement, which must at times prove an annoyance to a regular grain shipper who constructs and operates one. In an interview with a delegation of citizens who waited upon him regarding Winnipeg elevator arrangements, General Manager Van Horne explained very lucidly the Company's reasons for fixing this 25,000 bushel capacity, and to any person acquainted with the grain trade they are not without weight. It has been a notorious fact throughout the Western States that where no such capacity qualification existed, any man who possessed enough money to erect a box of a shed and have \$500 left to trade upon, was in a position to engage in grain shipping, and such

men proved as a rule very pliant tools in the hands of great grain operators at Chicago and other grain centres. Their impetuosity kept them always in a position to be squeezed at will, and ready to clutch at what seemed a chance of making a large profit. In scores of towns the number of grain buyers was too great for all to make a living out of the available trade, and work upon a moderate margin, and in most of such instances a pool or combination was eventually reached by which the producer and seller was sure to be the sufferer. It was to avoid such a state of affairs that the C.P.R. managers instituted the 25,000 bushel capacity, and it must be acknowledged that their aim was a commendable one when the best interests of the grain producers are considered.

In endeavoring to reach desirable results well inclined people often adopt an extreme course which frustrates the very effort made, and we fear the C.P.R. managers have fallen into this error. Their own activity in the work of railway construction has caused an extraordinary demand for grain handling facilities while they have placed the supplying of these at a figure which places them within the reach of only a few, too few by far for the wants of the country. It does seem a piece of extreme action in a country least able of all on this continent to grapple with its grain handling, to place the opportunity of engaging in that work higher than on any other railway in existence. There is not, so far as we are aware, another railway on this continent which places the minimum capacity of its elevators at 25,000 and, without looking for a precedent, we know of no reason for the C.P.R. adopting such a lofty limit, nor can we even imagine one which would justify the same. A capacity of 10,000 bushels would have been enough for the country elevator requirements of our North-west, and a figure difficult of attainment by a young country so thinly populated as yet. But the 25,000 limit placed by the C.P.R. we have no hesitation in ranking as a burdensome and unnecessary load placed upon a pioneer population. It is not to be wondered at that the people of the Canadian North-west should have fears of a great grain monopoly. Railway management in Northern Dakota and Northern Minnesota has placed the grain trade of these districts in the hands of the Millers' Association of Minneapolis, a powerful

and unassailable monopoly, to which every independent buyer must toady and doctor his prices or go into insolvency. We cannot believe that the C.P.R. managers wish to reduce the Canadian Northwest to such a state of dependency upon any monopoly, but assuredly such arrangements as the 25,000 bushels minimum for country elevators tend very much in that direction. That company has conferred on them, by the power of the present Dominion Government, certain privileges that at least can only be rated as justifiable monopolies, and it is their interest to be doubly guarded against the introduction of anything that could be called an unjustifiable monopoly.

THE OCTOBER BANK STATEMENT.

The statement of Canadian Banks for October is as satisfactory as could be expected under the circumstances. There has been an increase of circulation from September 1st, the time at which the harvest began to find its way to market of \$3,440,000. This is considerably less expansion than took place during the fall months of the two years previous, the figures for those being in 1881, \$7,500,000, and in 1882 about \$6,500,000. This reduction in expansion is accounted for by the fact that the crops were very late in coming to maturity, and as a consequent result so large a proportion of the crop as usual has not yet been converted into cash. There has also been a reduction in the yield, especially in Ontario, which has had not a little to do with the contraction in circulation. But the total circulation nevertheless is greater than it was in previous years. It was in at the end of October fully half a million larger than it was on the same date in 1881, notwithstanding the fact that seven millions and a half had just been put into circulation. This evidences the large increase in the amount of money required to conduct the ordinary business of the country from what it was a year or two ago. The internal trade of Canada five years ago required \$25,000,000 of bank circulation to carry it on. Now over \$35,000,000 are required for that purpose, being an increase of 40 per cent. in the regular business of the country. Government deposits are lower, the Dominion being \$378,860 and the Provincial \$364,100 less. A gratifying feature of the statement is the steady increase in the savings of the people. Two years ago the

total deposits in the joint stock banks of the country amounted to \$86,828,000. The following year they increased to over \$6,000,000, and now they amount to nearly \$99,000,000. This is a sure indication of the growing prosperity of the country. An important fact brought out in the last statement is that while a year ago the business of the country required a credit of \$158,145,000 to carry on business, nearly three millions less is necessary now. The only weak feature of the statement is the condition of foreign exchange. In 1881 the banks in Canada were indebted to agents abroad only to the amount of \$914,000, while at the same time there was owing to them \$24,216,000. This year the net balance due the banks is \$15,702,000; and the amount owing to agencies is \$1,646,051. Current discounts have been reduced by \$753,918, of which amount \$473,000 has been made by the Exchange Bank. Loans to commercial corporations have increased \$1,910,000. These are the most salient features of the statement, and generally speaking it cannot but be considered very satisfactory in its character and such as to give renewed confidence in the financial ability of the country.

STANDARD TIME.

The railroad companies of the United States and Canada have adopted a single standard of time for the continent instead of running by local time at each of the termini. This marks an important epoch in the progress now going on the American continent. Up till now a passenger travelling across the continent from the Atlantic to the Pacific or *vice versa* found a change of time at perhaps a dozen different points before arriving at his objective point. Under the new system there will be but three changes. This desirable object is accomplished by the adoption of certain line of longitude as natural standards, the change being made on every fifteen degrees. Five standards have been established, the 60th, 75th, 90th, 105th and 120th. Meridians being taken as the dividing lines, the distance between these meridians being fifteen degrees and the difference in time between each is exactly one hour. Each standard of time is named as follows: that portion west of the 60th meridian and east of the 75th is to be known as the Intercolonial standard; that portion included between the 75th and 90th meridians is called the Eastern standard;

between the 90th and 105th is known as the Central Standard, and along the coast west of the 120th meridian is called the Pacific standard. To those not fully acquainted with longitude it may be interesting to know that the 60th meridian passes through the Gulf of St. Lawrence and east of the United States; the 75th through Philadelphia and Ottawa, Ont; the 90th through New Orleans, Memphis, St. Louis and a little west of Madison, Wisconsin; the 105th through Denver, Colorado; and the 120th through Carson City, Nevada. Winnipeg being situated in the Central standard in longitude about 97° there will be an advance in the time here of 28 minutes and 28 seconds. The railroad officials are busy revising time tables and in order to comply with the new regulations. Winnipeggers then in order to keep their watches or clocks in accordance with railroad time will have to turn them 28 minutes and 28 seconds ahead of 90 degree time. As railway time here has heretofore been regulated on St. Paul time, there will be a difference of only about 13 minutes from what has been.

THE GRAND TRUNK RAILWAY.

The amalgamation of the Grand Trunk and Great Western Railway systems in Eastern Canada seems to be working very satisfactorily for the stockholders judging from the reports presented at the last half-yearly meeting recently held. But whether the public are reaping any benefit from the monopoly which was created is another and the most interesting phase of the question so far as the people generally are concerned. At the time of the meeting referred to above, the joint system had been in operation about ten months and a half. It is a significant fact that during that time the railway carried several million tons less freight one mile than the previous year, and the Company received £167,000 more for carrying it. In 1883, 330,000,000 tons of through freight was carried one mile as against 386,000,000 so carried in 1882: a decline of 56,000,000 tons. Against this there was an increase in 1883 of 39,000,000 tons of local freight carried one mile. The difference is 17,000,000 tons carried one mile, and if the rates had remained as they were before, the £167,000 extra received would have fallen on these 17,000,000 tons carried one mile. As compared with the working of the lines separately

there has been an economy in joint operation of two per cent. After paying five per cent. on Great Western share preference capital on share, Great Western capital three per cent., on Grand Trunk and second preference capital five per cent., there remained a debit balance of £43,376 to be carried to the end of the year, which, if not made up out of the next half-year's earnings, it is proposed to take out of the reserve fund.

The evil of railroad monopoly is certainly making itself strongly felt throughout the Dominion. When the Great Western and Grand Trunk systems were amalgamated and passed into the hands of a single management many of the leading business centers in Ontario were deprived of the advantages of competing lines. That the railway company has been slow to avail themselves of the opportunity thus created to advance rates is amply demonstrated by the fact that while there was considerably less freight carried, there was a heavy increase in the receipts from that department of traffic. Such is the natural result of monopoly and it is to be regretted in the interest of the public that both in Canada and the United States there should be such a strong tendency for railway consolidation as that which now exists. It seems as if charters were obtained and companies formed for purposes of railway construction with no other ultimate object in view than to sell out to some one of the big companies so soon as possible after they are built. The history of railway building in Ontario fully exemplifies this. Municipalities have given heavy bonuses with the object of obtaining the benefits of competition, but as a rule they have soon discovered that they have been duped, and in the course of a year or two the original company hands the road over to some other corporation, and thus defeat the very object the ratepayers had in view when they voted for the bonus. In brief, traffic in railway charters has come to be a business among a certain class of speculative politicians.

There is always a danger of such a state of affairs coming into existence in this country; in fact it cannot be said that even up to the present time we have been entirely rid of it. In granting a charter to a company to build a railway great care should be exercised by the powers that be in mind that no loophole should be left by which the road built can become part of a great monopoly.

WINNIPEG MONEY MARKET.

The demand for money at the banks is still lighter than it was expected to be at this season of the year. Some facts have recently come to light which seems in a large measure to explain the limited demand for accommodation here. Merchants who had heretofore done all their discounting began to get tired of the high rates they were being charged for discounts here, the majority of them having to pay well on for ten per cent. as a rule. Determined not to be longer oppressed with this business many of them have made arrangements to get their paper discounted in the eastern provinces, where they have been able to secure all the accommodation at about 7 per cent. This has led to a reduction in rates here. The extortionate ten per cent. has been abandoned and now the banks are willing to discount good commercial paper at seven and eight per cent. Ordinary is negotiated at 9 to 10 or 11 per cent. The loan companies are not at all pressed with business, in fact they are inclined to say that business is dull. They have plenty of funds at their disposal and loans on real estate mortgage security are easily obtained at from 8 to 9 per cent. They report a very satisfactory settling up of old business, the majority of payments falling due being met with commendable promptitude. Speculators have still about as much difficulty as ever in obtaining funds with which to carry on their operations. The banks are very shy of this class of custom, and as a consequence private funds have generally to be relied upon for accommodation, for which pretty stiff rates have to be paid.

WINNIPEG WHOLESALE TRADE.

In some departments of the wholesale trade of Winnipeg there has during the past week been a shade of dullness, but taken as a whole the amount of business done has been fairly satisfactory and well up to the expectation of dealers. There has been a large distribution of goods in some lines, while in others there has been a noticeable falling off owing to the advent of winter and the check that has been consequently put upon building operations and other out of doors work. This has most directly affected the hardware and lumber trade. But the same conditions which have contributed to lend quietness in these lines have extended the demands in such lines as clothing, boots and shoes and general dry goods. The approach of Christmas also serves to create a briskness in certain lines of a more fanciful and luxurious character. In all these latter lines it is expected that business will be quite active for the next month or six weeks, and in this there is very little danger of disappointment. Retailers throughout the country are still exercising that commendable caution in making purchases which has been noticed in previous issues of the COMMERCIAL. Travellers on the road are sending in a good number of orders, but for the reason given above these are not generally large in amount. City trade is still rather quiet, but at the same time there is a decided improvement in the condition of things compared with what existed a couple of months ago. Remittances are better than for some time, but there is yet

considerable room for improvement. Country dealers complain that they find difficulty in collecting their accounts from farmers, owing to the fact that only a small proportion of the crop has found its way to market, and further that the prices offered for grain being very low, farmers are not exercising the energy in thrashing and marketing wheat they would where higher rates being paid. The roads in the country are not good for either sleigh or wagon travel. A good fall of snow would no doubt go a long way towards drawing the grain out of the bins, and thus relieve the scarcity of ready cash which has existed for some time.

AGRICULTURAL MACHINERY.

There is very little doing in the agencies at present beyond attending to the collection of accounts. In this important department the results so far this season have not been of the most satisfactory character. The prospect, however, is considered encouraging, and between now and the end of the year a large amount of money will no doubt find its way into the hands of the leading dealers. Light machinery, such as straw cutters, grain crushers, horsepowers, etc., are still being considerably inquired for, and a good many sales are reported from the different agencies throughout the country. The trade in sleighs and cutters is beginning to be lively. It is not expected that it will be so brisk as last year owing to the scarcity of money, but there will no doubt be a fair amount of business done. Stocks in the city are considerable, and prices are considerably lower than they were at this time last year.

BOOTS AND SHOES.

There is considerable complaint among dealers that delay arising in the transit of goods from the eastern factories to Winnipeg has kept trade quieter than it would otherwise have been. A large number of orders from country points are held by some of the houses awaiting the arrival of goods from Montreal and Toronto. Between now and February a good lively trade is expected, but after that a period of quietude is expected. A movement is afoot in the eastern provinces to reduce the credit on goods to shorter dates, and the dealers here express themselves as heartily in favor of the scheme, and ready to adopt as much as possible the American system of cash or short credit not exceeding thirty or sixty days. Collections are fair.

CLOTHING.

The leading clothing establishments report a very fair trade during the week. Outside orders have been coming in freely chiefly from points east along the Canadian Pacific Railway. City retail trade is only fair, and not likely to revive much this fall. Collections are said to be better than for several weeks past, and the prospect for future payments are good.

CROCKERY AND GLASSWARE.

Business has been good lately, and the demand for Christmas goods is beginning to be brisk. A fair trade in the finer lines of goods is expected. Collections are fairly satisfactory.

DRUGS AND CHEMICALS.

There is not much change to note in the state of the drug business from what was reported

last week. The demand continues fairly active, and collections are fair.

DRY GOODS.

There is still a continuance of the quietness and lull in the dry goods trade which was noted last week. Country dealers have as a rule laid in as much stock as they wish to for the present, and what orders are received are about entirely of a sorting up character. The best trade has been from the C. P. R. west of Port Arthur, where large quantities of goods are required to supply the men engaged on railroad construction along the north shore of Lake Superior. There will, however, be a little briskness in trade generally between now and New Years. The opening months of 1884 will, according to all indications, be quiet. Collections are still somewhat slow, but there is an improved feeling over a month ago.

FANCY GOODS AND SMALL WARES.

The briskness incidental to Christmas trade and peculiar to this line is beginning to be felt. Orders are coming in freely by mail, and several country dealers have visited the city during the week to make purchases of stock. Collections are fairly satisfactory.

FISH AND POULTRY.

Fish are in good supply and the demand fairly good. Quotations remain as they were, viz.: White fish 7c; Lake Superior trout 8c. Oysters are plentiful and quoted at 70c for counts, 60c for selects, and 50c for standards. Game, with the exception of rabbits, is not so plentiful as it was. Prairie chickens are quoted at 50 to 60c per pair; wild ducks, 40 to 50c; rabbits, 25c per pair. Turkey and chickens are worth from 20c to 25c per pound.

FRUIT.

Fruit continues in very fair demand, but not so brisk as it was a week or two ago. The supply in the city is not large but sufficient for the present demand. Collections for the month have been very well got in. Quotations remain about as they were. Lemons are worth \$3.50 to \$9. Apples remain steady at \$6 to \$6.50 for choice qualities. Some stock hardly so good has sold as low as \$5.50. California pears are quoted at \$6 to \$6.50; oranges, of which there are only a few in the city are held at \$8 to \$8.50 per crate. Some new consignments are expected to arrive shortly. Malaga grapes are quoted at \$9 to \$9.50 per barrel. Figs in 14lb boxes are worth 12c per lb.; Eleme layers 19c. Nuts are firm at old quotations, viz.: peanuts 20c per lb; almonds 20c to 22c; brazils 22c; cocoa nuts \$9.50 per hundred. Dried fruit quotations are as follows, viz.: loose muscatel raisins \$2.25; black baskets \$4.40; black crown \$4.75 to 5.00; triple crown \$7.00; four crown \$8.00; dates 10c per lb.

FUEL.

The demand for fuel is active, and winter supplies are being laid in. The following are the quotations: Saskatchewan coal is worth \$9 per ton in the yard, \$9.75 delivered; Anthracite is worth \$12 to \$13 per ton. Tamarac wood is worth from \$6 to \$7 per cord; poplar \$5 to \$6; oak \$7.00 to \$8.00.

FURNITURE.

Business has improved very much of late;

and the factories are quite busy. Collections have also improved very much.

GROCERIES.

The leading houses report a lively trade during the past week, which is likely to continue for some time. Collections are fair and improving. Sugars are firm and advancing. Quotations are: Sugars—Yellow 9½ to 10c; granulated 10½ to 11¼c; Paris lumps 12c; Coffee 15 to 18c for Rio; 22 to 27c for Javas; teas—Japan 20 to 45c, Moyuno gunpowders 30 to 75c; Young Hyson 25 to 70c; new season Congou 24 to 55c; last season's do 18c to 35c. Tobaccos have advanced—Prince of Wales is quoted at 30c to 40c per lb.; Myrtle Navy \$10 per caddie. Syrups are quoted at \$3.50 per keg; half barrels 90c per gallon. Boneless fish is worth 9c per lb for 40 lb boxes; 10c for 5 lb boxes. Common salt \$3.25 per barrel; 5 lb bags \$5.40; 3 lb bags \$6.00.

IRONWARE AND METALS.

Business in this line is quiet at present. The most of the season's building operations is over which directly affects this branch of trade. Prices of nails and bar iron have advanced owing to the rise in freight rates. Quotations are: Tin plate 14x20, \$7.50 to 7.75; 20x28, \$14.25 to 14.75; bar iron \$3.50 to 4.00; sheet iron \$3.50 to \$7.00; iron piping, 25 per cent. off price list; ingot tin, 32c to 35c; pig lead, 6½c to 7c; galvanized iron, No. 28, 8c to 9c according to quality; cut nails, tenpenny and upwards, \$4 per 100 lb keg; casing nails, \$4.75; finishing nails \$1.25; after the 15th of December nails will make a further advance of 25c all round. Bar iron is quoted at \$3.50 per 100 lb to the trade and \$4 to blacksmiths.

LEATHER AND FINDINGS.

Trade continues very fair and collections satisfactory. Quotations are as follows:—Spanish sole 33c to 35c; slaughter sole 35c French calf, first choice, \$1.40 to 1.50; domestic 85c; B Z calf \$1.00 to 1.10; French kip \$1.00 to 1.25; B Z kip 85c to 90c; slaughter kip 65c to 75c; No. 1 wax upper 55c; grain upper 55c; harness leather 34c to 36c for plump stock; English oak sole 65c.

LUMBER.

Business has fallen off considerably during the past week or ten days, and will in all probability continue quiet during the balance of the winter season. Quotations are as follows: Pine lumber, 1st, common boards, dressed \$26.50; 2nd, dressed, \$25.50; 1st dressed rough, \$26.50; 2nd do. \$25.50; sheathing, rough, \$25; timber 16 feet and under, \$24; do. over 16 feet, for each additional 2 feet, \$1; dimension and joists 16 feet and under, \$24; do. over 16 feet for each, \$1; fencing, \$25; 2 and 3 inch battens, \$30; A. stock boards, all widths, \$50; B do., \$45; C do., \$40; D do., \$35; 1st clear, 1, 1½, 1¾, and 2 inch, \$60; 2nd do., \$56; window and door casings, \$50; Lase boards, dressed, \$50; 1st pine flooring, siding and ceiling, \$40; 2nd do. \$35; 3rd do. \$30; ¾ inch split siding, dressed, \$30. Spruce lumber—timber 16 feet and under, \$22; do. over 16 feet for each additional 2 feet, \$1; dimensions and joists, 16 feet and under, \$23; do., over 16 feet, for each additional 2 feet, \$1; boards, \$22;

1st flooring, siding and ceiling, \$28; XX shingles, \$5.25; Star A shingles, \$3.25; X shingles, \$5.00; A do, \$4.50; lath, \$4.60

STATIONERY AND PAPER.

A good steady trade has been done during the past week. The demand for Christmas goods is excellent. Collections are satisfactory.

STOVES, TINWARE, &c.

The demand is beginning to fall off a little, the season being now pretty well past. There will, however, be quite a bit of business done during the next week. Collections are good.

SADDLERY AND HARNESS.

Business is fair and steady, but not at all rushed. Collections are very fair.

WINES AND SPIRITS.

Trade in this line keeps brisk, and collections are generally speaking fair. Prices remain as they were. Quotations to jobbers and purchasers of quantities are: Hennessy's one star, \$13 to \$14; in wood, \$4.50 to 5.00 per gallon; Imperial, cases, vintage of 1878, \$5.50; Martel, in case, one star, \$13 to \$14; Renault, 1-star, \$12, \$16 and \$20; Boleyn, in wood, \$4 to \$5.50; Ronet, in cases, quarts, \$8.50; flasks, \$10, half flasks, \$11; Pinotte, in wood, \$4 per Imp. gal.; Louis Fvres, in cases, qts, \$10; flasks, two dozen in a case, \$11; half flasks, four dozen in a case, \$12; M. Dubois, in wood, \$3.50 per gallon; cases, quarts, \$8; flasks, \$9; half flasks, \$10. Gin, Holland, in wood, \$3 per gallon; red cases, \$10.50 to 11.50; green cases, \$6 to \$7; Old Tom gin, Bernard's, in wood, \$3.25 per gallon; Booth's, in wood, \$3.25; Ford's Acadia gin \$2.25 to 2.75; Booths, in cases, quarts, \$8.50; Scotch whisky, Ramsay's in wood, \$4.00; Col-Ila Islay, in wood, \$3.50; Stewart's, in cases, quarts, \$8.50; flasks, \$9.50. Irish whisky, John Jameson & Sons, in wood, \$4.50; Bernard's, in cases, quarts, \$8; flasks, \$9.50. Jamaica rum, \$3.50 to \$4.00 per gallon. Champagne—Pomeroy, quarts, \$34; pints \$35 per case; Bollinger, quarts, \$33; pints \$34; Moet & Chandon, quarts, \$27; pints \$28; G. H. Mumm, quarts, \$28; pints \$30; Piper Heidsieck, quarts, \$27; pints \$29; Carte Blanche, quarts, \$20; pints \$21. Sherry from \$2.50 to 8.00 per gallon, according to quality and brand; ports \$2.50 to 7.00, according to quality and brand; claret in cases \$5.00 to 7.00; Drowry's ale \$13 per brl; Bass's ale in quarts \$4 per doz; pints \$2.50; Guinness's porter in quarts \$4.00; 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.

Receipts of grain for the past week have been lighter than was anticipated, both by rail and from the street. Farmers are not satisfied with the prices that are being offered, and the condition of the roads are not yet first-class for sleighing while wheeling is very indifferent. This combination of circumstances explains to a large extent the mystery as to why the heavy

crop of the past season is not finding its way to market so rapidly as had been expected.

WHEAT.

Receipts of wheat by rail have been light, and very little has been received off the street. Shipment by the lakes having been put a stop to by the prospective immediate close of navigation; all wheat sent out of the country has to go by the all rail route. The cost or transportation in that way is high. Dealers complain that they cannot make contract rates for a period of time, and on that account they find themselves in a very awkward position. The rate of transportation on wheat from Winnipeg to Montreal is in the neighborhood of 45c per bushel, and when it is considered that the highest price paid for wheat in the latter mentioned city is \$123, it cannot but be seen that the figure offered in Winnipeg is as high as the circumstances will allow. No. 1 hard in Winnipeg is worth at from 70c to 80c according to quality, while samples touched by frost are worth from 50c up, according to the degree in which they have suffered damage.

OATS.

There is very little demand for oats. During the week considerable quantities have been offered but they are very slow of sale. Fair samples of oats have been bought on the Winnipeg market for 17c per bushel. The demand is likely to continue light, as it is impossible to export at a profit. Twenty cents per bushel is an outside quotation for first-class oats in the city now.

BARLEY.

Offerings have been light, and the demand is very slack. Brewers have considerable stocks on hand and are not anxious to buy any more at present. The quotation of 35c to 40c per bushel may be almost said to be nominal.

FLOUR.

The mills are running full time and find ready sale for all the flour they can turn out. There has been some shipment to Montreal, but the prices ruling there at present are not sufficient to warrant extensive exportation. The work of construction on the C. P. R. east calls for a heavy supply. Quotations are: Patents \$3.00; strong baker's \$2.70; xxxx \$2.00.

HAY.

The demand is very fair and the supply liberal. The price continues firm at \$10 per ton on track.

SHORTS.

are also considerably enquired for, and remain steady at \$12 per ton on track.

CHOPPED FEED.

remains steady at \$28 per ton. The demand is fair.

POTATOES.

The cold weather of the past week or two has checked supplies somewhat, but there are plenty offering to supply the demand. Prices remain about the same as last week, viz., 35c to 45c per bushel.

CHEESE.

The market is well supplied and prices firm at 16c to 17c per pound. This quotation is likely to hold for some time.

BUTTER.

There is quite a heavy stock of butter in the city, but at the same time the supply of choice quality is limited. Quotations range from 23c to 27c for dairy, and for first-class creamery as high as 30c is obtainable.

HAMS.

There is only a moderate stock in the city, but some considerable consignments are expected to arrive shortly. They are held firm at 18c.

BACON.

Quotations for bacon remain the same as last week, but the market has developed more firmness. Long clear dry salt is quoted at 11½c; smoked do. 12½c; breakfast bacon 16½ to 17c; spiced rolls 10c.

EGGS

are scarce and very firm at 30c. As high as 32c has been paid in some cases.

MESS PORK

is steady at \$17 to \$18.

MESS BEEF

is not much enquired for, and is quoted steady at \$18.

LARD

The price of lard remains the same, viz., \$2.75 for twenty-lb pails, and \$3 to \$3.50 for case lard.

DRIED APPLES

are steady and slow of sale at 12c per pound.

CRANBERRIES.

There is a good demand for this fruit which is steady and firm at \$14 per barrel.

WHITE BEANS

are still quoted steady at \$3 per bushel.

CANNED MEATS.

The market for canned meats has been a little better of late, but at the same time there is no particular activity to note. Quotations are: Corned beef \$4.25; brawn \$4.25; lunch tongue \$4.25 for 1 lb cans; 2 lb cans \$7.75; salmon \$2.15; lobsters \$2.00; California fruits, \$9.75; tomatoes \$4.50; 3 lb apples \$4.50.

MINNEAPOLIS.

The local grain market has ruled on the average rather dull during the past week. The movement of wheat up to the present time has been very heavy, and the elevators here are filled almost to their capacity. This accumulation has had a very depressing influence on the market, and prices continue weak. The natural result of this situation is that a shipping basis has been established on the lower grades of wheat, and the shipments from Minneapolis are now quite a noticeable feature, they having reached about 200,000 bushels for the past week.

The low range of prices is attracting the attention of speculators, and new faces are seen on the floor of the chamber every day, picking up odd lots for investment. Speculative trading has been fairly active, and the prices ruling for the more deferred deliveries show that considerable confidence is manifested in the future of wheat.

A very good demand has existed, shippers being anxious to get their orders filled before the advance in freight rates east of Chicago, which occurs on the 26th.

The following were the highest and lowest prices by grade on 'change during the week ending Friday, together with that day's closing prices:—

| Wheat. | Highest. | Lowest. | Closing. |
|-------------------|-----------|-----------|----------|
| No. 1 hard..... | \$0.99 .. | \$0.98 .. | \$0.98½ |
| " 2 " | 94 .. | 91 .. | 91½ |
| " 1 northern.. | 89 .. | 91 .. | 91½ |
| " 2 " | 85 .. | 82 .. | 84 |
| No. 1 hard | | | |
| Seller, Dec. | \$1.00 .. | 98½ .. | 68½ |
| " Jan. | 1.01½ .. | 1.01 .. | 1.01½ |
| " February .. | 1.03½ .. | 1.03 .. | 1.03½ |
| " May | 1.10 .. | 1.10 .. | 1.10 |

FLOUR.—A majority of the millers report a tendency toward improvement in the tone of the market, though the minority can see no change. It is generally admitted that buyers are pretty well loaded with flour, so that the main enquiry now is for futures. The mills have mainly sold ahead, and recent trouble with the water has greatly hindered the filling of orders already booked. Quotations may be termed stiff, as follows:

Patents, \$6 to 6.25; straights, \$5.10 to 5.50; first bakers', \$4.70 to 5.10; second bakers', \$4 to 4.50; best low grades, \$2.50 to 3; red dog. \$1.85 to 2.25.

Our millers will have cause to remember last week's experience with anchor ice and low water for a long time. After Wednesday, the water became very low, and very few of the mills could run at all during the balance of the week. On the whole week they probably averaged a production of not over 11,000 barrels per day, so that our estimate, of 14,000 barrels, made on Wednesday, needs to be corrected accordingly. The cold snap at the same time undoubtedly had much to do with the low stage of the river, ice gorging and holding back the water temporarily. The weather coming off warm again, the head of water since Sunday has been quite satisfactory, and the mills have made the greatest possible use of it. The flour production of the week will average about 18,500 barrels per day, against 11,000 barrels last week. Should the water power improve toward the close of the week (this being written Wednesday) the production will go above 18,500 b's. The flour market is little different from a week ago. Some millers report a trifle more strength, but all do not agree on this point.

Our receipts and shipments were as follows for the week ending Nov. 21:

| | Received. | Shipped. |
|------------------|-----------|----------|
| Wheat, bush..... | 450,000 | 176,000 |
| Flour, brls..... | 3,865 | 123,470 |

LAST WEEK.

| | | |
|------------------|---------|---------|
| Flour, brls..... | 5,725 | 130,295 |
| Wheat, bush..... | 691,500 | 123,000 |

The stock of wheat in store in the elevators (including the transfer) and mills of the city on Tuesday, was about 2,900,000 bush. At St. Paul there were 650,000 bush., against 320,000 bush. last week, and at Duluth 1,21,360 bush., against 1,084,400 bush. the previous week.—*Northwestern Miller* Nov. 23rd.

CHICAGO.

The Chicago market for the week has been fairly active, and although there have been considerable fluctuations they have as a rule not been on a wide limit. On Tuesday the wheat market was firm and higher. Corn and oats were better than for a day or two previous. Provisions were strong. Towards the close quotations were:

| | | |
|------------|---------------|---------------|
| Wheat..... | Nov., \$0.95½ | Dec., \$0.96½ |
| Corn..... | " 49 | " 48½ |
| Oats..... | " 29 | " 29 |
| Pork..... | " 10.95 | " 10.95 |
| Lard..... | " 7.57½ | " 7.55 |

On Wednesday wheat was dull and weak owing to free offerings. Corn developed a stronger feeling and oats were strong in sympathy. Pro-

visions were active and advancing. Quotations towards the close were:

| | | |
|------------|---------------|---------------|
| Wheat..... | Nov., \$0.95½ | Dec., \$0.96½ |
| Corn..... | " 49½ | " 49½ |
| Oats..... | " 29½ | " 29½ |
| Pork..... | " 11.50 | " 11.50 |
| Lard..... | " 7.70 | " 7.70 |

On Thursday there was a stronger feeling all round. Quotations towards the close were:

| | | |
|------------|---------------|---------------|
| Wheat..... | Nov., \$0.95½ | Dec., \$0.96½ |
| Corn..... | " 49½ | " 49½ |
| Oats..... | " 29½ | " 29½ |
| Pork..... | " 11.55 | " 11.55 |
| Lard..... | " 7.75 | " 7.75 |

On Friday a very similar state of affairs existed to that of the previous day. Fluctuations were numerous but within a narrow limit. Quotations towards the close were:

| | | |
|------------|---------------|---------------|
| Wheat..... | Nov., \$0.95½ | Dec., \$0.96½ |
| Corn..... | " 49½ | " 49½ |
| Oats..... | " 29½ | " 29½ |
| Pork..... | " 11.70 | " 11.75 |
| Lard..... | " 7.70 | " 7.70 |

On Saturday wheat was easier as also were corn and oats. Provisions were active and firmer. Quotations towards the close were:

| | | |
|------------|---------------|--------------|
| Wheat..... | Nov., \$0.95½ | Dec., \$0.96 |
| Corn..... | " 49½ | " 49½ |
| Oats..... | " 29½ | " 29½ |
| Pork..... | " 11.85 | " 11.90 |
| Lard..... | " 7.75 | " 7.77 |

TORONTO.

STOCKS.

The Toronto stock market continues dull and very much depressed. Rumors of failures in the Eastern province have served to put dealers out of spirits. There are scarcely any buyers, and holders are also unwilling to sell at present quotations. As compared with the previous week's quotations closing bids on Wednesday were:

| | Nov. 14. | Nov. 21. |
|----------------------|----------|----------|
| Montreal | 185 .. | 181 |
| Ontario | 100 .. | 100½ |
| Toronto | 169 .. | 160½ |
| Merchants..... | 115 .. | 109 |
| Commerce..... | 123 .. | 123 |
| Imperial..... | 139 .. | 135½ |
| Federal..... | 136 .. | 130 |
| Dominion..... | 187½ .. | 187½ |
| Standard..... | 113 .. | 112½ |
| Hamilton..... | 115½ .. | 114 |
| North-west Land..... | 68 .. | 64 |

GRAIN AND PRODUCE.

The condition of the market remains almost unchanged. The only movement of consequence has been in barley, and on that grain buyers and sellers are considerably apart. Other grains have been quiet, at steady prices, and no inclination to push business. The quantity of grain in the country still remains somewhat of a conundrum, and the probability is that inactivity and an unsettled feeling will be the order of the day until some definite conclusion is come to on that point.

WHEAT.

The market is inactive. There is no export demand, but the mills are sufficient to absorb all offering. Prices are steady at the following quotations: Fall wheat No. 2 \$1.11; No. 3, \$1.07 to \$1.08; Spring do., No. 1 \$1.13; No. 2 \$1.10 to \$1.11.

OATS.

The supply has improved and prices have had a declining tendency. Cars on track declined during the week from 37c to 35½c. On Wednesday sellers were holding at 36c but could find no buyers. On the street the ruling figure is 37c.

BARLEY.

There was a brisk demand during the early part of the week but toward the close there was a falling off in sympathy with an easier feeling in American markets. Quotations are: No. 1 73c to 74c; No. 2, 68c; extra No. 3, 64c to 65c; No. 3, 54c to 56c. On the street prices closed at 60c to 72½c, the bulk selling at 65c to 66c.

RYE.

There is a firm feeling in rye. The price paid for cars and on the street has ruled at about 63c.

PEAS

There are scarcely any peas offering, but they are wanted at 73c to 74c.

FLOUR.

The inactivity noted for the past two weeks still continues. There is, however, no disposition on the part of holders to force sales. Superior extra is quoted at \$5.15 to \$5.25; extra \$5.00 to \$5.05.

POTATOES.

Car lots have sold steady at 75c to 78c on track. The street demand is good at 85c to 90c per bag.

BUTTER.

Receipts of butter for the week have been improving and stocks are on the increase. Choice qualities are still scarce. Shipping demand for medium to choice qualities has been fair, but there is no enquiry for inferior. Quotations are: Choice, for local consumption 18c to 19c; medium to choice store packed with white thrown out, for export, 15c to 16½; rolls in box lots have sold at 16c to 18c. On the street pound rolls are worth 20c to 23c; large rolls 17c to 19c; tubs and crocks of good to fine 18c to 19c.

EGGS.

All offered have sold readily at 23c. On the street really fresh bring from 24c to 25c.

CHEESE.

The market is rather firmer. Small lots of fine have sold 12c to 12½c; large lots 11½c. medium and poor qualities are not offering.

PORK

is inactive at \$14.50 to \$15 for small lots.

BACON.

Stocks are low and the movement small at firm prices. Long clear in cases has sold from 8½c to 9c; Cumberland 8c; new rolls at 11½c to 12½c; canvassed bellies 13c to 13½c.

HAMS

are scarce and prices nominal at 14c to 15c for smoked.

LARD

is quiet, tinnets and pails in small lots selling at 11c to 11½c.

APPLES.

Car lots are quoted at \$2.75 to \$3.25 for choice winter qualities. On the street prices range from \$2.50 to \$3.50 per barrel.

POULTRY.

Receipts have been large and prices tending downwards. Turkeys and ducks have sold at 8c to 9c per lb, and fowl and geese at 5½ to 6c.

SUNDRIES.

Dried apples 9½c to 10c; oatmeal per 136 lbs, \$4.25 to \$4.35; cornmeal \$3.54 to \$3.62.

The Lost Rivers of Idaho.

One of the most singular features in the scenery of the Territory of Idaho is the occurrence of dark, rocky chasms, into which large streams and creeks suddenly disappear and are never more seen. These fissures are old lava

channels, produced by the outside of the molten mass cooling and forming a tube, which, on the fiery stream becoming exhausted, has been left empty, while the roof of the lava duct, having at some point fallen in, presents there the opening into which the river plunges and is lost. At one place along the banks of the Snake river one of these rivers reappears gushing from a cleft high up in the basaltic walls, where it leaps a cataract into the torrent below. Where the stream has its origin, or at what point it is swallowed up, is utterly unknown, though it is believed that its sources are a long way up in the north country.

Crime in Compartment Cars.

The latest compartment car horror is that which occurred on a London suburban railway on Sunday, when a maniac assaulted the only other male occupant of his compartment, beating him insensible. But there have recently been several violent assaults in compartment cars both in England and in France, and travelers must begin to regard such cars with a feeling of dread. One of the great English railways has recently taken steps to bring the American palace car system of its lines into its own ownership, and it would be well if the American system of ordinary coaches were also adopted. The only perfect security in compartment cars is for a traveler to take possession of the whole compartment, which few persons feel able to do unless accompanied by friends. The safety of the American saloon cars is a consideration which has induced influential English papers to demand the abolition of the compartment system, and the sooner the change is made through Europe the better will it be for all travelers there.—*N. Y. Mail and Express.*

Sealskins.

The seal, furnishing the rich fur, a cloak of which is an article dear to the heart of fashionable women, inhabits both the Arctic and the Antarctic seas. Greenland, Newfoundland, the Baltic, and the southern polar shores, all supply a quota of these much sought after animals. From a paper in the last *Quarterly Review*, a very readable paper, by the way, we get a sketch of a district which yields many of the "Far Seals of Commerce."

The scene is the Pribylov Islands, two small specks of land situated on the eastern side of Behring's sea, and ceded in 1867 by Russia, along with the adjoining mainland of Alaska, to the United States Government. The islands are but a few square miles in area, their population in 1880 was but 390 miles, and yet the annual revenue they yield to the American exchequer is over £50,000, to which sum falls to be added the handsome profits realized by the company to whom the islands are let. This result has been achieved by one of the most provident and far-seeing pieces of state management that the history of the commercial world affords. The islands are the home during six months of the year of multitudes of the fur seals of commerce. The number has been estimated on reliable statistical grounds as 4,700,000. This number is kept practically constant by the effective protection of the animals. Only 10,000 are allowed

to be killed each year, and from among the victims are strictly prohibited the breeding males, who are over five years of age and whose pelts are commercially worthless, and all the females young and old. Only the "bachelors," or young males of three or four years are allowed to be taken and they are captured on certain nights in the mouths of June and July, before daybreak.

Ontario Crops.

The report of the Ontario Bureau of Industries, on the crops of this Province for 1883, are getting more gloomy. Fall wheat is put down at 21,320,329 bushels against 40,021,201,—nearly double—in 1882; the average yield of fall wheat having fallen from 26.3 to 10.4 bushels per acre, while Spring wheat rose from 16.05 to 16.25 bush. The yield of barley fell 24,284,407, to 18,600,380 bushels,—per acre from 28.6 to 24.67 bushels. In oats, however, an increase is reported, from 50,097,997 to 55,482,797. The average per acre is put at 38.9 against 36.4 bushels last year. Rye is deficient; the yield having fallen from 3,549,398 to 3,006,680 bushels; peas declined in quantity from 10,943,3555 to 10,728,137. "Buckwheat and beans," we read, were so generally destroyed by the frosts of September that it is impossible to estimate their produce. A comparative statement of the crop in the county of York is given:

| | ACRES. '83. | BUSH. | ACRES. '82. | BUSH. |
|------------|-------------|-----------|-------------|-----------|
| Fall wheat | 47,148 | 623,924 | 52,568 | 1,419,336 |
| Spring " | 24,890 | 462,315 | 26,076 | 480,168 |
| Barley .. | 60,197 | 1,263,084 | 58,378 | 1,809,718 |
| Oats | 51,370 | 2,312,055 | 56,108 | 2,412,644 |
| Rye | 4,413 | 65,105 | 3,418 | 61,524 |
| Peas | 21,782 | 466,135 | 28,760 | 475,200 |

A PIN factory is being established in Galt, Ont. Twenty-one machines are being manufactured which will have a capacity of three or four million pins a day.

FORGED \$5 bills on the Bank of British North America are in circulation in Eastern Canada. They are imitations of the issue of the 3rd of July, 1877, but the day of the month is omitted in the counterfeit, which is an infallible guide to their detection.

THE following letter has been received in Montreal from Geo. Stephen, President of the C.P.R., under date of Nov. 21st: Notice is hereby given that thirty days after date the Canadian Pacific Railway Company will issue the balance of the authorized capital stock amounting to \$45,000,000. This issue will be made in pursuance of the agreement entered into on the 10th of November, 1883, by and between the Government of the Dominion of Canada, the Bank of Montreal, trustees, and the Canadian Pacific Railway Company, whereby the guarantee of a minimum dividend of three per cent. per annum for 10 years is granted by said Government on the entire stock capital of the said railway company, amounting when this notice expires to one hundred millions. Thirty-five millions of the forty-five now about to be issued will remain on deposit with the Government, and will be withdrawn by the railway company only when and as its requirements in connection with the completion of the railway call for it.

PORTAGE LA PRAIRIE.

Pratt's biscuit factory is now in active operation. Orders are coming in freely.

The old Merchants Hotel is to be reopened by H. C. Young, formerly of the American.

Five elegant new coaches for the M. & N. W. Railway have arrived here from the Cobourg car works.

Prices for grain now are: wheat, Red Fyfe, 65c to 72c; other varieties, 50c to 60c; barley, 35c to 40c; oats 17c.

About \$11,000 of taxes have been collected in the Portage this season so far. The five per cent. rebate has been extended to Dec. 15th.

Campbell & Mitchell have shipped 4,000 bushels of oats to Port Arthur last week to be used on C. P. R. construction on the north shore of Lake Superior.

There has been a fair amount of grain brought to market this week, but not so much as there would have been had the price been higher. A meeting of farmers was held last week at which it was decided to form a joint stock company composed entirely of farmers, for the purpose of building elevators and shipping grain direct to consumers. A delegation was appointed to confer with the county council in reference to the matter.

British Trades Unions.

Mr. Frederick Harrison has been giving an address before the Trades' Unions Congress in London, and it abounds with very interesting information. In the first place we find that Trades' Unions in Great Britain are organized upon a very different plan and for a very different purpose to those on this side the water. The fundamental idea is to afford mutual aid to working men in times of depression and hardship, and to do this they raise and accumulate large reserve funds for use in the adverse seasons. Some of the principal Unions paid out in six years nearly \$10,000,000 in support of men out of work and for other charitable purposes, and then they drew on their reserve funds to the extent of more than \$1,000,000. They yet have on hand an aggregate balance of \$1,500,000. In 1879 the Engineers' Union alone paid out \$750,000 to men out of work, and in five years it has expended for the same purpose \$1,935,000. During the hard times of 1879 more than 46,000 people were supported entirely by the funds of five unions in that same year spent \$5,000,000 in aid of the sick, in paying insurance on tools and lives, and for other purposes. To show how small a part of the energy and money of the unions are expended on the machinery and sustenance of strikes, it is sufficient to state that of the \$10,000,000 mentioned above, only \$800,000 was spent in settling strikes and trade disputes of all kinds, while last year when the aggregate income of unions footed up to \$1,650,000, and their full reserves amounted to \$3,450,000, only \$25,000 was spent for a like purpose. The membership is constantly growing, as is shown by the roll of five of the principal unions, whose members have increased 60,000 to 125,000 in last year. The British unions are therefore immense provident institutions, whose design is, by laying up

something in a common fund in times of prosperity, to be able to secure something for the workmen in times of depression. Strikes have grown less frequent each year, and this is due to two principal causes. In the first place experience has taught both workmen and employers that strikes are disastrous to both, and that the policy of mutual concessions is the best one. In the second place the unions have large resources, and do not care to rashly imperil them by the enforced idleness of great bodies of able laborers who would have to live from them while the strike lasted. In America the primal idea of the Trades' of the Union seems to be to force better times from the employers through the medium of strikes. It will be a happy thing when our unions on this side emulate the wiser and more humane and helpful example of the British unions.

An office has been opened in Regina for the registration of titles in the new registration districts of Touchwood, Regina and Souris.

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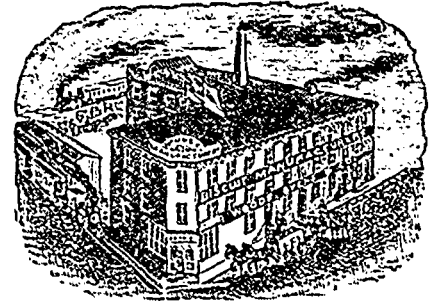
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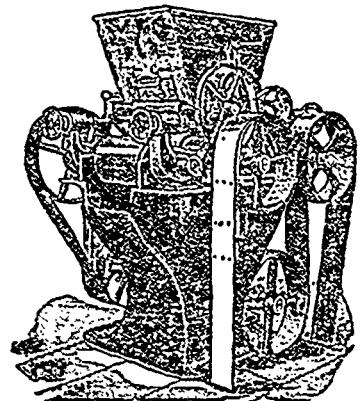


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PATENT NOISELESS

ROLLER MILLS,

As used in the system of milling by
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Manufactured exclusively in Canada by
MILLER BROS. & MITCHELL,
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Special attention paid to Emigrants effects, trunks, furniture, agricultural implements, &c.

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

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Passage Tickets Granted.

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

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

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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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The Purest and Best Flour.

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

Capacity Elevator.....115,000 Bushels
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TINSMITHS' AND PLUMBERS' SUPPLIES

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METAL MERCHANTS,

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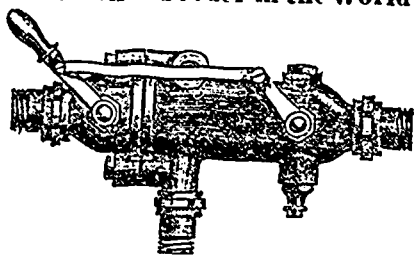
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THE KORTING INJECTOR!!

Acknowledged to be the

Best Boiler Feeder in the World



Will lift 25 feet and take water at 150 degrees. Only one handle to start and stop. No valves to regulate. Cheaper than any other injector in the market. Prices and particulars on application to

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ANTHONY FORCE

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Manufacturers of Crucible Cast Steel Tyres, Cast Shear and German Steel, Tool Steel, Crossings, Horn-blocks, Axle Boxes, Axles, Piston and Connecting Rods, Slide Bars, Marine Shafts and Cranks, Belts, etc.

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Railway Supply and Manu'g Co.,

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For Packing and Cleaning purposes.

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All Orders promptly attended to.

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AT REASONABLE RATES.

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FRANK BOISSEAU, Proprietor.

LATE OF THE RUSSELL HOUSE, OTTAWA.

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

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The Largest and Most Popular House of the North-west. Complete in all its appointments. Graduated prices.

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The Palace Hotel of the Northwest,

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GREAT NORTH-WEST

Trades Protection, Gen'l Enquiry,

—AND—

DETECTIVE AGENCY,

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Collection of Debts, Rents, Etc.

OFFICE OVER MONTREAL BANK,

346 MAIN STREET, WINNIPEG.

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

The Manitoba Soap Works!

ST. BONIFACE, MANITOBA.

Wall, Bessette, Lecomte & Co., Proprietors.

The "Royal" Soap is strongly recommended for family use, being the best Soap sold in Manitoba.

TRY IT! TRY IT! TRY IT

Canadian Pacific R'y Co.

(WESTERN DIVISION)

TRAIN SERVICE.

CHANGE OF TIME

On and after June 17th, 1933, Trains will move as follows:—

| Going West. | Going East. |
|---------------------------------|----------------|
| 7.30 a.m. leave Winnipeg arrive | 6.30 p.m. |
| 10.00 " Portage la Prairie | 4.05 " " |
| 1.35 p.m. Brandon | 1.00 " " |
| 9.00 " Broadview | 5.00 a.m.† |
| 12.22 a.m. Regina | 11.05 p.m. |
| 5.00 " Moose Jaw | 8.30 " " |
| 2.00 p.m. av Swift Current | 1v 12.30 p.m. |
| 9.15 p.m. Maple Creek | 5.25 a.m. |
| 1.55 a.m. av. Medicine Hat | 1v. *12.30 am. |

| Going East | leave Winnipeg arrive | Going West |
|------------|-------------------------|------------|
| 7.00 a.m. | Rat Portage | 8.00 p.m.† |
| 1.25 p.m. | Barclay | 1.65 p.m. |
| 7.25 p.m. | arrive Pt. Arthur leave | 8.15 a.m. |
| 17.30 a.m. | | 7.25 p.m. |

| Going South. | Winnipeg | Going North. |
|-----------------------|--------------|---------------------|
| Leave | 16.35 a.m. | Arrive. |
| 17.55 a.m. *7.95 p.m. | Emerson. | 17.00 p.m. |
| 10.35 a.m. | 10.10 p.m. | 4.05 a.m. 4.45 p.m. |
| Arrive. | St. Vincent. | Leave. |
| 10.60 a.m. | 10.30 p.m. | 3.45 a.m. 4.20 p.m. |

SOUTHWESTERN BRANCH.

| Going South. | Winnipeg | Going North |
|---------------------------------|-----------------|-------------|
| 7.15 a.m. leave Winnipeg arrive | 7.10 p.m. | |
| 11.45 a.m. Morris | 4.00 p.m. | |
| 1.30 p.m. Gretna | 2.10 p.m. | |
| 4.30 p.m. arrive Manitoba City | leave 5.30 a.m. | |

| | |
|---------------------------------|----------------|
| 7.35 a.m. leave Winnipeg arrive | 4.10 p.m.† |
| 9.35 a.m. Stony Mountain | 3.10 p.m. |
| 10.00 " arrive Stonewall | leave 2.30 " " |

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

SPECIAL NOTICE.

Magnificent Palace Sleeping Cars will be run on all through passenger trains between Winnipeg and Moose Jaw and Winnipeg and Port Arthur.

Trains more on Winnipeg time.

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

Chicago and Grand Trunk Railway.

GOING EAST.
Leave Chicago 9 10 a.m., 3.30 p.m., 8.30 p.m.; arrive at Port Huron 10.20 p.m., 5.30 a.m., 10.35 a.m., 10.10 a.m., 5.15 p.m.

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

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

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

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

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

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

Train No. 5 leaving Chicago 8.30 p.m., has through Pullman palace sleeping coach from Chicago to Montreal and Parlor car to Boston.

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

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

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

J. H. Hilland, T. W. Teasdale, Gen. Traff. Man., St. Paul. Gen. Pass. Agt., St. Paul. F. W. Cusack, Gen. Agt., 517 Main St., Winnipeg.

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SASH, DOORS, BLINDS,
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Made to Order.

The Wholesale Trade supplied on the Best
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H. R. BANKS & CO.

Manufacturers and Dealers in

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LATH,
SHINGLES, Etc.

Planing Mill and Factory,

Garland St., Portage La Prairie.
Branch Yard, Moose Jaw.

City Planing Mill and Factory,

Dufferin St., Portage La Prairie.

Taylor & Watson,

CONTRACTORS & BUILDERS

Manufacturers and Dealers in all kinds of

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Importers of and Wholesale Dealers in

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WINDOW GLASS

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

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GENTS' FURNISHINGS, FANCY DRY GOODS,

SMALLWARES, ETC.

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

Corner of William and Princess Streets,

WINNIPEG, MANITOBA.

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MANUFACTURER OF

OAK DIMENSION TIMBER

SHIP AND BRIDGE TIMBER A
SPECIALTY.

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Wholesale Paper Dealers.

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| BUILDING PAPERS, | PAPER BAGS. |
| WRAPPING " " | TWINES. |
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Sole Agents for Manitoba for ALEX. PIRIE & SONS,
Aberdeen, Scotland, the largest Paper Manufacturers in
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RORIE ST., one block east of Main St.,

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STAPLE & FANCY STATIONERY,
We carry constantly in Stock
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Etc.

W. P. GUNDY, **WHOLESALE ONLY.**
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PORTLAND, KEENS' and THORALD CEMENTS.

PLASTER PARIS,
Fire Brick and Clay, Sewer Pipes, Hair, Lime, White
and Grey, Land Plaster, Salt, &c.,
23 and 25 GEORGE STREET, TORONTO.

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 Sun-
day) and 9.00 p.m., arriving at St. Paul at 6.15 a.m. and
12.45 p.m., and Minneapolis at 7.00 a.m. and 1.30 p.m.

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

GOING SOUTHWEST.

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

St. Paul, Minneapolis & Manitoba.

SOUTHEASTWARD.

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

NORTHEASTWARD.

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

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

Sleeping cars on all night trains.
Trains run on St. Paul time.

Albert Lea Route.

The favorite route from the North to Chicago and the
East. Chicago "Cannon Ball" express leaves Minnea-
polis 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,
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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
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It is the only line under one management between St.
Paul and Chicago, and is the finest equipped Railway in
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It is the only line running Pullman Sleeping Cars,
Palace Smoking Cars, Palace Dining Cars, via the fam-
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Chicago. Its trains connect with those of the Northern
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No Change of Cars of any class between St. Paul and
Chicago.

For through Tickets, Time Tables, and full information
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T. H. DORITTY MANAGER.

FORTIER & BUCKE,
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The Improved Howe Scale Company, Chicago, Ill.
Contracts made at SPECIAL RATES, for supplying large City, Mill, Elevator and Warehouse Scales. Correspondence solicited and satisfaction guaranteed.
Local agents wanted in all towns in Manitoba and N. W. T. to handle the New Wilson Oscillating Shuttle Sewing Machine. Liberal terms given and large profits for cash buyers.
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CLOTHING
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GENTS' FURNISHINGS,
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MY MOTTO — First Class Work and Punctual Attendance.
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HOUSE FURNISHINGS!
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BREWERS AND MALSTERS.
Portage Brewery,
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Ale and Porter in Wood and Bottles.

Orders by Nail and Wire Promptly Attended to.

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SOLE AGENT FOR
DAWES' Celebrated Ale & Porter
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Cigars imported from Hamburg, Germany.
42 FRONT STREET EAST, TORONTO.

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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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HENRY, SNYDER & CO.,
PACKERS,
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Packing House and Head Office. 121 & 123 Front St. East,
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Highest Awards and Medals at Exhibitions of 1882.

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AND WHOLESALE DEALERS IN
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BANNATYNE & CO.,
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