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PUBLISHED BY STEEN & BOYCE—EVERY TUESDAY—\$2.00 PER ANNUM.

VOL. II.

WINNIPEG, OCTOBER 16, 1883.

NO. 3

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.

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WINNIPEG, OCTOBER 16, 1883.

MINNESOTA is crying out for grain buyers.

JAS. COURTNEY, grocer, Winnipeg, has sold out.

JOHN LAW, lumber, Carberry, is about selling out.

SAMUEL LEPAGE, butcher, Winnipeg, has assigned in trust.

S. L. KYLE, furniture dealer, Winnipeg, has given up business.

WM. MUIR, contractor, Winnipeg, is to be sold out by the bailiff.

MUCKLE & JOHNSTON, hotelkeepers, Winnipeg, have assigned in trust.

JOHN MAC TAVISH is going into the wood business at Rapid City.

ROGERS & AXFORD, millers, Milford, have sold out to Wm. Macdonald.

R. BROWN, general store, Mountain City, is opening a branch at Morden.

DEDRICK & SON, stoves and tinware, Pilot Mound are trying to sell out.

ROGERS, BURNETT & Co., grain and produce, Milford, are giving up business.

E. PENNER & Co., general store, Niverville are starting a branch at Morden.

R. A. EVANS, of the Northwest House, Winnipeg, has sold out to Earl & Moore.

THE contract price of the new Winnipeg Post office, exclusive of inner fittings is \$122,586.

C. P. R. receipts for the first week in October were \$130,000 over the same week last year.

THE stock of W. A. Russel, general store, Morris, has been sold by the sheriff at 59c on the dollar

TWO more C.P.R. steamers for Lake Superior traffic, the Alberta and Algoma, have arrived in Montreal.

SOPER & LE CAPPELAIN, picture frames, &c., Winnipeg, have dissolved. John G. Soper continues the business

Le Manitoba, of St. Boniface, appeared as a tri-weekly paper on Saturday, and is a credit to that progressive town.

STONE & MEICHER, Rapid City intend to continue their operations in future to groceries and provisions, and are selling of their stock of dry goods.

F. J. CLAXTON has purchased the interest of his partner, Wm. Baskerville, in the bakery business in Calgary and will carry on the business alone in future.

JONES & BAKER have been appointed agents for the life and accident branches of the Citizens Insurance Company of Montreal. Robert Strang still retains the fire branch for the whole Northwest.

THE C.P.R. round house at Rat Portage was destroyed by fire on Sunday. Two new passenger engines valued at \$30,000 a freight engine worth \$10,000 together with other rolling stock were in the building. The loss is estimated at nearly \$100,000.

ON Saturday Federal Bank stock in Toronto declined from 161 to 150, which causes a feeling of uneasiness there. The anxiety of the speculators holding stock, as to the effect of the coming dividend, caused them to

throw it upon the market, which accounts, in some measure, for the decline.

ON Saturday the Montreal stock market was panicky, and a general burst occurred all round. Bank stocks closed very weak and operators were in a state of despondency. Merchants in that city are complaining of the slowness of business. The decrease in importation is said to be fully 13 per cent., due to slower trade, as compared with last year.

THE Calgary Herald says: It is the intention of the firm of I. G. Baker & Co., to build a large brick store and bank building, and make Calgary their head depot to which all goods will be shipped via the C.P.R., and distributed to the different branches in the Territory by bull trains. The firm contemplate new branches at Red Deer and Edmonton, but will not fully decide till next year.

THE Manitoba & Northwestern Railway Com will, at the next session of Parliament, make application for formal amends to their charter. A bill will also be introduced for the incorporating the Nipissing & James Railway Company, with power to build a line of railway from the Canadian Pacific Railway from near the junction of the Gravenhurst and the Callender branches, following the Sturgeon River to Moose Factory.

THE annual meeting of the Ontario and Qu' Appelle Land Company was held last week in Toronto. From the report and the profit and loss account it appeared that the sale of lands had been less rapid than was expected, but that nevertheless a fair business had been done and at large profits. Sales to Sept. 30 amounted to 29,413 acres; of these 12,920 were sold without any settlement duties, or cultivation clauses, at equal to \$3.04 per acre; and 15,493 at equal to \$7.47, leaving a total amount realized from sales of \$155,299.20. This showed a profit on the sales of \$75,742.80 to which is added interest from buyers amounting to \$901.69 leaving the total profit of the year \$84,744.49. On the other side of the account there was expended in a dividend of ten per cent., commission on sale of lands, interest on loans and accrued on debentures, and expenses of management at Qu'Appelle, \$70,456.06, leaving a balance on hand of \$14,288.43.

Business East ONTARIO.

Jas. Johnston, fruit, Toronto, sold out.
 C. J. Ellison, drugs, Bridgen, sold out.
 W. H. Pratt, hotel, Rossau, burned out.
 John Briggs, woollens, Stayner, burned out.
 David Haysteads grocer, Dundas, closed up.
 W. S. Fraleigh, drugs, Gananoque, sold out.
 Wm. Hudson, cabinetmaker, Granton, sold out.
 J. M. Armstrong, grocer, Lindsay, burned out.
 C. J. Wagstaff, shoes, Port Lambton, sold by sheriff.
 A. A. Smith, general store, Copleston, assigned.
 Malcolm Campbell, general store, Harwich, sold out.
 W. Brown & Son, flour mill, Mooretown, sold out.
 Denison & Crease, bankers, New Hamburg, assigned.
 J. Harwood, provisions, Toronto, sold out to S. Sykes.
 E. W. Potts, painter, grocer, etc., Blyth, out of business.
 Campbell & Co., boilermakers, Ottawa, burned out.
 A. O. Brown & Co., bakers, Chatham, stock has been sold.
 J. B. Meacham, drugs, Dundas, removed to Gananoque, Ont.
 Wm. McKenzie, grist and sawmills, Raglan, giving up business.
 Mrs. E. Weeks, grocer, Toronto. If interested inquire at office.
 Estate of N. Ure & Co., books, Toronto, sold out to B. H. Bothwell.
 Loveys & Co., lumber, Toronto and Kirkfield. If interested inquire at office.
 Mitchell & Watson, drugs, Port Hope, dissolved. T. G. Watson continues.
 Metcalfe & Stephenson, stationery, Blyth, dissolved. Francis Metcalfe continues.
 A. Campbell & Co., millers, Chatham, burned out—loss \$50,000; insurance \$30,000.
 Bolger & Buckle, tailors, etc., Stratford, dissolved. Bolger goes out, style H. Buckle & Co.

QUEBEC.

P. N. Couture, grocer, Bedford, sold out.
 White & Douall, plasterers, Montreal, dissolved.
 C. B. Wright, cement, Hull, cement works burned.
 J. P. Gaudette, tailor, St. Cesaire, offering compromise.
 C. T. Ryland & Co., oils, etc., Montreal, assigned in trust.
 M. C. Charlebois & Co., dry goods, Montreal, assigned in trust.
 U. J. DeGranet, (dit Beausejour), Joliette, assigned in trust.
 Samuel Peabody, general store, Masonville, offering compromise.
 Douglas & Roberts, manufacturer's agents, Montreal, dissolved. Business continued by Jas. H. Douglass.
 Chas. Perras, contractor and joiner, Longueuil, assigned in trust.

NOVA SCOTIA

Nathan Lewis, tanner, Yarmouth, assigned.

Oliver McGill, mar iple, Yarmouth, assigned.
 Adalbert Rice, lumber, Bear River, assigned.
 J. G. Trider & Co., carpets, etc., Halifax, assigned.
 W. P. Colechester, Ellershouse, has given a bill of sale and mortgage.
 George Jacobt, painter and carriagemaker, Truro, sold out his carriagemaking business.

NEW BRUNSWICK.

C. F. Clinch & Son, lumber, Musquash, assigned.
 John Calder, general store, Shediac and Monton, offering compromise.

Farming.

The possible results to be achieved by farming, on a small scale, and by owners of limited farms, are well illustrated by the State of New York. In that State the great majority of the farms are small, ranging from 10 acres to 200, the average being something under fifty acres. According to the returns, the total quantity of land cultivated in farms was 18,000,000 acres, and the number of farms was 377,000. The total products of these eighteen million acres were valued at \$178,025,095. Only one other state, Illinois, which has 26,000,000 acres cultivated, produced more than New York. The acreage cultivated in Illinois was 40 per cent. more than in New York, but the value of the products was only 13 per cent. more. This illustrates the difference between large and small farms; in the case of the latter, every acre can be brought under close and direct supervision. New York, while not a great grain state, produces one-seventh of all the hay of the country, and that indicates a large dairy business which is generally more profitable than grain growing. New York produces nearly one-seventh of all the butter, and nearly one-third of all the cheese made in the United States.

Printing in China.

In an interesting article on printing in China, the *North China Herald* says that the first great promoter of the art of printing was Fenh Ying, who 932 A.D. advised the emperor to have the Confucian classics printed with wooden blocks engraved for the purpose. The first books were printed in a regular manner and in pursuance of a decree in 958. The mariners compass and rockets were invented about the same time, showing that at this period men's minds were much stirred toward invention. Twenty years after the edict, the blocks of the classics were pronounced ready and were placed on sale. Large sized editions, which were the only ones printed at first, were soon succeeded by pocket editions. The works printed under the Lung Emperors at Hangchow were celebrated for their beauty, those of western China came next, and those of Fokheic last. Moveable types of copper and lead were tried about the same time, but it was thought mistakes were more numerous with them, and, therefore, the fixed blocks were prepared. Paper made from cotton was tried, but it was found so expensive that the bamboo made paper held its ground. In the Lung dynasty, the method was also tried of engraving on soft clay, and afterward hardening

it by baking. The separate characters were not thicker than ordinary copper coins. Each of them was in fact a seal. An iron plate was prepared with a facing of turpentine, wax and the ashes of burned paper. Over this was placed an iron frame, in which the clay types were set up until it was full. The whole was then sufficiently heated to melt the wax facing. An iron plate was placed above the types, making them perfectly level, the wax being just soft enough to allow it to sink into it the proper depth. This being done, it would be possible to print several hundred of thousand copies with great rapidity. Two forms prepared in this way were ready for the pressman's use, so that when he had done with one he would proceed with another without delay. Here is undoubtedly the principle of the printing press of Europe, although western printers can dispense with a soft wax bed for types, can obtain a level surface without this device. Perhaps the need of capital to lay in a stock of types, the want of a good type metal easily cut and sufficiently hard, and superior beauty of the Chinese characters when carved in wood, have prevented the wide employment of the moveable types which are so convenient for all alphabetic writing. The inventor of this mode of printing in moveable types, five centuries before they were invented in Europe, was named Si Sheng.

Per Capita Consumption of Wheat.

The increased consumption of wheat per capita, both in Europe and America of late years, is a well established fact. In the former, even in those districts where rye is mostly used, there has been a notable increase in the use of wheaten bread, as the relative price of the three principal classes of foods, meat, bread and vegetables, are about the same in both countries. This fact shows that wheaten bread, with its nutritious value, is the most economical article of diet in general use. In the Southern States, among the colored people, the consumption of corn has been of late largely displaced by the use of wheat. The per capita consumption of wheat in the United States has been recently estimated at four bushels per annum. The *New York Produce Reporter* considers this to be considerable below the real amount, and presents carefully collected statistics to prove the statement. Taking the estimate of the Agricultural Department of the average wheat acreage during the five years from 1877 to 1881 inclusive, and allow 1½ bushel per acre for seed, which is ¼ of a bushel larger than the estimate of the department, and adding the average annual exports of the five years ending June 30th, 1882, subtracting from this sum the average annual imports, there remains 197,722,811 bushels as the average annual absorption of our crop in in seed and not exports, leaving an annual average consumption of 294,658,990 bushels. On the basis of the average population, as taken from the census of 1870 compared with that of 1880, which is 48,737,499, the annual average quantity of wheat retained for consumption is found to be 4.61 bushels for each inhabitant, or with the department estimate for seed, it would be 4.70 bushels. As the reserves at the close of the above period were probably less than at any

corresponding date for the past twenty years, the writer concludes that five bushels per capita is probably nearer the true amount of the wheat consumption.—*American Miller.*

Paper Roofing.

A Mansfield, Ohio, Company is said to be manufacturing a roofing material from wood-pulp, consisting of two-thirds spruce and one-third poplar. It is then prepared, under patents owned exclusively by the company, in such a manner as to give the greatest durability, and adapt it generally for roofing purposes. It is claimed to be the best roofing in the world, all things considered. It is not affected by heat or cold, as metallic roofs are, nor can it corrode. It is much lighter than slate, and can be walked upon without injury. It is practically fireproof though not absolutely non combustible. It can be used on any kind of roof having not less than 1½ inch fall to the foot. It is especially adapted to locations where smoke and sulphurous gases abound, which generally destroy metallic roofs in a short time. It is flexible, and can be used for valleys, flashings, ornamental cut-work in gables, panels, bay windows, verandas and irregular-shaped roofs. It can also be used with perfect success for sheathing warehouses and grain elevators.

A Suggestion to Retail Merchants.

Many retail merchants complain that each year their business is becoming more unsatisfactory and that their profits are steadily growing less. This is attributed in most instances to increased competition, which leads to cutting prices, offering premiums, and other costly expedients by which it is hoped trade can be secured. It must be admitted that these complaints are often well founded, and that the tendency of business on this coast as well as in other sections of the country is towards an even more active rivalry than that which now exists. This being the case, it becomes a question of great importance as to what policy or course of action will best meet the emergency, and enable the merchant to hold his own in the line of trade in which his capital is invested. The difficulties of the situation cannot be fully met by the ordinary devices for attracting customers, such as those to which we have referred—a certain amount of trade may be secured thereby, it is true, but something more is necessary for permanent success in business. An important step towards assuring this would be gained if traders would pay closer attention to mastering every detail of their business, and to the acquisition of a more thorough knowledge of the character of the articles in which they deal, and the condition and future prospects of the whole sale market where their purchases were made. This may seem a difficult task to the merchant who has never given these points special attention, but a large majority of the successful men in trade to day are those who make every detail of their business the subject of special study and investigation.

A striking instance of what can be accomplished by persistent effort in this direction in face of strong obstacles, is afforded by the career of a prominent grocer who recently died in Bos-

ton. His first mercantile experience was that of a salesman in a retail store at a salary of \$150 per year; but the rare abilities which he developed soon gained recognition, and he was given an interest in the business at the expiration of his first year's service. From this time forward his career was one of uninterrupted success—he became the leading merchant in his line of business in New England, and the methods which he introduced and adopted marked a new era in the retail grocery trade of that section. It is true that opportunities for most retail traders on this coast are limited as compared with those which were offered the successful merchant to whom we have referred, but there is no location so circumscribed in which close application and the practice of intelligent business methods will not bring their due reward. Without these qualifications there are few places here or elsewhere where anything approaching success is attainable.—*Grocer and Country Merchant.*

Production and Consumption of Coffee.

As yet there are no reliable data wherefrom a complete estimate can be formed of the total product of coffee in all parts of the globe. Probably the best collection of figures is to be found in the report of Consul General Merritt, of London, whose statistics were gotten together several years ago, and are necessarily not accurate now, as several countries have since developed as coffee raising countries, such as British India and Mexico. This latter country is proving a rich field for the United States, which, as soon as the Mexican railroad is completed will bring this product direct to the United States. The estimate of productions from the following sources considered reliable by the Consul General, is as follows:

Where Produced.	1873-'77.	1878-'82.
	TONS.	TONS.
Brazil.....	200,000	290,000
Java and Sumatra....	50,000	65,000
Ceylon....	40,000	36,000
British India and Africa	24,000	30,000
British West Indies.	1,800	2,000
Cuba and Porto Rico..	2,500	3,000

This estimate does not include the exportations from Domingo, Hayti, Costa Rico, Venezuela, Guatemala and Columbia, none of which are great in themselves, but put together make a large importation.

When the figures of consumption are studied it will be seen that there is little danger of a glut in the market.

On a basis of 145,000,000 population of Europe in 1866, exclusive of Russia, where coffee is not in general use, it has been ascertained from official sources that the consumption of coffee was 433,000,000 pounds, or a fraction over three pounds per capita. In 1883 the total consumption had increased within the same radius to 863,636,000 pounds, and the population to about 175,000,000, and the average per capita consumption to about 4.40 pounds. The total supply of coffee to the United States was, in 1866, 174,281,000 pounds; in 1871, 455,190,000 pounds. Deducting a limited quantity for re-exportation, the average consumption per capita in the United States, 1866, 5.60 pounds, 1881, 9.40 pounds.

Inventions of a Half Century.

The number of inventions that have been made during the past fifty years is unprecedented in the history of the world. Inventions of benefit to the human race have been made in all ages since man was created; but looking back for half a hundred years, how many more are crowded into the past fifty than into any other fifty since recorded history. The perfection of the locomotive, and the now world-travelling steamship, the telegraph, the telephone, the audiphone, the sewing machine, the photograph, chromo-lithographic printing, the cylinder printing press, the elevators for hotels and other many storied buildings, the cotton gin and the spinning jenny, the reaper and the mower, the steam thresher, the steam fire engine, the improved process for making steel, the application of chloroform and ether to destroy sensibility in painful surgery cases, and so on through a long catalogue. Nor are we yet done in the field of invention and discovery. The application of coal, gas and petroleum to heating and cooking operations is only trembling on the verge of successful experiment, the introduction of the steam from a great central reservoir to general use for heating and cooking is foreshadowed as among the coming events; the artificial production of butter has already created a consternation among dairymen, the navigation of the air by some device akin to our present balloon would also seem to be prefigured, and the propulsion of machinery by electricity is even now clearly indicated by the march of experiment. There are some problems we have hitherto deemed impossible, but are the mysteries of even the most improbable of them more subtle to grasp than that of the ocean cable or that of the photograph or the telephone! We talk by cable with an ocean rolling between; we speak in our voices to friends a hundred miles or more from where we articulate before the microphone. Under the blazing sun of July we produce ice by chemical means, rivaling the most solid and crystalline production of nature. Our surgeons graft the skin from one person's arm to the face of another, and it adheres and becomes an integral portion of his body. We make a mile of white printing paper and send it on a spool that a perfecting printing press unwinds and prints, and delivers to you, folded and counted, many thousand per hour. Of a verity this is the age of invention, nor has the world reached a stopping-place yet.—*Home Journal.*

How to Grow Rich.

Nothing is more easy than to grow rich. It is to trust nobody, to befriend none, to get everything and save all you get, to stint ourselves and everybody belonging to us, to be the friend of no man, and to have no man for our friend to heap interest upon interest, to be mean, miserably and despised, for some twenty or thirty years, and riches will come as surely as disease and disappointment. And when pretty near enough wealth is collected by a disregard of all the charities of the human heart, and at the expense of every enjoyment, save that of indulging in miserable meanness, death comes to finish the work, and the body is buried in a hole, the heirs rejoice over it, and the spirit goes whither?

The Commercial

WINNIPEG, OCTOBER 16, 1893.

NECESSITY OF A BANKRUPT LAW.

All over the Dominion of Canada the necessity for some kind of a bankrupt law is being keenly felt at present, and the Winnipeg Board of Trade at its last meeting joined in the general desire, by appointing an efficient committee to consider what provisions would be necessary for the Northwest. This is probably one of the most sensible moves the Board has made during the present year, and it is to be hoped it will be attended with good results.

In taking hold of the question of bankruptcy legislation most people have a delicacy if not an abhorrence. So many bankrupt laws in different countries have proven only shelters for rascality, that the commercial moralist naturally feels unwilling "to touch the unholy thing," and approaches the question much the same as a social moralist would that of licensing the social evil. It must be admitted that there is great reason for such feelings, and there is not much hope of securing any measure, that will facilitate the affairs of commerce, and not be made a protection for scheming swindlers. Starting out on the question one has to confront the principle of justice, that no man should have the legal right of being freed from the debts he really owes, even when he has not the wherewith to pay them, nor the prospect of having it. At this point the ultra moralist is most likely to drop the question altogether as unworthy of his calm consideration. But in legislation expedience must necessarily usurp the place of right in some instances, and where such a change of places mitigates the evils of the consequences, there is strong argument if not justice in adopting it.

But as was stated in THE COMMERCIAL in a former issue, there is really no necessity for a bankrupt law embodying provisions, that will free an insolvent from any portion of his debt, although the idea that it must, is firmly fixed in the minds of many. The principal aim of such legislation should be to secure an equal division of an insolvent's assets among his creditors, and in a manner that will prevent any useless expenditure of time or money in the securing of that division.

This portion of a bankrupt law at least is based upon justice, and does not require any argument of expediency to uphold it.

But people of an utilitarian turn of mind argue in opposition to this, that without a provision that would free the bankrupt from the load of debt, which he saw no prospect of paying, few insolvent men would make a surrender of their entire assets, but many would place a reserve fund beyond the reach of their creditors: and that to frame criminal provisions that would meet this emergency, would be impossible, without placing many an unfortunate but not dishonest man in the position of a criminal. The utilitarian has certainly good ground here, and hedges the rigid moralist pretty closely between justice on the one side and tyranny on the other, and almost compelling him to blend the two into a rather strange anomaly. Theologians, philosophers and even politicians may profess to practice strict honesty for the pure love of the principle, but traders, who do not claim to belong to any exalted species of man kind, but who will nevertheless bear as close investigation as their more pretentious fellow-men, are none the worse of having an incentive to honesty, and it is doubtless owing to this fact that we so often hear the quotation of the old saying of "honesty is the best policy." To the hopelessly loaded debtor the promise of relief from his crushing burden would be a great incentive to complete surrender of all he possessed; but few would be possessed of the moral courage to make such surrender, with only the hope of being commercially a vagabond thereafter.

Looking at the question from a practical point of view, and in fact solely in the interests of the creditor, a bankrupt law that would compel an equal division of the debtor's assets, even if it did contain provisions which freed the latter from what he was unable to pay, would be preferable to the absence of any law on the subject. At present the most unscrupulous creditor is most likely to profit best in a case of insolvency, and a collusion between a dishonest creditor and debtor, with a confession of judgment on the part of the latter is all that is necessary to secure the former to the loss of other and more honest creditors, and a dishonest creditor is not above paying the debtor some consideration for such an advantage.

To judge from results does not always bring to absolutely safe conclusions, but

it furnishes a good general guide, and if we are to judge by the results of the absence of a bankrupt law in the Northwest during the current year, there is a loud cry for the immediate passing of one. Of the 181 failures which have taken place in this country since January 1st, over 80 have shown at first a surplus of estimated assets and liabilities. Doubtless in nearly one-third of these cases the estimates of assets were sanguine and too high, but at least 60 cases have shown a clear margin on which the debtor, with a little time, could have weathered through and paid 100 cents on the dollar. One third, therefore, of the insolvencies of the year are attributable to the jealousy of contending creditors, or the cupidity of some portion of them, and these one-third of the number of failures would in all probability never have taken place had creditors possessed the protection of a bankrupt law, which would have prevented any one of their number from securing an advantage over others. Perhaps the worst feature in connection with these facts is that of the sixty estates thus forced into insolvency less than ten will realize 100 cents on the dollar to the creditors, while fifty traders will be loaded with a debt they are unable to pay, and compelled to adopt dishonest subterfuges in order to again secure a start in business.

Other portions of the Dominion may not show such a crying necessity for a bankrupt law as the Northwest during the past year. But times of commercial casualties are not confined to one locality, and from the small dividends paid by insolvents in Eastern provinces compared with the large ones usually paid in this country, one would reason that the present system of chaos has echoes as loudly there for a bankrupt law as it did here during the blackest days of the past spring and summer.

THE TUMBLE IN STOCKS.

The most prominent feature of the business world, especially in New York and Montreal of late, has been the rapid declension in the value of stocks, and the standstill character of the market. Wall street, it is said, is almost deserted, and transactions on 'Change in Montreal are reported to be absolutely nil, and confined to dealings between brokers themselves. The chief cause of this state of affairs is attributed to the lack of confidence in the management of some of the immense rail

road systems across the line. Railroad development in the United States was not confined within a rational limit, and gave an unhealthy stimulus to speculation. Railroad managers and directors piled up for times, while the excitement lasted, by watering stocks and disposing of it on Wall street to the greedy crowd of speculators who haunt its precincts. Now they find out that their wild adventuring was folly, and there has been a general collapse. We in Canada have reason to congratulate ourselves on being rid of this huge excrescence which has so fastened itself on the body corporate of our American cousins as regards railways. But judging from what daily appears in the Eastern press things are not so happy there as they might be, and Montreal seems to be the principal scene of operations. Defalcations are of daily occurrence, and in some cases large sums are involved. Speculation has run riot, and now its evil effects are being felt.

GRAIN TARIFFS.

A comparison of market quotations in Toronto, Montreal, Chicago and New York for the past month reveals the fact that only the Canadian tariffs prevents grain from being shipped from the United States to Canada at present, and grain raisers on this side have for weeks been getting much higher prices for their products, than they would have under a system of free exchange between the two countries. The Northwest share in this general rise, but owing to want of through rail route in winter, and the lack of grain handling facilities this season, not to the same extent. The fact that the United States have had to carry over from the crop of 1882 a surplus of from forty to fifty million bushels of wheat will account for prices holding low there, while the low stocks in Eastern Canada and pressing wants of millers there make prices as high as will keep within the margin which tariff on imported grain provides. Circumstances of a similar nature produced a state of affairs much the same about a year ago, but then, as now, it was only the product of circumstances, and purely a temporary inflation.

It must be evident to any calm student of political economy that grain tariffs between Canada and the United States can accomplish no lasting good for either. Both countries raise the same products, and while the extent of the European de-

ficit must year after year rule the price of grain in either, a tariff on its import from the one to the other seems a cumbrously ornamental arrangement for both. It no doubt suits politicians who advocate a protective tariff to make the farmer believe that he is as well protected as the manufacturer under their system. But arguments of that class appeal only to the political partizan and have no weight with the student of commercial economy.

A few ultra supporters of the Conservative party's railway policy may see in the free exchange of agricultural products between Canada and the United States a menace to the doctrine of Canadian tariff through Canadian channels. No doubt the adoption of it would give strength to the cry for abolition of the monopoly now enjoyed by the C.P.R. But that monopoly cannot be overcome without a compromise with the C.P.R. or an act of national repudiation. The latter course all honest Canadians spurn, and in the former if it is adopted it is well to secure the best terms possible from the C.P.R. It will be only a year or two until that company will have through lines from the Rocky Mountains to the Atlantic seaboard, and the shortest route of that kind on the continent. With grain tariffs removed and the annoyance of shipping in bond abolished, the C.P.R. would be in a position to compete for the carrying trade of a large portion of Minnesota, Dakota and Montana, which a tariff law practically closes against them. It would thus become their interests to abolish the boundary line monopoly, and terms for doing such could no doubt be easily arranged with the company, and the honor of the Dominion respected. Looking at the matter from any Canadian point, there is much to be gained by an abolition of grain tariff in the Dominion and United States, while there is no fear of injury to American interests, unless it be the interests of one or two railway corporations. The settlers of the Northwest on both sides of the boundary line would be under the influence of railway competition for the carrying of their products to the Atlantic ports, and would naturally profit thereby. Altogether it would give a great impetus to Northwestern progress, and would inflict scarcely any injury upon any class, unless it be the professional politicians on both sides of the line, who would lose a standard bone of contention.

The reciprocal clauses regarding agricultural products in the Canadian tariff laws show that our legislators have never lost sight of the benefits of a free interchange of agricultural products between

this country and the United States, and signs are not wanting that a feeling in that direction is steadily gaining ground across the line. Provisions for the grinding in bond of Canadian wheat, and other little interferences with the regular force of the American tariff are all so many acknowledgments that, so far as the United States is concerned, grain tariff is not an unmixed gain, and they may be accepted as mutterings of the growing volume of the public voice, that will soon sweep from the statute books of that great nation all legislative embargoes on the free movement of the products of its soil.

SADDLE THE RIGHT HORSE.

Over the fact that General Manager Van Horne, of the C.P.R., had expressed the opinion that money invested in the construction of Winnipeg storage elevators might as well be thrown in the Red River, the *Free Press* of Saturday last, after railing against the C.P.R., generally concludes that Mr. Van Horne is correct in his expression; and that until the boundary line railway monopoly is abolished Winnipeg has no chance of becoming the grain centre of the Northwest. The *Free Press* has evidently not looked over the whole results of the interview between Mr. Van Horne and the deputation of citizens, who waited upon him regarding the question of elevators. The General Manager then stated, that on grain stored in Winnipeg during winter a rebate off local rates on its way to Port Arthur in the spring would be allowed, which would give Winnipeg shippers all the advantages of a through rate to the lake shore. With grain going eastward by that route, therefore, this city would stand on equal footing with Port Arthur. As to Mr. Van Horne's statement regarding the paying of elevators in Winnipeg, it is only his private opinion, and whatever that may be worth in railway management generally, THE COMMERCIAL has no hesitation in saying that on grain handling matters it is not the most valuable on the continent, and certainly not infallible.

With the advantage offered by the C. P. R., grain elevators in Winnipeg would not only be a public benefit, but a paying investment, and their absence in the city this winter is attributable solely to the apathy and shiftlessness on the subject of the people of the Northwest, and the citizens of Winnipeg in particular, whose duty it is to provide elevators. When the Manitoba Council of Agriculture passes a resolution to the effect, that it is the interests of Manitoba agriculturists to have the Northwestern elevator system at Port Arthur, it is not difficult to see where the greatest objection to Winnipeg elevators exists. While the intentions of the *Free Press* on the elevator question are good, its censures are misapplied, and for once our contemporary has undoubtedly saddled the wrong horse

WINNIPEG MONEY MARKET.

During the past week there has been very little change in the state of the money market in this city, and any noticeable difference has been in a decrease in the demand for commercial purposes. Although wholesale business has been good, the lull in payments and discounts has been quite in contrast with the volume of sales made. One or two banks stated that commercial business was actually dull for two or three days, and none report an increase over last week's demands. The feeling in eastern monetary circles is not of the most confident description, and at headquarters of several banks there is a disposition not to enlarge Northwestern discounts. It is, therefore, fortunate that the week has developed no increased money demand, or some inconvenience might have occurred. The recovery in trade has been followed by some uneasiness in Montreal since the collapse of the Exchange Bank, so that banks will for a time no doubt still act with great caution here. Rates have not changed, first-class paper holding from 8 to 10 per cent., and ordinary from 10 to 12.

In loans on real estate mortgage business has not increased during the week, although renewals do not make up quite such a large proportion of the business done. Rates for such loans still range from 8 to 10 per cent., renewals being invariably at straight 10 per cent.

WINNIPEG WHOLESALE TRADE.

Business in wholesale circles continues to steadily improve. During the past week all the leading houses have been kept busy filling orders, and in some cases the rush of trade has been so great that it has been found necessary to keep travellers at home to assist in getting goods shipped with sufficient promptitude. The outlook for future trade is also very good, and between now and winter a brisk business must necessarily be done. Collections are still a little on the slow side, but at the same time show a vast improvement over the previous few months. Marketing the grain has not as yet been sufficiently far advanced to put a great deal of cash into circulation, but what has been transformed into cash has already caused a perceptibly easier flow of money. But in the course of a few weeks it is expected that the aspect of affairs will be entirely changed so far as ready money is concerned.

AGRICULTURAL MACHINERY.

The season for heavy trade is over, and business is now confined chiefly to horse-powers, straw cutters and grain crushers, of which a large number are being sold. Plows are not in such active demand as was anticipated, owing to the lateness of the harvest, which gives farmers but a poor opportunity to do anything like what they would wish to in the way of fall plowing. Money is still coming in very slowly, but in the course of three or four weeks a general improvement is expected in that direction. The leading houses have been dealing very leniently with their customer so far, but no doubt there will be a stronger determination to collect accounts as they come due from this time henceforth.

BOOTS AND SHOES.

The damp weather of the past week has done much to revive the trade in boots and shoes. Trade is now brisk, and the principal houses have all they can do to keep pace with the order book. Collections are very fair.

CLOTHING.

Business in this line continues to improve, and the houses are kept very busy filling orders. The prospects for a good trade during the balance of the season are also excellent, and the leading establishments are well prepared to handle everything that comes in their way. Collections although fair have not kept pace in improvement with the increase of business.

CROCKERY AND GLASSWARE.

In this line there has been quite a brisk movement during the past few weeks. Orders are coming in freely, and inquiries are numerous. Collections are reported as being fairly satisfactory.

DRUGS AND CHEMICALS.

A steady run of trade is being done all the time, and the report is that there is nothing special to complain of, either in orders or in collections.

DRY GOODS.

The revival in the dry goods trade, which we mentioned last week, still continues, and is likely to for some time to come. During the past week all the houses have been kept tolerably busy in attending to the wants of customers. Some heavy orders have been received from western points, and these are as a rule accompanied by a liberal percentage of cash payment. With provincial towns a good brisk trade is being done, and the indications are that orders from these points will be received quite freely from this time out. City trade still continues on the quiet side, but there are unmistakable signs of improvement. Collections have not improved much of late, but it is confidently expected that these will be much more satisfactory in a week or two. The outlook is on the whole very encouraging, and the leading dealers seem satisfied with the prospect.

FANCY GOODS AND SMALL WARES.

Business in this line continues very good, and the prospects for a good trade all fall are very satisfactory. Collections are fair.

FISH AND POULTRY.

The supply of fish in the city is liberal and fully equal to all demands. White fish are quoted at 9c per lb; Lake Superior trout at 10c. Poultry is also being received more freely and game is abundant. Wild ducks 50c per pair; prairie chickens 75c to 90c; spring chickens 75c.

FRUIT.

Business during the week has been quite brisk. Lemons are still quoted at \$8.50 to \$9.00. A small consignment of oranges has been received which sell at \$5.50 per case. Apples are plentiful at \$5.50 to \$6.50 per barrel, according to quality. The chief source of supply at present is from the State of Missouri. California fruit is coming in regularly. Pears are quoted at \$5.50 to \$6.00; grapes \$7.50 to \$8.50. Barrelled grapes are expected before another week. Peanuts are firm at 20c; almonds 20c to 22c; brazils 22c

cocoanuts \$9.50 per hundred. Dried fruit quotations are as follows, viz: loose muscatel raisins \$2.75; black crown \$3.75 to 4.00; triple crown \$6.50; four crown \$7.00; dates 10c per lb; figs in mats 10c per lb. Collections are good.

FUEL.

As regards fuel, there is nothing particularly new to note. Anthracite sells at \$12.50 to 13.00. Saskatchewan coal is coming in freely and is sold at an average rate of \$9 per ton, but it is expected that it will be cheaper. The supply of wood is liberal. Tamarac wood is worth from \$6 to \$7 per cord; poplar \$5 to \$6; oak \$7.00 to 8.00.

FURNITURE.

There is not as yet any very active movement in furniture, but the prospects for a fairly brisk trade in the near future are considered good. Country dealers are making more enquiry, and it is expected will lay in their stocks during the next week or two. Collections are still slow, but show signs of improvement.

GROCERIES.

Business in this line continues very fair, and the outlook for the future is considered very good. Sugars are advancing and firm, and teas are also very firm, owing to advancing prices at eastern points. Prices remain at the following quotations: Sugars—Yellow 9½ to 10c; granulated 10½ to 11c; Paris lumps 12½ to 12½c; Coffees 15 to 18c for Rio; 22 to 27c for Java; teas—Japan 20 to 45c, Moyune gunpowders 30 to 75c; Young Hyson 25 to 70c; new season Congous 24 to 55c; last season's do 18c to 35c.

HARDWARE AND METALS.

The improved condition of business in this line, which we noticed last week still continues. Building operations in the city are being hurried up and this makes an active demand, which is likely to continue until cold weather sets in. The following are the quotations, viz:—Tin plate 14x20, \$7.50 to 7.75; 20x28, \$14.25 to 14.75; bar iron \$3.50 to 4.00; sheet iron \$5.50 to 7.00; iron piping, 25 per cent off price list; ingot tin, 32 to 35c; piglead, 6½ to 7c; galvanized iron, No. 28, 8c to 9c according to quality.

LEATHER AND FINDINGS.

Business is very good, and likely to continue so for some time. 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.

The demand for lumber continues brisk, and there will likely be a lively business done between now and Christmas. The quotations remain as they were, as follows:—Pine lumber 1st, commonboards, dressed \$26.50; 2nd, dressed, \$25.50; 1st do. 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 10 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, 1 1/2, and 2 inch, \$60; 2nd do., \$56; window and door casing, \$50; base boards, dressed, \$50; 1st pine flooring, siding and ceiling, \$40; 2nd do. \$35; 3rd do. \$30; 3/4 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, \$23; XX shingles, \$5.25; Star A shingles, \$5.25; X shingles, \$5.00; A do, \$4.50; lath, \$4.50

STATIONERY AND PAPER.

Business in this line has been very satisfactory of late, and collections cannot be complained of.

STOVES, TINWARE, &c.

All the firms have their hands full in attending to the wants of customers, and the rush will likely continue for a month or six weeks yet. Money is reported tolerably easy.

SADDLERY AND HARNESS.

Business continues very good, and is likely to be very fair all fall. Collections are satisfactory.

WINES AND SPIRITS.

A fair run of trade is being done, and shows considerable improvement over the previous month. The following are the quotations to jobbers and purchasers of quantities, viz: 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; Rouet, in cases, quarts, \$8.50; flasks, \$10, half flasks, \$11; Pinette, in wood, \$4 per Imp. gal.; Louis Freres, in cases, qts, \$10; flasks, two dozen in a case, \$11; half flasks, four dozen in a case, \$12; M. Dubois, in wood, \$3.50 per gallon; cases, quarts, \$8; flasks, \$9; half flasks, \$10. Gin, Holland, in wood, \$3 per gallon; red cases, \$10.50 to 11.50; green cases, \$6 to \$7; Old Tom gin, Bernard's, in wood, \$3.25 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; Caol-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; Drewry's ale \$13 per bbl; 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.

Quite a lot of goods for Edmonton are delayed at some point on the river and may not get there this fall.

THE MARKETS.

WINNIPEG

GRAIN AND PROVISIONS.

There has not as yet been the active movement in grain which was expected at this season of the year. Farmers seem to be very slow in bringing in their wheat, notwithstanding the fact that high prices are being offered. In the provision line business is fairly brisk, and promises to be good all fall.

WHEAT

As we said before wheat is not moving so lively as dealers anticipated at this season of the year. The mills cannot get much more grain than suffices to keep them running full time. The ruling price is 92c in Winnipeg for first-class samples, and even a little more can be obtained sometimes.

OATS.

A good many oats are being brought to market, some farmers seemingly preferring to hold on to their wheat and sell their oats. There is still a large quantity of old oats in the country, and this together with the large yield of this year will tend to keep prices low. Old oats are now worth from 30c to 35c per bushel; new from 25c to 30c.

BARLEY.

There is not as yet any movement of consequence in barley, and the quotation of 40c is still almost purely nominal.

FLOUR.

There is an active demand for flour, and all that the mills can turn out finds ready sale. Quotations remain as they were, but the probability is that there will be a rise shortly. Present prices are: Patents \$3.00 to 3.20; xxx or strong baker's \$2.70 to 2.90; baker's \$2.00 to 2.10; trader's or xx \$1.10.

BRAN

is considerably inquired for, and is now worth from \$12 to \$13 per ton on track.

SHORTS

There is a good steady demand for shorts, which remain firm at \$14 to \$16 per ton on track.

CHOPPED FEED

is firm and in good demand at the old quotation of \$28 per ton.

POTATOES

The market is well supplied with potatoes. The regular quotation is from 35c to 40c per bushel.

CHEESE

is firm and has advanced to from 15c to 16c per pound, the latter figure being for September make.

BUTTER.

There is a liberal supply of butter in the city, but not more than is necessary to supply the demand. It is quoted at from 20c to 25c, according to quality.

HAMS

There is quite a scarcity of hams in the city, and quotations have gone up to 18c.

BACON.

There has been a keen demand, and prices have advanced about half a cent all round. Quotations are as follows:—Long clear 12c to 13c; dry salt 11c to 12c; rolls 16c to 17c for both canvassed and plain; breakfast, uncovered, 16 1/2c; covered 17c.

EGGS

are scarce and firm at 30c, and will not likely get below that figure this season again.

MESS PORK

is in fair demand at \$19.50 to \$20.00.

MESS BEEF

continues steady at \$18.

LARD

is steady at \$2.75 for 20-lb pails.

DRIED APPLES

are quoted at 12c, but there is not very much inquiry for them.

CRANBERRIES

are beginning to come in freely, and are quoted at \$14 per barrel.

MINNEAPOLIS.

Our water power for the first half of the week has been much improved over previous weeks, and the flour production will be materially increased. Twenty-one mills are in operation, running at from three-quarters to four-fifths full capacity, and the flour production for the week will average about 16,000 brls. per day—possibly more if the stage of water keeps up. The daily production last week was 14,000 brls. There is no exception to the rule that all mill owners are making the greatest amount of flour they can with the power at their disposal, it being evident that the production would rise to 20,000 brls. per day or over with the necessary water power.

The stock in store in the elevators (including the transfer) and mills of the city on Tuesday, was about 1,360,000 bush., against 1,250,000 last week. At St. Paul there were 180,000 bush., against 150,000 bush. last week, and at Duluth 1,640,300 bush., against 1,118,000 bush. the previous week.

Our receipts and shipments were as follows for the week ending Oct. 9:

	Received.	Shipped.
Wheat, bush.....	71,000	568,000
Flour, brls.....	4,415	143,564

—Northwestern Miller, Oct. 15.

CHICAGO.

Markets during the week have been fairly active, but do not show anything of an upward tendency. On Tuesday trading in wheat was active and unsettled. Corn was fairly active, and the feeling in oats strengthened a little. A moderate business was done in provisions, and the feeling was unsettled. Quotations towards the close were:

Wheat.....	Oct.,	\$0.92 1/2	Nov.,	\$0.94 1/2
Corn.....	"	47	"	47
Oats.....	"	27 1/2	"	28
Pork.....	"	10.55	"	10.35
Lard.....	"	7.80	"	7.37 1/2

On Wednesday the wheat market was still unsettled and governed mainly by local influences. Corn was active and ruled higher. The oats market showed signs of improvement, and a fair business was done in provisions chiefly on speculative account. Towards the close quotations were:

Wheat,	Oct.,	\$0.92	Nov.,	\$0.93 1/2
Corn.....	"	48	"	47 1/2
Oats.....	"	27 1/2	"	28 1/2
Pork.....	"	10.90	"	10.50
Lard.....	"	7.65	"	7.35

On Thursday the wheat market was subject to numerous fluctuations, and closed slightly lower than the previous day, owing to the dull feeling of foreign advices. Corn was active and

advancing, and oats were steady and firm. Provisions were somewhat unsettled, and prices ruled with considerable irregularity. Quotations towards the close were:

Wheat,.....	Oct., \$0.91½	Nov., \$0.93½
Corn,.....	48½	48
Oats,.....	28	28½
Pork,.....	10.65	10.40
Lard,.....	7.47½	7.32½

On Friday wheat was in good demand, but unsettled. Corn and oats were both higher, and provisions were firm. Quotations towards the close were:

Wheat,.....	Oct., \$0.91½	Nov., \$0.93½
Corn,.....	49½	48½
Oats,.....	28½	29
Pork,.....	10.70	10.50
Lard,.....	7.45	7.32½

On Saturday wheat was irregular and lower. Corn and oats were also lower. Provisions were easier. Quotations towards the close were:

Wheat,.....	Oct., \$0.91½	Nov., \$0.93
Corn,.....	48½	47½
Oats,.....	28	28½
Pork,.....	10.65	10.35
Lard,.....	7.45	7.27½

TORONTO.

STOCKS.

The stock market still remains in a very weak and unsettled condition, and signs of immediate improvement are not very encouraging. The bears rather have the whip hand at present. It the market drags along without profit to either class of speculators. Banking troubles in Montreal, business difficulties in the old country, and a reported reduction of dividends on local stocks, all tend to demoralize the market. On Wednesday as compared with last week's quotations, closing bids were:

	Oct. 2.	Oct. 9.
Montreal	197	16½
Ontario	114½	114½
Toronto	179	179
Merchants	119	118
Commerce	128½	128
Imperial	142½	142
Federal	160½	160
Dominion	198	197½
Standard	115	114½
Hamilton	118	118
North-west Land	73½	76
Ontario and Qu'Appelle	116	113

GRAIN AND PRODUCE.

The past has been another quiet week in the grain market. Offerings have been light, but sufficient for the demand; buyers, owing to the downward tendency of outside markets, holding off in expectation of a still further decline. The late harvest has had a serious effect on trade, and shipments previous to the close of navigation must necessarily be light. Stocks generally in the city are very low.

WHEAT.

There has been very little offered, and at the same time not much demand. The opinion prevails that prices have been too high, and in sympathy with outside markets will suffer a decline. Quotations are: Fall wheat No. 2 \$1.09 to \$1.10; No. 3; \$1.06 to \$1.07; Spring No. 2 \$1.07 to \$1.08.

OATS.

The supply continues light and business quiet. New are worth 38c on track, and old bring 39c. On the street from 38c to 39c is paid.

BARLEY.

Business is still quiet on account of light receipts. Dealers do not seem anxious to buy at

present. Quotations now are: No. 1, 70c; No. 2, 65c to 66c; extra No. 3, 60c to 61c; No. 3, 50c to 52c.

WYBE

Receipts are still light. The nominal quotation is 60c on track. No street receipts.

POTATOES.

There has been rather a more active movement during the week. Car lots have sold at 80c. On the street from 95c to \$1.00 per bag is paid.

FLOUR.

The demand is lighter than it was for two or three weeks past. Superior extra is quoted at \$5.20 to 5.25; extra \$5.10 to 5.15; spring wheat extra \$5.10.

BUTTER.

The supply is light, and all offered is wanted at firm prices. Choice dairy is scarce and wanted at 16c to 17c. There has been some inquiry for shipping, but buyers and sellers are considerably apart. A lot of storepacked sold at 14c. On the street pound rolls are worth 20c to 22c; tubs and crocks of dairy 15c to 18c.

EGGS

are scarce and advancing in price. Round lots are quoted at 20c to 21c; really fresh on the street 22c to 23c.

CHEESE.

The market is somewhat stronger, owing to the advance in English markets. Fine is quoted at 11½c to 12c; half skim 10c.

PORK

is quiet and easier. Small lots have sold at 16c, with round lots obtainable at a lower figure.

BACON.

The market remains in much the same condition as last week. Tons and cases of long clear have sold slowly at 8c to 8½c, with bankrupt stocks offering at half a cent lower. Cumberland is scarce at about the same price as long clear; new smoked rolls 13c; bellies 14c.

HAMS.

Stocks are low and prices firm at 14c for round lots, and 14½c for small lots of smoked and canvassed; pickled are quoted at 13c.

LARD

is quiet at 11c to 11½c for tinnets, and 11½c to 12c for pails.

APPLES

are coming in more freely, and are quoted at \$2.50 to 3.00 for hand picked, and \$1.75 for windfalls.

SUNDRIES.

Dried apples 9½c to 10c; white beans \$1.65 to 1.75 per barrel; oatmeal per 136 lbs. \$4.70 to \$4.80 for car lots; cornmeal \$3.75 to \$3.90. Peas 70c to 73c; new hops 25c to 30c.

JOHN W. GREEN, wholesale clothing, Toronto, has assigned in trust.

THE general store of Geo. Agnews, Dominion City, was destroyed by fire on Sunday morning. Very few goods were saved, the fire having made considerable headway before being discovered. The loss is estimated at \$10,000, partly covered by insurance. There are suspicions that the store was burglarised and set on fire by the burglars while at work.

At a meeting of the Law Amendment Association, Monday afternoon, Messrs. C. J. Brydges, C. S. Drummond, J. S. Ewart and T. C. L. Armstrong were appointed a committee to wait upon the Government at an early day to urge them to pass at next session the legislation necessary for the adoption of the Torrens system of land transfer.

Board of Trade.

The quarterly meeting of the Winnipeg Board of Trade was held Tuesday afternoon, there being present Mr. C. J. Brydges, president, in the chair, and Messrs. J. H. Ashdown, R. D. Bathgate, R. D. Richardson, F. B. Ross, L. M. Lewis, W. Higgins, A. F. Eden, A. MacKeand, H. Swinford, Col. Kennedy, G. F. Galt, J. S. Dennis, and W. J. Akin.

Mr. Ashdown reported that himself and Col. Kennedy had waited on Mr. Van Horne, in company with a delegation of the Corn Exchange. The subject had been fully brought by the president in published correspondence. There having been no meeting of the Board, the papers had been handed to the Produce Exchange.

The president said he had officially transmitted the resolutions of the Board, and those of the Board of Agriculture to Mr. Van Horne, and had also had an interview with that gentleman. This had resulted in correspondence which was published, and which dealt with the whole question. The result had not been to his mind, especially in regard to grain warehouses along the line of railway. The principle of granting leases at a nominal rent to parties putting up warehouses along the sidings, on condition that at a certain time they must build steam elevators or remove the flat warehouses, tended to throw the trade into the hands of a comparatively few people and preventing competition among the buyers, and was opposed to the interests of the farming community, and also to those of the railway company.

Mr. Ashdown mentioned a written promise by Mr. Van Horne that, while local charges should be paid on grain to Winnipeg, on being shipped again to Port Arthur, only the balance of the through charges should be paid, with one cent per bushel additional for handling.

The president asked whether the city council had received any responses to their advertisements offering a bonus to parties erecting an elevator.

Mr. Bathgate answered in the negative. He understood that the members of the Corn Exchange had proposed to get up a stock company, but they had perhaps been discouraged by Mr. Van Horne's policy. Mr. Van Horne had stated that it was intended to make Port Arthur the shipping point, and not to carry grain around Lake Superior.

Mr. Ashdown said he had brought up the question of the charges on wood and that Mr. Van Horne had stated that they did not charge more than two-thirds of the published rates.

In the same connection the price of coal was touched upon. In reference to an explanation given by Mr. Ashdown previously to the meeting of the board, that Mr. Van Horne had required the price of coal delivered retail to be brought down to \$13, or at most \$13.50 per ton, the company proposing in the event of this not being done to handle coal themselves. Mr. Brydges considered the principle of a railway company trying to control private business a dangerous one. He considered that they might as well try to regulate the price of hardware or dry goods as coal.

Mr. Bathgate thought that the object was to lower the rates to Port Arthur and to prevent importation by way of Duluth.

Mr. Eden asked whether anything had been done in reference to differential rates discriminating against Winnipeg.

The president answered that he had seen Mr. Van Horne, and that the latter hoped in time to meet the views expressed by the Board, but that difficulties with the road to the south prevented immediate action.

Mr. Ashdown said that the hard times alone had protected the trade of Winnipeg during the past season from being injured by the policy of the railway company.

The president asked whether merchants intended to get in large stocks of groceries, hardware, etc., before the winter, or whether they would depend upon getting them in by rail during the winter.

Mr. Ashdown answered that it was felt to be necessary to bring in nails, cement and bar iron by water; but that no more than necessary would be brought in this way. Representatives of Chicago roads had made strong efforts to have the summer rates continued all winter, or at any rate continued late and commenced early. Mr. Manvel, of the St. P., M. & M., had seemed inclined to consider the matter, and had promised to consult with Mr. Alexander. He was informed that the C.P.R. Company did not propose to change their rates.

Mr. Ashdown brought up the question of a provincial insolvent law for the distribution of debtors' estates. If the local legislature had power to pass such an act it was desirable to take action.

It was pointed out that Messrs. Whitla, Eden and Ashdown had been appointed a committee to prepare a memorial to the legislature on the subject. On motion of Mr. Ashdown, Mr. MacKeand was added to the committee, and it was suggested that a report be submitted at the next meeting.

Causes of Failure and the Remedy.

The *Montreal Gazette* referring to the failures that have taken place in Canada this year so far says: The deduction to be drawn clearly that over trading has been indulged in, and the lesson, that wholesalers and manufacturers must exercise greater discrimination in the selection of customers and the sale of goods. The year has been a prosperous one in Canada for those who conduct their business on business principles, gauging their stocks by the character of the consumptive market with which they come in contact, and the competition to be met and making collections promptly and persistently; but for men of inexperience, too liberal in granting credits, and overloaded with stocks, the year has been one of trial, if not disaster. It ought to be understood now that the condition of the country is very different from what it was in 1890 and 1891. Then stocks were depleted everywhere, bountiful harvests and high prices had made the agriculturists rich and able to purchase freely, the plethora of money made credit easy, and little pressure was put upon traders whose business even then was in a precarious condition financially. Inflation was abroad, and only doits or scrupulously honest men know how to avoid bankruptcy.

To-day, the stock of all classes of goods is

ample; in many cases an overstock may be complained of. Credit is more difficult to obtain, collections are necessarily becoming prompter, and the methods the ability, the circumstance of traders, are being put to a severer test. There have been no serious disasters yet, the failures that have occurred up to this time need not occasion apprehension for the future, if only the lesson they inculcate is heeded. The troubles of traders in the Northwest are passing away, and failures in that section will not in the future swell the aggregate for the Dominion as has been the case in the first nine months of the year, the population steadily grows in numbers, the agricultural wealth of the country enhances from year to year, railway construction still proceeds vigorously, foreign capital and foreign labor are being imported in larger quantity. But the growth of business must proceed more slowly than in the early years after the depression; imports must be measured by actual rather than by prospective wants and unduly large must not be undertaken by retailers. The harvest of the present year has only been a fairly good one, and collections may prove difficult during the winter. The wise trader will bear these facts in mind and govern his purchases accordingly, and if the prudence which the signs of the times counsel is observed, than can be no check to the steady onward march, on a safe basis, of the mercantile interests of the country.

Land Grabbing.

Within the last year over six millions of the finest grazing lands of the continent, has become the property of European capitalists. When this enormous diversion from the uses to which it was designed, is supplemented by the 60,000,000 acres that have gone into the hands of corporations, it will be seen that the poor man's heritage in the United States is speedily becoming a reminiscence and a memory. Henry VIII never more wantonly ravished the tenure of his yeomanry to enrich a gilded but useless aristocracy than has the government of this republic. In all the wanton depredations of the robber Barons in the feudal ages, no history of recklessness is comparable to this. No injustice was ever greater. Land for the landless and homes for all our people, has been the cry of party leaders for the past twenty years. The public domain was intended for the whole people. It was intended to make homes and farms for the millions that are and the millions that are yet to be. Neither the laws nor the people ever contemplated its becoming a greedy speculation for capitalists and monopolies. The attempt now being made by certain parties to transfer the land grants made to the Texas Pacific railroad to the Southern Pacific railroad, is nothing more or less than a grand steal. The Texas Pacific failed to fulfil its agreement with the Government, and now that it has passed out of existence as a railroad, the Southern Pacific steps in and claims the land grant by a transfer. It is high time that this wholesale robbery was stopped. The public domain of this country belongs to the people and they should be allowed a voice in its disposal. It is time to call a halt.—*Helen (Mont.) Independent.*

Grain Drying.

There has been a great deal of time and money spent in grain driers and coolers, and as yet their work does not appear to be satisfactory. The desire is to take damp or heated grain and put it back into its original state. In so far as the dampening of the grain changes the chemical qualities, it can never be benefitted by dryness as the heating of grain always changes it chemically, driers or coolers can do it good only as to external appearance. Even then a close examination will reveal the real condition of things. The facts here mentioned have not been considered thoroughly. We know of large sums of money having been spent on this kind of machinery, and without any decided benefit to the owners when viewed from a business standpoint. The reason for this is to be found in the above statements. We call to mind one plan where the grain is first passed through a long heated cylinder, which revolves in such a way as to communicate the heat to the grain, and at the same time to scour it. After this it is spouted into a bin, where a strong current of hot air is forced into it by a blower of great power. It is arranged so that the air can pass off as fast as it is furnished, thus taking with it any moisture that may be drawn out by the heat. As soon as the grain is dry it is cooled off by forcing cool air into the grain by the same blower. All this makes the grain feel well, and to a casual examiner look well. It is much better looking grain than before this operation, but it is chemically imperfect and as a matter of fact, little if any better, than before for making flour.—*Northwestern Miller.*

D. Morice & Co., of Montreal, one of the most extensive firms in that city, are in financial trouble. The liabilities of the firm amount to \$3,500,000. Their assets show a surplus of \$300,000, and it is expected they will be carried through their trouble by the banks.

PORTAGE LA PRAIRIE.

Geo. Slade, general store, is giving up business.

Mrs. J. Mimmack, confectionery, is selling off her stock.

The Hub grocery is being removed to the old Bruce hotel.

T. A. Johnston, stationery and groceries, is giving up business.

The grocery stock of F. S. Moulé has been sold at 55c on the dollar to Geo. Craig.

Wheat is coming in very slowly. The price paid for No. 1 hard is from 50c to 55c per bush.

Business continues to improve, and the merchants of the Portage are correspondingly happy.

A meeting of the Selkirk and Portage Central Railway Company was held last week. The object of the meeting was to ascertain the possibility of having the road constructed at once. It was decided to confer with the directors of the Portage and Northwestern Railway Company to induce them to undertake the construction of the line.

BRANDON.

The furniture in the Harris House has been sold out by the bailiff.

The first-call on the shareholders of the Turf Club is made for the 15th inst.

Colo & Sander's have moved into their new store, corner Ninth street and Rosser avenue.

R. McLean has opened out a stock of hardware, on the corner of Rosseravenue and Eighth streets.

McMillan's elevator is being run up rapidly. Alexander, Kelly & Sutherland's is almost completed, and they intend fitting out their mills with the latest machinery.

Business has greatly improved, in fact is booming again; business men have been working late and early since grain commenced to come in. Over 3,000 bushels are marketed daily, and during exhibition week a much larger amount was brought in.

Notwithstanding wet weather the exhibition was a great success. The number of entries increased from 250 last year to 1,000 this. The attendance was large, the exhibits good. The new buildings are a great credit to the Agricultural Society, being very handsome and only a short distance from the city.

MINNEDOSA.

Donald McDougall, blacksmith, has sold out his business to J. Rook.

Humber & Thompson have opened up their new store with a fine stock of stoves, tinware and hardware.

Hartford & Co. have given up butchering, and are now carrying on business as grocers in the building formerly occupied by Smyth & Co.

Many farmers are now ready to market grain. The railway will be in full running order by the first week in November, and all are impatiently awaiting the arrival of grain buyers. It is estimated that not less than 250,000 bushels will be marketed here this season.

The first exhibition of Agricultural Society No. 2, for the electoral division of Minnedosa, was held in the Armitage buildings on Centre street, on the 9th Oct. The day was fine, the roads good, and a great many from the country were present. The prize list was a liberal one, and induced a large number of entries. The display of cattle, horses, butter and Red Fyfe wheat was worthy the consideration of dealers as showing the capabilities of this section of country. These are the more important from the point of view of THE COMMERCIAL, but it would require a column to enumerate the large quantities of stuff on exhibition. The directors have reason to be proud of the successful issue of their efforts.

PRINCE ALBERT.

J. C. Mackenzie has removed to his new store one door above Betts & Gwynnes.

S. J. Donaldson has sold the Grand Union Livery Stables to Wm. C. McKay.

Mr. T. O. Davis has sold the Woodbine saloon to S. J. Donaldson and Thos. Richardson.

Markley & Co., are erecting a store on the McDonald estate, just east of Dr. Bain's office.

It is proposed to issue a directory and business guide for Prince Albert and the district of Lorne.

Walter's & Baker, general merchants, have removed to the store formerly occupied by A. L. Ashdown.

The Times says The season of navigation on these inland waters is over. To the steamboat company it has not been a very paying one, and to nearly all concerned a rather unsatisfactory one. Of course the fault does not lay with the Company, who done all in their power, but was owing to the extreme lowness of the water in the river, and as steamboats are not made for travelling overland, their only resource was to tie up to the bank. Next season they are in hopes of doing much better, as they intend opening up a new route by the South Branch, which will give them at least two months earlier in the spring, when the water is high. The steamers will be thoroughly overhauled and fitted up during the winter and made ready for an early start in the spring.

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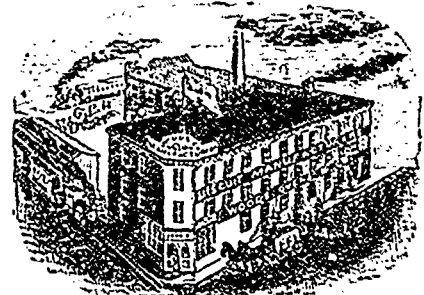
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TAXES! TAXES!



PUBLIC NOTICE.

Is hereby given that the Collector's Rolls for Wards Nos. 1, 2, 3, 4, 5, and 6, City Winnipeg, for the year A. D. 1883, are now completed, and are deposited in the office of the undersigned in the Roberts Block. All persons whose names appear therein as liable for the payment of any assessment rate, tax or duty, are hereby required to pay the amount within 20 days from this date without further notice.

GEO. H. HADSKIS.

Collector.

Collector's Office,

No. 6 Roberts Block,

Cor. King and McWilliam Sts.

Winnipeg, Sept. 10th, 1883.

P.S.—As an inducement for prompt payment a rebate of 5 per cent. will be made for all sums due of taxes (1883) paid on or before the 15th day of October, and a reduction of 2½ per cent. on all sums paid from Oct. 15th to Nov. 15th, 1883. No rebate on overdue taxes.

G. H. H.

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CAPITAL \$2,500,000

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A. F. Edon, Esq., of Messrs. Stobart, Eden & Co.
A. W. Ross, Esq., M. P.
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R. GARTWRIGHT, Manager.

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Fire, Life, Marine and Accident Insurance.

CUNARD AND ANCHOR STEAMSHIP LINES,
Passage Tickets Granted.

Goldie & McCullough's Safes and Vault Doors

MONEY TO LOAN.

OFFICE: McArthur Block, cor. Post Office and Main Sts., next door to Federal Bank, WINNIPEG.

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

STANDARD
Fire Insurance Company.

HEAD OFFICE, HAMILTON.

Authorised Capital, - \$3,000,000.

FULL DEPOSIT MADE WITH GOVERNMENT.

D. B. CHRISHOLM, Esq., - President.

H. THEO CRAWFORD, - Secretary.

Pyramid of Assets.

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

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

A. A. ANDREWS,

General Agent for Manitoba and North-West Territory.

OFFICE ROOM, 2 McARTHUR BLOCK,
Cor. Main and Post Office Streets,

WINNIPEG, - - - MAN.
P. O. Box 957.

OGILVIE MILLING CO.

Mill at Point Douglas.

Capacity 750 Barrels per day.

OFFICE: - Corner King and Alexander Streets, Winnipeg.

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

ASSINIBOINE MILLS

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ELEVATOR "A."

PORTAGE LA PRAIRIE.

The Purest and Best Flour

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

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

G. J. MAULSON & CO.,

Agents at Winnipeg.

Correspondence Solicited.

GEO. J. MAULSON,

(late TRAIL, MAULSON & CLARK),

Grain and Flour Exporter

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GENERAL COMMISSION MERCHANT,

OFFICE: CORNER MAIN and POST OFFICE STS.
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Contractor & Manufacturer,
Stone, Lumber and Brick for sale.

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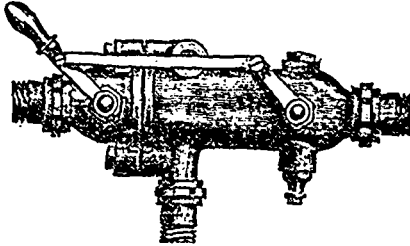
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JAS. THES, Manager. WHOLESALE ONLY.

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

R. MITCHELL & CO.,

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Importer and Commission Merchant.

AGENCIES:

Dominion Paint Company.—Fine Mixed Liquid and other paints.

H. B. Newhall Co's, New York.—Heavy Hardware, Ship Chandlery, etc.

W. Barwell, England.—Bolts, Nuts & Rivet Works.

C. H. Handasyde & Co., Scotland.—Boiler Purger.

Dealer in Railway, Machinists and Mill Supplies, Oils, etc., etc.

17 ST. PETER STREET, MONTREAL

RAILWAY SUPPLIES!

ANTHONY FORCE

76 ST PETER ST., MONTREAL,

AGENT FOR

VICKERS, SONS & CO. (Limited),

The River Don Works, SHEFFIELD,

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, Bells, etc.

MESSRS. P. & W. MACLELLAN,

Clutha Iron Works, GLASGOW.

Engineers and Machine Makers, Manufacturers of Railway and other Bridges, Iron Girders, Iron Roofs, Railway Plant and Furnishings of every description.

Warehouse: 225 Wellington Street, - MONTREAL.

—THE—

Railway Supply and Man'g Co.,

I. JOSEPH, - Manager.

Manufacturers of

COTTON AND WOOLLEN WASTE

For Packing and Cleaning purposes.

RAILWAY BRASSES & BEARINGS.

THE BEAVER METAL A SPECIALTY.

Factory 12, 14, 16 and 18 Church Street.
Office Cor. York & Wellington Sts., TORONTO.

All Orders promptly attended to.

NOTHING LIKE LEATHER.

W. N. JOHNSTON & CO.,

Importers and Dealers in

Leather, Findings, Plasterers' Hair

HIDES AND OIL.

8 LOGAN ST. WEST, WINNIPEG.

THOS. W. TAYLOR,

THE PIONEER PAPER RULER,

AND

Blank Book Manufacturer,

Of Manitoba and the North-West.

13 OWEN STREET, WINNIPEG, MAN.

POTATOES, CHOP FEED, BRAN,

Shorts, Oats, Wheat, Flax Seed.

Second-hand Mower & Rake

AT PRICE \$75. ⁰⁰

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824 Main Street, Corner Sutherland Street, Winnipeg.

G. McCALLUM & CO.

WHOLESALE DRUGGISTS.

Robert Block, King St.,
WINNIPEG.

Manitoba Steam Coffee and Spice Mills.

G. N. SCOTT & CO.

IMPORTERS, MANUFACTURERS AND WHOLESALE DEALERS IN

Coffees, Spices

MUSTARDS AND GROCERS SPECIALTIES.

Roasting and Grinding for the Trade.

Telephone Communication. P. O. 935 Winnipeg.

EDDY & PALMER,

GREAT NORTH-WEST

Trades Protection, Gen'l Enquiry,

—AND—

DETECTIVE AGENCY,

Audit of Accounts,

Collection of Debts, Rents, Etc.

OFFICE OVER MONTREAL BANK,

346 MAIN STREET, WINNIPEG.

N. B.—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, 1893, Trains will move as follows:—

Going West.		Going East.	
7:30 a.m.	leave Winnipeg	arrive	6:30 p.m.
10:00 "	Portage la Prairie	arrive	4:05 "
1:35 p.m.	Brandon	arrive	1:00 "
9:00 "	Broadview	arrive	6:00 a.m. ¶
12:22 a.m.	Regina	arrive	11:05 p.m.
5:00 "	Moose Jaw	arrive	8:30 "
2:00 p.m.	av Swift Current	lv	12:30 p.m.
9:15 p.m.	Maple Creek	lv	5:25 a.m.
1:55 a.m.	av. Medicine Hat	lv	12:30 a.m.

Going East		Going West	
7:00 a.m.	leave Winnipeg	arrive	8:00 p.m. ¶
1:25 p.m.	Rat Portage	arrive	1:55 p.m.
7:25 p.m.	Barclay	arrive	8:15 a.m.
17:30 a.m.	arrive Pt. Arthur	leave	7:25 p.m.

Going South.		Going North.	
Leave	Winnipeg	Arrive	Winnipeg
17:55 a.m.	*7:35 p.m.	18:35 a.m.	17:00 p.m.
Emerson.			
10:35 a.m.	10:10 p.m.	4:05 a.m.	4:40 p.m.
Arrive.	St. Vincent.	Leave.	St. Vincent.
10:60 a.m.	10:30 p.m.	3:45 a.m.	4:20 p.m.

SOUTHWESTERN BRANCH.

Going South.		Going North.	
7:15 a.m.	leave Winnipeg	arrive	7:10 p.m.
11:45 a.m.	Morris	arrive	4:00 p.m.
1:30 p.m.	Gretna	arrive	2:10 p.m.
4:30 p.m.	arrive Manitoba City	leave	8:30 a.m.
7:35 a.m.	leave Winnipeg	arrive	4:10 p.m. ¶
9:35 a.m.	Stony Mountain	arrive	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 Port Arthur.
Trains move 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 10:30 p.m., 5:30 a.m., 10:35 a.m., 10:10 a.m., 5:15 p.m.
Leave Port Huron 6:10 a.m., 7:55 p.m., 8:00 p.m., 4:15 p.m., 11:00 a.m.; arrive at Chicago 6:59 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 3:00 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.

North Western Planing Mills

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

SASH, DOORS, BLINDS,

And General House Furnishing
Made to Order.

The Wholesale Trade supplied on the Best
Terms. Orders attended to promptly.

R. D. PATERSON.

D. S. BRIGGS,

Wholesale and Retail Dealer in

LUMBER, LATH AND SHINGLES,

ALSO

READY-MADE HOUSES.

858 Main Street, West Side, North of Track,
WINNIPEG.

H. R. BANKS & CO.

Manufacturers and Dealers in

LUMBER, 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

BUILDING MATERIAL.

G. F. STEPHENS & CO.,

Importers of and Wholesale Dealers in

PLAIN, FANCY AND PLATE

WINDOW GLASS

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

93 Portage Avenue, - - WINNIPEG.

CAMPBELL, SPERA & CO.,

WHOLESALE IMPORTERS OF

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.

R. BALFOUR,

MANUFACTURER OF

OAK DIMENSION TIMBER

SHIP AND BRIDGE TIMBER A
SPECIALTY.

P. O. BOX 32,

Emerson, Man.

S. R. PARSONS, Wholesale Paper Dealer.

SPECIALTIES :

BUILDING PAPERS,	PAPER BAGS.
WRAPPING " "	TWINES.
PRINTING " "	ENVELOPES.
WRITING " "	ACCOUNT BOOKS.
BLOTTING " "	MEMORANDUM " "
WALL " "	SCHOOL " "

STATIONERS' SUNDRIES.

Sole Agent for Manitoba for ALEX. PIRIE & SONS,
Aberdeen, Scotland, the largest Paper Manufacturers in
the world.

RORIE ST., one block east of Main St.,
WINNIPEG.

W. J. GAGE & Co.,

WHOLESALE

BOOKSELLERS & STATIONERS,

In addition to

STAPLE & FANCY STATIONERY,
We carry constantly in Stock
PAPER BAGS, WRAPPING PAPERS,
Etc. WHOLESALE ONLY.
W. P. GUNDY,
Manager.

EDWARD TERRY,

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,
Manitoba.

J. A. McCONNELL, Traveling Passenger Agent.

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The Chicago, Milwaukee & St. Paul Railway

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

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

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

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

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

S. S. MERRILL, General Manager. A. V. H. CARPENTER, General Passenger Agent.

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MILLINERY & FANCY DRY GOODS,

Feathers, Flowers, etc.,

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T. H. DORITTY, MANAGER.

FORTIER & BUCKE,

—AGENTS FOR—

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

—AND—

GENTS' FURNISHINGS,

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Fur Dresser and Dyer

SOUTH SEA SEAL RENEWED.

MY MOTTO. - First Class Work and Punctual Attendance.

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PORTER & RONALD,

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Steam Cabinet Works,

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We are now prepared to fill all orders entrusted to us with dispatch.

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GOLDIE & CO.**BREWERS AND MALSTERS.****Portage Brewery,**

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**Ale and Porter in Wood
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Successor to

ANDREW COLQUHOUN,

WHOLESALE

WINE MERCHANT

SOLE AGENT FOR

DAWES' Celebrated Ale & PorterAnd **VAN BLATZ MILWAUKEE LAGER,**

11 Queen Street East,

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Manufacturers Agent & Commission Merchant

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Cigars imported from Hamburg, Germany.

42 FRONT STREET EAST, - TORONTO.

James Park & Son,

PROVISION MERCHANTS,

MESS PORK, HAMS, BACON,Butter, Lard, Cheese, Stilton Cheese, Canned
and Preserved Meats
Of all kinds constantly on hand at Lowest Prices to the
Trade.41 to 47 St. Lawrence Market, 161 King Street
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TORONTO, ONT.

HENRY, SNYDER & CO.,
PACKERS,And Wholesale Dealers in Canned Goods, Jams, Jellies,
Fruits, Vegetables, Meats, Pickles, &c., &c.

Packing House and Head Office. 121 & 123 Front St. East,

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Highest Awards and Medals at Exhibitions of 1882.

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AND WHOLESALE DEALERS IN

PRODUCE AND PROVISIONS.

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A. R. JAMES BANNATYNE.

ANDREW STRANG

BANNATYNE & CO.,

(SUCCESSORS TO A. G. B. BANNATYNE)

WHOLESALE GROCERS

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Provisions, Wines & Liquors.

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James Bissett & Son,**TEA IMPORTERS,**

—AND—

General Commission Merchants.

All Supplies Brought Direct from

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