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McClary Manufacturing Co.**

LONDON, TORONTO AND WINNIPEG,

MANUFACTURERS OF
McCLARY'S 'FAMOUS' STOVES

AND DEALERS IN
**TINSMITH'S METALS & SUPPLIES,
WHOLESALE ONLY.**

Warerooms—Point Douglas Avenue. Office and Sample
Room—Gerrie's Block, Princess St., near City Hall,
WINNIPEG.

J. W. DRISCOLL, Manager.

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—THE KING—

Felt, Pitch & Gravel Roofers

OF THE NORTH-WEST.

GUARANTEEING EVERY ROOF PERFECT.

**IRON & SHINGLE ROOFS PAINTED
WITH THE IRON ORE PAINT,
THE BEST IN THE WORLD.**

Leaks in old roofs stopped. Roofing done in outside
towns at short notice.

Nicholson & Cedar Block Paving done under the supervi-
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years experience in Montreal and Toronto, and is one of
the best workmen in this line on the continent.

JAMES BRENNAN, Foreman
**OFFICE: 59 PORTAGE AVENUE,
(Wm. Hunter's Store), Winnipeg.**

JAMES ROBERTSON & CO.

—IMPORTERS OF—

**TINSMITHS AND PLUMBERS SUPPLIES,
AND GENERAL**

**METAL MERCHANTS,
11 McWILLIAM ST., EAST,
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JAS. TEES, Manager. WHOLESALE ONLY.

W. HIGGINS & CO.

—WHOLESALE DEALERS IN—

BOOTS AND SHOES,

TRUNKS & VALISES,

**BEST PROOF FELT BOOTS,
RUBBER AND FELT OVERSHOES,
FELT SOCKS, MOCCASINS, &c.**

A full stock of all reasonable goods now and constantly
on hand. Prices low and terms liberal. All orders
promptly attended to.

35 QUEEN ST. EAST, WINNIPEG, MAN.

THOS. W. TAYLOR,

**BOOK BINDER, PAPER-RULER AND
BLANK BOOK MANUFACTURER
AND STATIONER.**

OWEN ST OFF POST OFFICE, WINNIPEG

TO THE TRADE.

HODGSON, SUMNER & CO.

**DRY GOODS,
SMALL WARES,
AND FANCY GOODS.**

Special attention is invited to the extensive assortment of
Small Wares and Fancy Goods, comprising full lines of
Berlin Wools, Fingering Yarns, Embroidery Silks, Filo-
selles, Embroideries and Insertions, Bridges Paper Pat-
terns, Dolls, Albums, Writing Desks, Work Boxes, Station-
ery, Bells, Table and Pocket Cutlery, Jewellery, Drug-
gists Sundries, etc.

Princess St., Between McDermott and Bannatyne,
WHOLESALE ONLY.

LINKLATER & DESLAURIERS,

WHOLESALE DEALERS IN

Hardware, Stoves & Tinware

MANUFACTURERS OF

GALVANIZED IRON CORNICES.

Roofing, Steam Heating, Plumbing and Gas Fitting and
General Jobbing promptly attended to.

520 & 522 MAIN STREET, WINNIPEG.

G. F. STEPHENS AND CO.,

Importers of and Wholesale Dealers in

PLAIN, FANCY AND PLATE

WINDOW GLASS

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

99 Portage Avenue, - - - WINNIPEG.

THE VULCAN IRON WORKS.

**CASTINGS, BRASS AND IRON,
IRON COLUMNS.**

**ROOFINGS, LIGHT AND HEAVY,
GRATINGS.**

**GENERAL BLACKSMITHING.
ENGINE AND BOILER WORKS.**

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IMPORTERS

—AND—

WHOLESALE DEALERS

—IN—

WINES, SPIRITS AND CIGARS

477 MAIN STREET, WINNIPEG.

R. Y. ELLIS, DRAUGHTSMAN TRACING AND
Enlargement of Plans carefully executed. Golden Sale
Room, Portage Avenue, Winnipeg.

W. B. CANAVAN, BARRISTER, ATTORNEY, SOLI-
citor in Chancery, etc. Office, Queen Street, North
side, near Main.

EDE & HOOPER, DEALERS IN MONUMENTS, HEAD
Stones, Mantle Pieces, Grates, &c. Special designs fur-
nished on application. Main St., Winnipeg.

W. R. GUNN,
BARRISTER, NOTARY PUBLIC,
Prince Albert, N. W. T.

E. & C. GURNEY & CO.,
MANUFACTURERS OF
STOVES, RANGES & FURNACES.

WHOLESALE WAREHOUSE:
Rupert Street, West, Winnipeg, Manitoba.
Foundries, Hamilton and Toronto.

JAMES BURRIDGE, Manager.

DENNIS BRUNDRIT,
COMMISSION AGENT AND GENERAL
BROKER.

EST. Agencies solicited and prompt attention guaranteed.
BOX 110, WINNIPEG.

WILLARD C. COPELAND. J. S. A. GIBBONS.

COPELAND & GIBBONS,
BROKERS,
AND COMMISSION MERCHANTS.

Custom House business attended to promptly.
All kinds of goods bought and sold on commission.

JOSEPH BARROWCLOUGH,

MATRASS WORKS,

11 JAMES ST. EAST, WINNIPEG.

Is now prepared for fall trade with large stock of material.

"TECUMSEH HOUSE,"

DIRECTLY OPPOSITE C. P. R. STATION,

MAIN STREET, WINNIPEG.

H. W. SMITH & CO., PROPRIETORS.

THE MACKIE HOUSE,
ST. BONIFACE,

Is now open for business. This house is all new and
furnished first-class throughout, second to none. A
limited number of boarders can get first-class accommo-
dation and at reasonable rates.

GEO. H. MACKIE,
Late of Royal Hotel, Whitby.

A. T. McNABB,

A NO. 1 CARRIAGE WORKS

527 MAIN STREET,

WINNIPEG.

F. J. HOWE,

PRACTICAL SHIRT MAKER.

SIGN OF THE BIG SHIRT.

No. 2 McWILLIAM STREET, WINNIPEG.

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LUMBER, DOORS, SASH, BLINDS AND
MOULDINGS.

TURNING AND BAND SAWING.

NORTH STAR PLANING & SAW MILLS,

Yonge and Disraeli Streets, Point Douglas,

WINNIPEG.

STOBART, EDEN & CO.

GENERAL

WHOLESALE

IMPORTERS OF

British

Foreign and

American

DRY GOODS!

412 MAIN STREET,

Will remove to new premises
on Queen Street next
January.

STOBART, EDEN & CO.

R. J. WHITLA & CO.

IMPORTERS

—OF—

DRY GOODS!

An inspection of our large
and well selected stock is
respectfully solicited.

Full Lines of Fall and Winter Goods

Now in Store.

R. J. WHITLA & CO.

Cor. McDermott & Albert Sts. Winnipeg.

MONTREAL: THIBAudeau BROS. & CO.

QUEBEC: THIBAudeau, FRERES & CIE.

THIBAudeau BROS. AND CO. LONDON ETC.

THIBAudeau, BROS. AND CO.

IMPORTERS

—OF—

English, French

and American

FANCY AND STAPLE

DRY GOODS.

TELESTIE STREET,

WINNIPEG.

JAMES O'BRIEN & CO.

WHOLESALE

CLOTHIERS,

23 THISELE STREET,

WINNIPEG.

DONALD FRASER, Manager.

NOTICE OF DISSOLUTION.

THE FIRM OF

GORDON, ADAMSON & CO.

Has this day been dissolved by mutual consent
Dated 5th September, 1882.

WILLIAM GORDON,
ROBERT ADAMSON

Witness, John S. Ewart.

The business of the late firm will be continued by Mr.
Adamson under the style and firm **ROBERT ADAMSON
& CO.**

Manitoba Steam Coffee and Spice Mills.

G. N. SCOTT & CO.

IMPORTERS, MANUFACTURERS AND WHOLESALE
DEALER IN

COFFEES, SPICES

MUSTARD & GROCERS SPECIALTIES.

Roasting and Grinding for the Trade.

Cooper St. Near the new Court House, Winnipeg,

P. O. BOX 335.

ROYAL



AUCTION MART.

T. J. E. SCOONES,

AUCTIONEER, APPRAISER & REAL ESTATE
AGENT.

OPPOSITE CITY HALL, WINNIPEG.

Late A. Harris, Son & Co.'s premises.

Sales of every description held in any part of the city or
Province.

T. P. MURRAY,

Takes this opportunity of thanking his numerous friends
and patrons in this city and Province for their support
in the past, and begs to inform them that he has associat-
ed with himself in partnership his late Manager,

MR. EDWARD LLOYD,

And that the business will in future be carried
on under the style and firm of

MURRAY, LLOYD & CO.

AUCTIONEERS

—AND—

GENERAL COMMISSION MERCHANTS.

OFFICES:

MAIN STREET, AND EUREKA SALE
ROOMS PORTAGE AVE.,

WINNIPEG.

J. S. COOLICAN,

"THE EXCHANGE,"

Corner Main St. and Portage Ave.

Winnipeg, Man.

REAL ESTATE AND TRADE AUCTIONEER,

LAND VALUATOR & FINANCIAL AGENT

Advances Made on Goods in Warehouse or
in Bond.

SALES PERSONALLY CONDUCTED & RETURNS
PROMPTLY RENDERED.

TURNER, MACKEAND & CO.

WHOLESALE

GROCERS,

35 BANNATYNE STREET

A full assortment of Teas, Sugars, Syrups
and General Groceries kept
constantly on hand.

The Commercial

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

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

VOL. 1.

WINNIPEG, OCTOBER 10, 1882.

NO. 2

The Commercial

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

ISSUED EVERY TUESDAY

THE COMMERCIAL will be mailed to any address in Canada, United States or Great Britain at \$2.00 a year in advance.

ADVERTISING RATES.

1 month, weekly insertion.	\$0.30 per line.
3 months, do.	0.75 "
6 " do.	1.25 "
12 " do.	2.00 "

Casual rates for all advertisements inserted for a less period than one month, or for al. transient advertising, 10 cents per line each insertion.

Reading notices in news columns, 15 cents per line each insertion. Special location will be charged extra.

THIS COMMERCIAL will be circulated extensively amongst wholesale and retail Merchants, Jobbers, Bankers, Brokers, Manufacturers, Hotel Keepers, Insurance and Loan Agencies throughout the entire Canadian North-West.

Book, Newspaper, Railroad, Commercial and Job Printing specialties.

Office, 16 James St. East.

STERN & BOYCE,
Publishers.

WINNIPEG, Tuesday, Oct. 3, 1882.

WINNIPEG, OCT. 10, 1882.

CRAWFORD & DONELIN, hotel-keepers in this city, have dissolved partnership.

LINEHAM & GRANT, dealers in pumps at Rapid City, are about to give up business in that town.

D. H. McMILLAN, of the City Flour Mills, has taken in W. W. McMillan as partner, and the firm name is now D. H. McMillan & Bro.

THE fire record of this week contains no loss of note, and insurance men gain confidence. There is no talk, however, of lowering rates of premium.

GRUNDY & GOLDIE, hotel-keepers, of Qu'Appelle, have dissolved partnership, and the business will in future be carried on by Grundy Bros. & Co.

A CHANGE has now taken place in the firm composition of Cochrane, Giles & Co., real estate brokers, of Nelson, and the designation in future will be Cochrane Bros.

W. J. O'VENS has retired from the firm of O'Laughlin Bros. & Co., wholesale stationers of this city, but we understand no change will take place in the firm name and designation.

ELSEWHERE in our columns will be found a full report of a meeting held at the Grand Union Hotel, on Monday evening, for the purpose of organizing a commercial travellers' association.

The first attempt at fitting up an electric bell system for a Winnipeg hotel has been successfully made at the Potter House, by Mr. Andrew Schmidt of this city, and it now works in a perfect manner.

NOTWITHSTANDING the wet weather of the past week, the grading of the street railway has made considerable progress, and is now as far north as Rupert street, while track-laying is completed to the City Market.

OWING to some delay in the work of wire construction caused by the disagreeable weather of last week, the Electric Light Company were unable to light up the city last Saturday, as promised in our last issue, but the work is now progressing favourably, and an illumination may be expected before the close of the present week.

THE revenue of Brandon Post Office increased from \$40.00 in August 1881, to nearly \$800.00 in July 1882, and there is every reason to expect that the increase at the Regina office will be equally as marked. It is hard to get people who live in the drowsy atmosphere of Ottawa to understand the import of figures like these.

A bottle of coffee essence, by which a good cup of coffee, either hot or cold, can be made in a few seconds, has been left at our office by the manufacturers, Messrs. G. N. Scott & Co., of this city, and after thoroughly testing the same we pronounce it of excellent quality. The local manufacture of such goods should receive encouragement from our dealers.

MR. JAMES GILLESPIE has completed arrangements with the C. P. R. and the contractors for that Company east of Rat Portage, for the transportation of coal from Thunder Bay to Winnipeg during this fall and winter. He has now some 5,000 tons on the way to Prince Arthur's Landing, and he is now there to see about its shipment to Winnipeg. If he can only reduce the price of the fuel a few dollars a ton he will confer a great boon upon the people of this city generally, and manufacturers in particular.

THERE is a cry for more houses in Selkirk, where the number recently erected have all been occupied as soon as tenable. The property owners of that town must get it into their minds that with the advent of the railway Selkirk must necessarily have a big increase to its population, and a special effort to provide house accommodation this winter will be necessary.

AT the meeting of the new Stock Exchange, held last night, for the purpose of considering the advisability of increasing the capital stock, no business was done, and an adjournment was made until Thursday evening, in order to secure a full attendance. The regular notice of the meeting will be found in another part of our columns.

IT is evident that the Manitoba Cartage Company are determined to be in a position to attend to all business in their line. They now own 42 teams, and they have commenced the erection of extensive stables in the rear of the Hudson Bay Stores. The Company expect in a few weeks to be safely located in their new and commodious offices in the McArthur block, at the corner of Post Office and Main street.

THE heavy labor demand of the building trade is attested by the fact that many mechanics are engaged therein who usually work at branches where finer skill is necessary. One carriage and wagon builder in the city informs us that his best wood-workers are leaving and going to carpenter work on buildings. On making inquiry of one skilled artisan as to the reason for this, we were quickly informed that wood butchering at present paid 50c. to \$1.00 a day more than fine work.

THE "Western Canada Loan and Savings' Company," of Toronto, have secured offices in the old Merchants Bank block, next to the telegraph office, lately occupied by the Manitoba Investment Association. Their license to transact business in Manitoba has been applied for, and will be granted in a day or two. The company control a large amount of funds, and their influence will be of value in the development of the North-West. Mr. John Massey, of Toronto, will be manager of the Winnipeg office for a time.

Emerson & North-Western.

The people of the Gateway City are evidently in earnest about the construction of the Emerson and North Western Railway, if we are to judge from the activity they are displaying about the grading of the line. A force of men are now at work steadily, and quite a few miles are now graded or partially so. The local promoters of the scheme talk in the most confident way of expected, if not promised, assistance from the Grand Trunk Railway Company, and are firm in the belief that they have secured the key which will unlock the present government disallowance policy. Whether these hopes will rise to full fruition, or collapse in disappointment we will not attempt to prophesy. People who pretend to know, scout the idea of the Grand Trunk managers adopting what they call a subterfuge to gain a footing in the North-West, while others who claim equal omniscience on the question take a totally different view of it. The Emersonians connected with the resurrected North Western have certainly their opinion, and they are now backing it, as gamblers say, by expending a few thousand dollars upon grading work, while they are patiently awaiting the action of the Dominion Government.

Carriage and Wagon Wood.

The supply of wood for the construction of wagons, carriages, buggies and other vehicles for the road, especially that portion used for shafts, has at present to be imported, and must necessarily be for years to come. The natural timber of Manitoba furnishes very little that can be utilized in such manufactures, and hitherto there has been scarcely any effort to raise what would eventually fill the bill. The manufacture of this class of goods must necessarily increase in a country like this, where such an amount of road-travel is necessary, and the production of an eventual local supply is worthy of the consideration of the many who are now giving attention to forest-tree culture. Parties interested in this are too apt to plant only rapid-growing trees which will produce a shade and shelter in a very few years. The planting and raising of ornamental trees is certainly a commendable pursuit, or pastime, as the case may be, but persons so engaged would do well to mix their intentions with a few practical ideas. There are several species of hard wood which can be successfully grown in this latitude, and none we believe are likely to prove more successful and profitable than the white ash, which is grown throughout Northern Minnesota and Wisconsin. The climate in these States differs but little from that of Manitoba, and the soil in many portions of this Province is much more suitable for the ash than either. A twig of a wild ash cut by the bank of the Assiniboine near Brandon in the end of August, showed a growth of over seven feet during the present year, and many such specimens can be found each fall. This is certainly encouragement sufficient to induce amateur foresters at least to plant a class of trees which may yet assist materially in building up a branch of industry in their own neighborhood.

A Coal Find.

The article on the fuel supply, which appeared in the last issue of THE COMMERCIAL has already brought us a response, and one which will prove good news to the people of the North-West generally, and to manufacturers in particular. On Friday a friend upon whom we can rely called in and submitted for our inspection a sample of coal found nearly 500 miles west of this city in close proximity to the main line of the Canadian Pacific Railway. The sample seemed like a compromise between Anthracite and bituminous, possessing we should judge about 80 to 85 per cent. of carbon, and to all appearance was almost entirely free from sulphur. Like Anthracite it did not soil the fingers when handled, but was deficient in brilliancy, and in that particular more like a fair bituminous, and not unlike the Scotch splint coal in appearance, but of much greater weight.

The vein out of which the sample was taken is, we are informed, about nine feet in thickness, and spreads over, or rather under, many sections, its average depth being nearly one hundred feet.

Steps are being taken to form a company with ample capital for the working of the vein, and parties are now in Ottawa to secure the necessary titles from the Dominion Government. Further particulars we are not at liberty to publish, but we are promised the full particulars as soon as any definite move is made.

It is to be hoped that the supply indicated will prove correct. The specimen shown us could be used, we believe, for cooking purposes, and a great impetus would thus be given to manufactures which with suitable coal at present prices it would be difficult to support in this Province.

Winnipeg Brick.

At the opening of the brick-making season of 1882 the different yard proprietors of the city and surroundings had arrangements made to turn out about 18,000,000 brick for this season, or an increase of 11,000,000 over their output for 1881. Such calculations, as a rule, fall short when they come to be carried out, and no doubt such has been the case with brick-making this summer in and around Winnipeg. But new makers have stepped into the field since these figures were obtained, whose manufactures would probably make up the discrepancy between the estimate and out-put, and leave the former as the actual number of brick which will be turned out up to the close of the present season.

Large as these figures are, we find on enquiry that building operations have been, and are still likely to be, by scarcity of brick, delayed, and numerous frame buildings have had to be erected where more solid structures would have stood had the material been procurable.

The shortness of the brickmaking season is the greatest obstacle in the way of securing a plentiful supply, as makers cannot calculate upon more than fifteen weeks each season. To make the most of this short season, machinery should be secured which would facilitate matters as much as possible. The process of drying the brick before burning is what takes up most time, and it is in this stage that the

brick is most easily injured by frost. There are machines in the market, however, which mould the brick in a dry state by a tamping process, so that it is ready for the kiln when it leaves the mould. This would obviate all the danger from injury by frost in drying, not to mention the additional injury arising from rain showers. No country requires machines of this class more than Manitoba, and it is a singular circumstance that not one is now working in the Province, all machines now in use being upon the wet moulding principle. This subject is worthy of the attention of North-western brick makers.

REGINA is fast assuming a town-like appearance, and hundreds will probably settle there during the coming winter, despite the inconvenience which will be occasioned by insufficient shelter during the cold months. It is impossible to get a proper idea of rapid North-Western growth into the minds of officials in a sleepy Eastern capital, and the new capital of the North-West is yet without post office accommodation. Arrangements have been made at the Winnipeg office to provide a daily delivery, which will be a slight relief, but no permanent good will be accomplished until a good post office building is erected.

The Grand Division of the Order of Railroad Conductors will meet in St. Paul on the 17th of this month, and some 200 members are expected to be present. After disposing of its business the ticket punchers propose to have a little recreation. The Grand Division excursion route will be over the St. P. M. & M. and C. P. R. to Winnipeg, in Manitoba, via Fargo, Grand Forks, Crookston and St. Vincent. From Winnipeg the excursion will pass over the C. P. R. to the Lake of the Woods and elsewhere, returning via Gloydon, thence over the N. P. R. to Duluth, the "metropolis of the unsalted sea," and via the St. P. & D. to St. Paul and home again.

There seems to be a great amount of bitter feeling among locomotive engineers over Sir Charles Tupper's recent order forbidding engineers of the Intercolonial railway from joining the Brotherhood of Locomotive Engineers, and numerous caustic criticisms of his action have appeared in the columns of the eastern Press. Some denounce his course as arbitrary and even tyrannical, while others look upon it as a step toward curbing the power of a dangerous organization.

Trade in the New World, as well as the Old, is too much at the mercy of organizations of employers as well as employes, and any movement to free it from such fetters is one in the right direction, if it does not interfere with personal liberty. Workmen's unions, as they are now conducted, are simply so many monopolies of different branches of the labor market, and should be counteracted as much as monopolies of another class; while their members are entitled to as much consideration and individual right of judgment as members of any other trade monopoly.

It is difficult to know where to draw the line on this subject, and Sir Charles has on hand a subject which will require all the great tact and ability of which he is undoubtedly possessed.

Montreal Exhibition.

The Press of the Province of Quebec generally concur in the opinion, that the exhibits of this year at the Montreal Exhibition are no more than equal, if not inferior to those of last year, so far as the industrial departments are concerned. The deficiency in cotton and woollen goods is accounted for by the fact that mills generally are too pushed with orders on hand to give much attention to preparing exhibits. The display of foundry work in stoves and other castings, and hardware generally, was very fine, while in working machinery it was inferior to that of last year.

The line of goods in which improvement was most noticeable was domestic carpets. There was a very fine exhibit of these, which showed plainly that Canadians have made rapid progress in the manufacture of this class of goods.

C. P. R. Construction.

This great work goes on at an astonishingly rapid pace, and it now looks certain that the contractors will have track laid clear to the Saskatchewan River before the close of the year. The running of a passenger train with sleeper attached through to Regina, which commenced on the first of this month, is to be supplemented next week by a daily mixed train from that place to Swift Current Creek, about 150 miles further West. The Company act upon the plan of opening traffic as soon as possible after track is laid, and thus place no obstacle in the way of settlers going West.

From Winnipeg to Morris along the west bank of the Red River is now laid, and construction trains are running. This branch, however, will not be opened for regular traffic until track is laid to the boundary line, near to Smuggler's Point.

The line from Rat Portage to Thunder Bay still remains in the control of the contractors, although regular trains are running, and it is not likely that the Company will accept the line much before the opening of next spring.

License.

The extension of a Liquor License Law to the city of Brandon is likely soon to be followed by a similar law being put in force at Rat Portage. Several prominent residents of that city of the lakes have been in Winnipeg during the past week consulting with Premier Norquay on the subject, and some have expressed to us their belief that a well regulated system of license will soon be introduced into their town.

Since the licenses have been issued in Brandon no reports of any increase in drunkenness have been received here, and it is very probable that the introduction of the law in Rat Portage will make about as little change. People in the North-West are becoming every day more convinced of the truth of John Bright's saying, that "you cannot make men sober by Act of Parliament." If it cannot be accomplished by an Act of Parliament, made in accordance with the wants of an old country like England, it must certainly be still more difficult to enforce sobriety among intelligent white settlers by means of a law which was meant to regulate only the habits of Indians. This prohibitory system is a direct

interference with an accepted axiom of commerce, and more logical arguments than those used by its advocates are necessary before any legislative body are justified in accepting it as a basis of legislation.

From a social point of view Prohibition appears in even a worse light. The days of religious intolerance are gone, and the man who would advocate a return to them would be rated as a relic of a past age. In Prohibition the field is less explored, although its scope for persecution is by no means limited, and many well-inclined people, before they are aware, find themselves advocating measures which are only an introduction of the thin edge of the wedge of the worst form of social tyranny.

The Price of Pork.

Among retail dealers we hear a good share of complaining about the present exceptional rise in the price of pork, and some are disposed to attribute the high figures to purely speculative causes. As this is the first month of the fall in which newly-packed pork will grade, there is no doubt but more or less of an effort at getting up a corner is on foot, seeing that the stock on hand is now at its lowest, and can be easily carried by a combination of capitalists; but the extent of this corner is very limited indeed, and there is very little hope of any material reduction in prices in the near future.

One wholesale dealer who has been many years in Winnipeg, remarked to our representative a few days ago, "People think we are extortioners when we ask present price, and trump up the low figures of bygone years in support of their assertions."

As yet Manitoba must draw her pork supply mainly from the great packing centers of the United States, and a comparison of the number of hogs packed at these centers during the past season and the one previous will give a key to the present high prices. From March 1st to Sept. 30th, 1882, 1,475,000 hogs were packed in Chicago; 265,000 in Kansas City; 45,000 in Cincinnati; in St. Louis, 160,000; in Indianapolis, 103,000; in Milwaukee, 92,000 and in Cedar Rapids, 152,000. During the same period in 1881 the number packed were: Chicago, 2,275,000; Kansas City, 384,418; Cincinnati, 108,500; St. Louis, 283,000; Indianapolis, 118,000; Milwaukee, 104,000, and Cedar Rapids, 169,000. The total for 1882 at other points in the States was 2,650,000, and for 1881, 3,830,000. The grand total for 1882 was 4,947,721, and for 1881, 7,272,460, showing 2,324,739 less in the former, or nearly 50 per cent. more in 1881. The stock of mess pork in store in Chicago at the close of September, 1881, was 101,384 barrels, while at the same period in 1882, it was only 58,580; in New York it was only 12,331 barrels against 19,886 barrels in 1881, and on the first of the present month the stock on hand in Liverpool was only 1,500 barrels. Add to all these figures the Chicago receipts of live hogs which, for the first week of the present month have averaged under 11,000 a day, while for the corresponding week of 1881 they exceeded 18,000.

A mere novice in figures can see by a glance at the foregoing facts that speculation has but a small share of responsibility regarding the

present high state of the pork market, while the shrewdest fail to see where the natural laws of supply and demand are likely to bring about any speedy reduction. The corn crop of the central States is very short this year, owing to injury received by the late frosts of last spring, and farmers in these States who have any of it in store, will naturally prefer shipping it to markets where it is selling at from 60c. to 70c. a bushel, to feeding it to hogs, even when these are worth 8c. a pound, live weight, in the same markets. Corn brings quick returns of ready money to that class, and Western farmers are not over wealthy and require that to keep matters moving.

The New Cartage Arrangements.

The new cartage arrangements of the Canadian Pacific Railway have now been in force sufficient length of time to produce some criticism by outside parties who are interested, and a representative of THE COMMERCIAL has been carefully noting these, both favorable and unfavorable.

The greatest opposition to any great system like the Cartage Company's arrangements comes from a mortal fear of monopolies, which is fixed in the mind of the average Winnipegger, and not a few without reasoning the question rank this Company as another dead weight placed upon the business arrangements of the city. Such parties would do well to suspend judgment until the Company gets a fair trial.

Our representative has heard a few complaints about the time which now elapses between the notice of arrival of freight and the delivery of the same. But it must be borne in mind that the notice of freight is now sent as soon as the arrival of the car containing the same is reported, while in days gone by goods were often in the city days, and even weeks, before the consignee received any notification of the fact, and not unfrequently he had to make a diligent search in the transit sheds for his freight, and be subjected to considerable annoyance about storage charges, which he rightly considered he was not bound to pay. The Manitoba Cartage and Warehouse Company now assumes all responsibility in this line. When freight arrives they present notice of, and bill for the same, and when the latter is paid the consignee is no longer liable for any storage or demurrage charges which may be incurred, but the whole matter afterwards lies between the railway and cartage companies. The delay in delivery thereafter is only a seeming one, and is caused by the promptitude of the notice of arrival.

The Manitoba Cartage and Warehouse Company is simply an organization backed by ample capital to enable them to fulfil all their obligations, and to guard consignees from the annoyance and expense of demurrage charges on their consignments. Being a newly-organized concern it will naturally have minor irregularities for a time; but if well managed it must certainly prove a valuable organization for the business circles of Winnipeg. Its present management are entitled to a few months' probation, until the expiry of which, critics would be just as well as generous in withholding their opinion.

Emerson.

H. Crompton, of Orangeville, is opening a stock of jewelry, etc., in the shop east of W. J. Suffel's store.

Emerson fair will be held this week, and a grand success is expected. There will be numerous industrial exhibits.

Work has commenced on the new bridge across the Red River, and will be pushed with vigour from now onward.

Wheat now brings as high as 83c. for first class hard fife, while oats bring 48c., and potatoes 50c. Good wood is worth \$9 a cord.

The feeling gains ground here that the C. P. Railway do not intend to build the branch from Emerson westward, and much disappointment prevails.

On Saturday evening, a meeting of property owners was held at the town hall, where preliminary steps were taken for the formation of a fire brigade.

The Emerson and North-Western track is now graded as far as Maris River, a distance of 14 miles, and work is now going on at the Big Marsh. Messrs. McDougall and Boughton, the engineers, are now making plans for the river bank, so as to make arrangements for the unloading of railroad iron, rolling stock, and other material.

Brandon.

Freight received and dispatched by C. P. Railway, 550,390lbs. Earnings, \$26,936.57.

The two bridges over the river are completed, one crosses at the foot of First and the other Eighteenth Street.

Wheat is bringing 80c. and oats 50c.; wood, \$5.25 per cord; coal, \$20. This week wet weather has kept the farmers from coming into town.

H. A. Wallis, of Broadview, it is understood, is not too well satisfied with that town of tents, and is about to move his grocery business into this city.

The furniture business hitherto carried on by Lockhart Bros., has passed into the hands of G. D. Lockhart, who will carry on the business in his own name.

A party of capitalists visited this place this week. Mr. Scarth, who was one of the party, has sold twelve large houses now in course of construction to Eastern moneyed men.

Building operations are going on apace, and street grading, notwithstanding the backward weather, is progressing. Out-door laborers are still scarce, and will probably remain so while public works go on.

Bracket, Clute, & Co., who have for some time been arranging to move from here, have at last given up their supply store business in this city. Nelson & Davis, hotel keepers, have also given up business.

A contract was signed this week for the building of a large elevator, between Seventh and Eighth Streets, which will be completed by the 25th November, at a cost of \$40,000. A joint-stock company will own it.

There are but few business matters of any note to record this week, and the wet weather has made business somewhat dull. Merchants

are buoyant, however, and there is every indication of a continuance of good trade during this winter.

The Windsor House at this town is about to change hands, and the travelling public will be glad to learn that the Grand View Hotel will soon be opened. This will somewhat relieve the rush at the other hotels in this over-crowded town.

Portage la Prairie.

Business is in a thriving state in this city, and mechanics are busy as well as hopeful. Grain has been coming in freely for two weeks, and several cars of fine hard fife, besides a number of cars of oats, have been shipped to Winnipeg. The quality still continues fine.

William Bartlett, dry goods merchant, has taken in a partner, and his business will in future be conducted under the firm name of Bartlett & Thompson.

The City Council have decided upon placing a number of street lamps at the different corners in the city, and Messrs. Fortier & Bucke, of Brandon, have secured the contract to supply the same.

The paper mill now being constructed and fitted up by Mr. McIlvanie is expected to be in running order by the close of next week, and the enterprising proprietor is going to lose no time in having some of its products placed upon the market.

There is a great amount of bitter feeling and acrimonious discussion still going on about the recent removal of the Post-office. The point of debate is: Where is the center of the city? Some will have it east of its former stand, while others would have it east of the Hudson's Bay Stores. The present compromised situation near the City Hall seems to satisfy scarcely any party.

Wheat sells on the street at 85c. for prime hard; oats at 50c. for best quality.

THE want of a bank is sadly felt in Selkirk, where no institutions of that class exists. The Selkirk *Herald* of Sept. 26th complains bitterly of the inconvenience thus caused and hopes some standard bank will open a branch in that town.

THE same paper says: The contractors on the Selkirk and Winnipeg Railway are pushing the work forward with very commendable speed, and there seems no doubt but that the grading will be completed in good time this fall. The work of clearing has been completed, and five powerful graders are at work at various points between here and Winnipeg.

COUNTRY fairs are the leading attractions of this month, as will be seen by a look at our news from other towns. One of the most encouraging features of these exhibitions is the growing interest taken by the managers of such in manufacturing industries. At the Portage la Prairie Agricultural Exhibition, for instance, which is held on Wednesday, Thursday, and Friday of this week, over fifty prizes are offered for excellence in different branches of manufactures. It is to be hoped that this interest will increase all over the North-West.

A Stock Exchange for Winnipeg.

The first decided step towards furnishing an institution of this class for Winnipeg was taken on Saturday afternoon, when a preliminary meeting for the purpose of organization was held in the offices of Quinlan & Ross, Biggs' Block. It was decided to start the enterprise with a capital of \$20,000, in 400 shares of \$50 each. A large proportion of the stock was subscribed on the spot, and among the stockholders are the names of Hugh Sutherland, G. A. Glines, T. H. Gilmore, M. A. McLean, T. P. Murray, S. R. Clarke, H. B. Hanmore, James G. Coats, S. L. Kyle, J. E. Sutton, F. C. Butterfield, W. W. Ross, C. T. Gregory, E. F. Kendal, F. R. Bryant and R. B. Harstone.

G. A. Glines was elected chairman, and W. W. Ross secretary. Messrs. Tupper, Macdonald, McArthur and Dexter were appointed solicitors, and Messrs. H. Sutherland, James G. Coats, G. A. Glines, J. E. Sutton, T. H. Gilmore, S. R. Clarke, M. A. McLean, E. F. Kendal and F. C. Butterfield provisional directors.

The offices of Messrs. Quinlan & Ross were fixed as temporary chambers, and Mr. W. W. Ross was appointed to secure further subscriptions for the stock. In this work he has succeeded so well that a second meeting was called for Monday evening to consider the advisability of increasing the sum to \$30,000, the whole of the \$20,000 having been subscribed. The results of that meeting will be found elsewhere in our columns.

The intention of the organizers is to inaugurate a general Stock Exchange in the city for the purchase and sale of bank and mining stocks, grain, and so forth. The work of organization will be perfected as soon as possible, and the solicitors have applied for letters patent. Once fairly floated, the Stock Exchange will prove a valuable institution to the city, and should wield a great power in the promotion of her commercial interests.

Mr. E. Sandford, of Hamilton, Ontario, one of the directors of the Portage, Westbourne & North-Western Railway is now travelling over that line on a tour of inspection, no doubt with a view of finding out what will be best to promote the best interests of that road.

Mr. H. W. D. ARMSTRONG and his party have finished their new survey of the Portage, Westbourne & North-Western Railway from Gladstone to Minnedosa. From the Beautiful Plain the line will traverse a new section of country by the way of Stony Creek. The party had to make a tramp of 40 miles from Minnedosa to Brandon.

The City Chimney Sweep is on a tour of inspection this week, and has authority from the City Fire Inspector to see to the cleaning of all flues which he considers in need of such an operation. It is to be hoped that his practical eye will detect every fire-trap in his track, and that his charge of 50c. for cleaning each chimney will prevent any conflagrations which might arise from carelessness in that way.

Winnipeg Wholesale Trade.

BOOTS AND SHOES.

There is no material change in the state of trade in this branch since our last issue. The demand from different localities is good, and the fall and winter goods for retailers are being rapidly sent out. Now winter consignments are being received, and but few further arrivals are expected for the season. Several opening stock orders have been received, and a steady trade for the present month seems certain.

CLOTHING.

Wholesalers and manufacturers report a good trade doing, and that winter goods are now in steady demand. Consignments for the season have nearly all been received, and the premises of dealers have a crowded appearance, which the present demand from the country will soon make changes upon.

DRY GOODS.

There is no material change in the state of trade in this branch, and the rush of a previous week continues. One leading house reports more goods sent out this week than during any previous week since they located in Winnipeg, and they are not the only firm who could give a similar report. Collections in the country are a little slow at present, and may be so for a week or so to come. This is to be expected, however, as crops are not marketed to any extent, and country retailers are confident of soon having heavy returns. A feeling of perfect confidence prevails.

DRUGS AND CHEMICALS.

The city trade holds steady and country orders are still numerous. Opening stocks occasionally drop in for filling, and a steady widening of the field of operations is going on.

FANCY GOODS AND SMALLWARES.

Trade in this branch is generally good, and a wholesale depot for such merchandise is being formed in Winnipeg. One of the most recent additions to the trade reports a steady growing business, and during the week past they have received heavy consignments from the East and Europe, which are going out almost as fast as received.

FISH.

The supply of fresh fish during the week was very limited indeed, while the demand was pretty good. Smoked eels and salmon have been received in considerable quantities, and are selling freely. The demand for canned oysters steadily increases, and prices hold firm. No reduction from last week has occurred, and prices still remain—comets, 75c.; selects, 65c. to 70c.; standards, 60c.

FRUIT.

Numerous consignments of apples have arrived during the week, and prices of these range from \$4.50 to \$5.50 per barrel. Grapes have been plentiful, and the threatened cold weather made wholesalers anxious to reduce stocks. Sales were made from \$3 to \$4.50, according to quality. Delicate fruits were not arriving in such quantities as during the previous week. Lemons were plentiful, and not in great demand. Sales were made at \$8 a case—a dollar under last week's prices.

FUEL.

No change has taken place in the price of coal, and intending purchasers are evidently

holding off to see what the transportations via Thunder Bay will do for lowering prices. Car lots of anthracite are quoted at \$15.30 to \$15.60; bituminous, \$12.50 to \$15. Wood is in good demand, and tending upward in price. Poplar still sells at \$7.25 for good dry; but tamarac has advanced \$1, and is now quoted at \$9. Slabs still sell at \$7 for oak, \$4 for dry pine, and \$3 for wet.

FURS AND HIDES.

Shipments of furs to the East still continue, but not in such quantities as last week. Prices still hold steady, and sales are all by private negotiation. Hides have stiffened up after the good demand of the previous week, and sellers are demanding higher prices, and holding with the determination of getting them. Some few sales are reported at last week's figures. Green hides, 5c. to 7c.; pelts, 15c. to 40.

FURNITURE.

No change has taken place in this branch during the week. Wholesale orders are coming in slowly, and country retailers are evidently waiting for an immediate demand before ordering.

GROCERIES.

Trade in this line has brisked up very much during the week, and wholesale houses are pretty rushed to fill country orders. Travellers returned from the West report good sales, and the prospect of a fine winter's trade. The numerous openings in new towns have added very materially to the volume of business done. Prices, while they have stiffened up, have not advanced. Sugars are quoted: Bright yellow, 9½c. to 10½c.; granulated, 11½c. to 11¾c. Green coffees are unchanged; Rio, 15c. to 18c.; Government Java, 25c. to 27c.; Mocha, 36c.

HARDWARE.

This branch of trade is in a healthy state. Both town and country orders come in freely, and confidence prevails all over the West. The stove department has received an impetus from the chill of the last few days, and the demands for these come in thick from the West. Collections are not so free as could be desired, but country retailers are not yet receiving their cash returns, and a speedy improvement in this particular is soon expected.

LUMBER.

The demand for building purposes increases rather than diminishes, and importers are pressed to keep pace with the same. The mills are running full power, and have a large stock of logs before them. Country orders have to be neglected to some extent, yet several heavy consignments have been forwarded to Regina and other Western points.

Prices remain the same as last week: Sheet-iron, \$28; Common dimension \$30 to \$32; Fencing, \$28 to \$34; Stock, \$33 to \$40; Flooring, \$35 to \$45; Partition, \$45 to \$50; Graded Clear, \$50 to \$70; Shingles, \$4.50 to \$6; Lath \$5.

STATIONERY AND PAPER.

Trade in this branch is generally good, although the busy season is only commencing. Travellers are now out, and country orders are expected now to come in freely.

WINES AND SPIRITS.

There is a steady good trade doing in this branch, with regular demand from the country. Collections are easy, and the trade is in a healthy condition.

The Commercial Travellers' Meeting.

The organization of a Commercial Travellers' Union, which has been advocated by THE COMMERCIAL, and ably aided by some of the leading Winnipeg travellers, culminated in a meeting at the Grand Union last evening, when it was decided to effect an organization.

At eight o'clock about 30 commercial travellers were present, when the meeting was called to order by Mr. J. T. Wilkinson, who also explained that the object was to effect a Commercial Travellers Association. He stated that there were some 70 travellers who went out from Winnipeg, and that an organization would be greatly to their mutual benefit. Through it they would be able to secure reduced railroad fare, hotel accommodation with sample rooms, that livery stables would give them special rates, and that it would aid in many ways in adding to the few comforts which the traveller enjoys.

Mr. Langridge was called to the chair, and Mr. Mackeand chosen as secretary. The following resolution was offered by Mr. Wilkinson, seconded by R. C. Hickson: "That this meeting, in view of the increasing number of commercial travellers in Manitoba and the North-West, and recognizing the advantages of an association, take the necessary steps towards the formation of a Commercial Travellers' Association for the Canadian North-West." After this resolution a spirited discussion arose upon the advisability of organizing a separate association or affiliating with the Toronto organization. Mr. Waller stated he was a member of the Toronto Association, but saw no benefit to be derived by becoming a branch of that organization. Mr. Mulholland spoke decidedly in favor of an independent union. Speaking at length about the position Winnipeg now held as a wholesale center, and stating that he could not see why the travellers of this country could not act independent of any other organization. Mr. Johnson said he was a member of the Toronto Association, and proposed to remain one, on account of the advantages it afforded, yet he would join the Winnipeg Union. Mr. M. A. McLean advanced some very good reasons why organization here should be separated, and although no vote was taken upon the question, it was evident from the feeling expressed by the applause rendered this gentleman that he expressed the sentiment of almost every traveller present.

Moved by Mr. Mulholland, and seconded by Mr. Wilkinson, "That the organization be effected, and known as the North-West Canadian Commercial Travellers' Association." Motion carried.

It was then moved "That a committee of five be appointed by this meeting to obtain all necessary information and draft bye-laws, to be submitted to a meeting to be held on Friday evening this week at eight o'clock, in the same room." Motion carried.

Moved by Mr. Dyer, and seconded by R. C. Hickson, "That the committee consist of Messrs. Mulholland, Wilkinson, Fanning, Johnson and Peck."

The meeting then adjourned, to meet Friday evening.

The Commercial

WINNIPEG, OCT. 10 1882.

IN EMBARKING on an undertaking of importance it is always encouraging to carry with you the good wishes of friends and onlookers, and feel that few, if any, wish you evil in your path. We have had a forcible realization of this feeling during the past week in connection with the reception given to the first issue of **THE COMMERCIAL**. The journals of this and other Provinces, and from the American side also, have extended to us the most hearty congratulations, and wished us all the success we can desire. The journals who have thus welcomed **THE COMMERCIAL** are too numerous for us to mention individually in our columns, but we feel bound to specialize our local contemporaries the *Times* and *Sun*. To all we return our warmest thanks, and at the same time assure them that our every effort will be concentrated for the promotion of feelings of unity in the Press of Canada in general, and Manitoba and the North-West in particular.

CASH PAYMENT VERSUS TRUCK.

THE word truck we must set down as an importation from Britain; and those who remember the labors of a Royal Commission some twenty years ago, can comprehend what the word implied so far as the payment of labor by employers went. That same Commission brought to light a grinding system by which operatives were to a certain extent compelled to accept goods at exorbitant prices instead of ready cash in return for their labor. Those who do not remember the labors of the Commission will find some wonderfully-vivid pictures of the system in its most repulsive forms in the late Lord Beaconsfield's novel of "Sybil, or the Two Nations." Truck of this kind has to some extent taken root on the American Continent, and on several occasions it has been exposed in its worst forms in the mining districts of Pennsylvania. As yet, however, it finds no place in the North-West, where the relation of the employer and the employed are of the most independent description. In many newly-settled portions of the West, both in Canada and the United States, a system of more truck creeps into ordinary business transactions which it takes many years to eradicate, even after it has been recognized as an evil.

This system is simply the exchange of produce for merchandise, which frequently leavens every other branch of trade, until often the artisan finds it difficult to get cash payment for his labor. The mildest form of this system is to be seen in the local advertisement of the country merchant, who offers goods in exchange for farm produce; while a case of the worst type is to be found in the Kansas editor who published in his editorial columns his willingness to take payment of subscription in side pork, pickled cucumbers, or early rose potatoes, but at the same time signified his determination not to accept slough hay, wet cord wood, or religious tracts in lieu of legal tender.

It is astonishing how rapidly an evil like this will grow in a new country, and it is satisfactory to notice that the system has no footing in Manitoba. Money for merchandise or labor is the invariable rule in this country, and it is to be hoped that it will long continue so. There is, perhaps, no portion of the American Continent where the possession of money more or less by every person is so marked. The most prosperous of new countries usually have their successful and wealthy men, but at the same time their unfortunates, and to use the slang phrase "Dead broke brigade." In Manitoba, however, matters are very different, and impecuniosity is a thing almost unknown in the Province. The steady stream of capital from other countries which is flowing in and finding safe and remunerative investment has, no doubt, something to do with this state of affairs. Be that as it may, the facts above stated have tended much to produce the solid system of trading upon a basis of cash payment instead of truck.

COMMERCIAL HOTELS.

THE crowded state of hotels in Winnipeg last winter will be long remembered by those who were compelled to make their abode in such houses, and we doubt if any lot of business men profited more as a class by the boom of that season than the hotel proprietors. A great increase to the accommodation in that line has been made, and the travelling public will now find in the city hotel comforts such as are not surpassed in any new city of the West or North-West. Still there is great room for improvement in these traveller's homes, and in no particular is it more necessary than in the accommodation pro-

vided for Commercial Travellers. We cannot expect Boniface to introduce the old English system of the Commercial Room with all its conventional exclusiveness; nor, indeed, could such an introduction be any great advantage in a city like this. There are many other points, however, in which a little catering for the special convenience of these heralds of commerce would be for the profit of all concerned. For instance, there is not a hotel in Winnipeg with sufficient sample-room accommodation for half-a-dozen men who carry a large and varied line of samples, and in several houses of considerable pretensions no such room is to be found. A great many travelling men are thus compelled to secure a room away from their hotel, and without taking into consideration the inconvenience this causes such rooms provide very little safety for men who carry valuable goods in their cases. This is but one particular in which our hotels are deficient, and we could mention numerous others.

The great rush of settlers, speculators and prospectors will not always make a stopping point of Winnipeg, or at best many of these classes will soon have reason to make their stay but short. Other cities with extensive hotel accommodation are springing up West of this, where such can make a temporary home nearer their field of operations. The days are gone when the principal attraction of a leading Winnipeg hotel was a real estate auctioneer bellowing the merits of town lots in its billiard room or office, and landlords will yet find that the itinerant mercantile men are about as good a class of patrons as they can court the favor of. A little more attention, therefore, to the wants of this class would well repay those hotel men who will bestow it, and it would certainly prove of value to the mercantile classes of the city itself.

THREATENED RAILWAY WAR.

Persons who have studied the railway interests of the North-Western States, must have come to the conclusion that outside of the St. Paul, Minneapolis and Manitoba, and Northern Pacific Railway Companies, only two interests exist West of the Mississippi River. One of these is the combination of the Chicago, Milwaukee and St. Paul, and Chicago and North-Western Railways and the other is a fusion of the Chicago, Burlington & Quincy & Chicago, Rock Island & Pacific lines. Numerous local

lines exist, and are managed by independent directorates, although their independence rests solely upon the jealousy of the two great combinations above mentioned and in a struggle between these two interests the least important of these local Companies takes its side, more as a matter of necessity than otherwise, and with all the importance it is possessed of, echoes its "Me too."

The Chicago, Milwaukee & St. Paul, & Chicago & North-Western interest have long held a monopoly in a large portion of the American North-West, and it is only since the Rock Island managers secured control of the Minneapolis and St. Louis line that they have had any formidable opposition, when we take into consideration how long they have been thus privileged we can account for the stubbornness with which they oppose every encroachment of their rivals. But it is now a settled fact that the Chicago Burlington & Quincy and Rock Island interest are competitors for the traffic between St. Paul and Minneapolis and Chicago, and the opposing combination have so far recognized this fact as to endeavour to get up a pool, which a few weeks ago seemed likely to be satisfactorily arranged, and preliminaries were so successful that no rupture occurred during the month of September. This, however, was evidently only the lull before the coming storm, and October opened with a wrangle over grain rates from St. Paul and points North of it to Chicago and Milwaukee, which a conference of the managers of these interested lines failed to settle, but which tended only to widen the breach. A war on rates seems now unavoidable, and we may expect soon to hear of these being mercilessly cut down, in which struggle the public may profit for a time. The question is one which interests the people of Manitoba very much, as our communication with the Eastern Provinces during the winter must be over some of these lines, and our trading public may for a time secure some small rebate on the heavy freights they have hitherto paid. Some arrangement may soon be made, however, by which the threatened war of rates may be averted, although the prospect of a settlement of the dispute seems far off at present. No open fight in the North-West has yet taken place between the two interests, and like pugnacious schoolboys they may have a determination to test each other's strength, and be better friends after the

fight is over. Men, and even railway managers are but boys grown old, and at times will show the pugnacity, if not the bravo of boys.

Should such a struggle be entered into in the North-West it will doubtless be carried on with stubbornness and bitterness. It is less than two years since a similar railroad war was inaugurated in the South-West, when passengers were carried from Chicago to Kansas City, a distance of 500 miles, for fifty cents, and freights for less than would pay the coal of the locomotives which hauled them.

We have no desire to see such a struggle commenced, as after such, a reactionary policy is usually introduced by which the general public eventually pay dearly for the temporary advantages they may have secured. But if it must be commenced and carried on, we can fall back upon the cynical satisfaction that the business public of Manitoba will be among the first to profit thereby.

THE PRICE OF GRAIN.

PROPHESY is a commodity of which THE COMMERCIAL will at no time carry a heavy stock, and the deficiency in that line tallies ill with the demands being made for an estimate of the probable price of grain during the coming winter. The steady fall in the price of wheat has been going on at the great storage centers has created a desire with numerous farmers and possessors of grain in the North-West to hold for higher figures. Whether such a course is a proper one can only be determined by a view of the supply and demand as it at present exists.

There can be no doubt but the speedy closing up of the Egyptian difficulty had a powerful influence in bringing about the recent rapid decline in wheat. Not that the Egyptian surplus takes any prominent part in regulating the markets of Europe, but the settlement of difficulties gives a promise of general peace over that Continent and consequently of lower prices. This with the average good crops of the grain growing districts of Europe has unquestionably proved powerful in bringing down the strained state in which Canadian and American markets were during July, August, and the beginning of September. Prices may now be said to rest upon a solid basis, and the best index to the future of markets is to be found in the quantity of grain in prospect on this Continent.

We cannot do better than take Chicago

as an index in this estimate, as its influence in grain prices is certainly the greatest. We find the wheat in store there at the opening of October was 2,488,572 bushels compared with 3,318,194 bushels at the corresponding period of 1881. Corn shows 2,688,226 bushels this year compared with 8,339,783 in 1881. Oats shows 505,715 bushels compared with 403,272 in 1881, and barley 104,675 bushels compared with 403,272 last year. In comparing the figures of other grain centers in the States and Canada we find very little variation in these comparisons with the exception of St. Louis, where the rapid growth of the barge transportation system down the Mississippi River during the past year has made that city much more of a grain-storage point than formerly. There the amount in store is nearly 15 per cent. in increase of that of last year, but even this affects the total figures but very little. The wheat on sight, therefore, at the principal points is over 25 per cent. less now than at this time last year. Corn shows a decrease of over 70 per cent, while oats and barley show much less differences.

If we look at the daily receipts we find they are not in excess of last year even calculating the increase of business in St. Louis, but are rather under, and in corn, owing to the destructive late frosts of last spring, they are much less. Making all allowance, therefore, for the improvement in European crops this year, and consequent lessening of the deficit in that Continent, the shortage in surplus on this side of the Atlantic will be all required so far as wheat is concerned, and in corn it will not begin to fill the probable demand. Oats and barley being cereals which, as a rule, find a home market are not materially affected by foreign demands, but the scarcity and high price of corn must cause an increased demand for the former to be used as a substitute, and even wheat will be to some extent called in for a similar purpose. Without, therefore, entering the realm of prophesy, we may safely calculate that wheat has reached its bottom figures, or nearly so, and that the outlook promises higher prices in the near future, although the fancy figures of the past summer cannot be again reached unless some yet unforeseen circumstances come to pass.

In oats and barley it is unnecessary to give an estimate of prices, as the local demand in the North-West still equals, if it does not exceed, the supply, and prices must

for another season at least be regulated by local circumstances. This winter, however, Manitoba will have a surplus of wheat, and the plodding farmer of the Province must now submit his products in that line to the fluctuations of distant markets.

A NATIONAL CURRENCY.

Under this heading the *Meaford Mirror* recently published an article, in which the evils of the present system of Canadian banking are carefully shown up. The system of shaving notes issued in one Province at banks in others is the principal complaint made; and cases where a shave of 7 per cent is the custom, are quoted. The article is certainly explicit in its tone, and makes a bold claim for a currency issued by the Federal Government, as the only system that will guarantee perfect financial safety to the people of Canada.

Like most articles on such subjects, this in the *Mirror* discusses only one side of the question. While it must be admitted that a discount is often demanded on the bills of some Canadian banks, there are others whose bills are freely accepted at par in the leading cities of the United States, showing that the present system of banking in the Dominion must afford no small security in the question of currency.

But Canadian bank bills are not the only ones discountable within the limits of their own country. The notes of Scotch and Irish banks are taken at a discount in England, while those of the best English banks are subject to the same in the two sister countries. Even the water-marked notes of the Bank of England are not wholly exempt from this rule, but are subject to a small discount in Scotland, so that the best national paper in the world does not at all times carry its full value.

It seems strange that an agitation for a national currency should be advocated in Canada, when the statesmen of the United States are greatly troubled about finding a substitute for one which they have now tested for twenty-one years, and one which legislators who assisted in its establishment now characterize as a system suited only for the emergencies which civil war created; while a few go so far as to make the system responsible in a great measure for the misguided agitation for an irresponsible national currency which spread over that country during the closing years of the last de-

cade, and which is still in a smouldering state, and likely yet to cause unlimited financial annoyance.

There can be no doubt but a national currency will tend to greatly mitigate the evil of a discount on what we accept as money, but before entering upon such a radical course of legislation, it would be well to carefully guard against bringing about financial evils equally as great, if not greater than those of which the *Mirror* complains.

DEATH OF CHIEF JUSTICE WOOD.

It is our painful duty this week to record the death of the Honorable Edmund Burke Wood, Chief Justice of Manitoba, which occurred suddenly on Saturday evening last. His Lordship had occupied his position on the Bench during the day, and shortly after 4 o'clock in the afternoon was attacked with paralysis, from which he never rallied, but sank quickly and died about 8 o'clock in the evening. His death is deeply regretted by all residents of Manitoba, and he will be mourned over the length and breadth of the Dominion of Canada.

His life has been one of unceasing toil, and from his admission to the Bar in 1853 he steadily made his way to a place among the brilliant legal lights of the Dominion. To him the labors of his office of Judge seemed a pleasure and not a toil, and from the commencement of his practice success in his profession, with a disregard for personal gain, has characterized his whole career. It is not to be wondered at, therefore, that after his long life of effort for his country and for the maintenance of right between his fellow men, death found him comparatively poor in a worldly sense, but rich in the esteem of his countrymen and his brethren of a profession which his brilliant talents and course of rectitude graced.

His Lordship's death, although sudden, could not be called unexpected. For two years back he has been afflicted by occasional attacks of paralysis, which, with his advanced age, gave unmistakable signs of early dissolution. While, therefore, he retained his full vigor of mind up to the day of his death, and died at his duty, so to speak, he was well aware for some time that he was

"Only waiting till the shadows were a little deeper grown;
Only waiting till the glimmer of the evening sun was gone."

He has passed from among us, leaving countless friends to mingle their grief with that of a bereaved wife and family.

A GRAIN-STORAGE SYSTEM.

With the inauguration of a Stock Exchange in Winnipeg, it is not out of place to drop a few hints regarding a storage system for the surplus grain which must soon be carried at some point in the North-West. The present crop, or at least that portion of it which will have to be stored over winter, can be easily taken care of at the private elevators and warehouses now in existence, or in course of construction. But with the extent of land that has been broken up this summer and ready for seed next spring, there is every probability of a heavy surplus next fall, if we are only blessed with a good crop.

The storage of grain at some point near where it is raised is one of the best methods for forming a regular market for the same all over the surrounding country, so that dealers and farmers can secure prices with a minimum of commissions deducted for its handling. Grain stored thousands of miles away from where it is raised is invariably only a commodity for the buying and bearing of speculators who have no part in its raising or actual marketing. The people of Chicago recognized this fact at a very early date of that city's history, and the care which they bestowed upon the organization and extension of their storage system has made that city the greatest grain center on the American Continent, if not in the whole world. Other cities, like Milwaukee, Cleveland, and other lake ports, had equal opportunities, but they neglected them in the early years of their growth, and Chicago secured a lead which she has maintained to the present day, and which other cities are now powerless to rob her of.

Winnipeg is admirably suited, both in location and otherwise, for a great grain center, and with the richest wheat fields of the world tributary to her, her citizens are to blame if she does not become the Chicago of the Canadian North-West. She has the advantage of Chicago and Milwaukee in so far as she has their experience to be guided by, and the evils which were attached to the elevator systems of these cities in early days she can easily avoid, and start out upon a solid and safe basis.

We have no desire to commence a course of lectures to the newly-organized Stock Exchange, but we may be pardoned if we suggest that the members thereof cannot find a greater work to

engage in where they will accomplish so much for the centering of the trade of the North-West in their own city.

THE SCARCITY OF HOPS.

In our last issue appeared a short paragraph on hop culture in Manitoba, which has attracted the attention of some of our brewers and parties interested in securing a plentiful supply of this product. All who have communicated with us on the subject have urged the necessity of that branch of husbandry being established in the Province, and not one has expressed a doubt about its being a success. The local demand is now quite a heavy one, and has the prospect of increasing very rapidly; but for shipment to Eastern markets the raising of hops would undoubtedly prove one of the most profitable occupations connected with the products of the soil.

The following article from the *Montreal Gazette* of October 4th, gives a clear idea of the scarcity of hops at present in the Eastern Provinces. It is headed, "The excitement in hops," and is well worthy the consideration of parties interested:--

"Parties in the trade here inform us they never remember anything like the excitement at present existing in the hop market, and certainly nothing comparable to the recent sharp advance in value. Most of the crop has already been bought up by parties who are shipping it out of the country, at a time when the home trade never needed it more, all the old supplies having been previously exhausted. The growth in Prince Edward County, we believe, has been swept up by Montreal buyers, most of which has been re-sold at a handsome profit to an English house. In Dundee section, the bulk of the growth is said to have passed into the hands of a New York house, and those lots which are left in growers' hands are held for very much higher figures than can be had for them to-day. We learn of a consignment of 50 bales hops just received in this city with instructions from the shipper to hold for 75c. per lb. Prices are quoted to-day at 55c. to 60c. per lb. The opinion has been expressed in the trade that Canadian brewers will have to import hops before another crop comes round, as it is generally admitted that a large portion of the whole crop of Canada has been sold for export to the United States and England. Enquiries for hops are already being received here from the country, a round lot being asked for yesterday by a Western buyer. Latest cables quote the English and Continental markets in favor of sellers, prices continuing to rule high."

A system of hop culture in this Province would do much to prevent such an excitement.

RUMORED RAILWAY AMITY.

The *St. Paul Pioneer Press* of the 5th inst. published a special telegram from New York to the effect that an amicable arrangement had been reached by the Northern Pacific, and St. Paul, Minneapolis and Manitoba Railways, regarding their interests in the North-West. According to this rumor, which the telegram in question claims only to be, the Northern Pacific will gain possession of the line from St. Cloud to Minneapolis and St. Paul, which will enable them to travel on their own line clear into these cities. They are also to gain possession of the east and west roads in their territory. The St. P., M. & M. are to acquire possession of the Castleton Branch, and are to be left in undisputed possession of their monopoly of the traffic to Manitoba.

How much truth is in this rumor we are not prepared to say, but if substantially correct it throws some light upon the sell-out of the Manitoba Southwestern, of which a local daily recently accused the managers of that road. The arrangement would be simply a monopoly in the great North-West of the north and South traffic by one company, and of the east and west traffic by another. The arrangement would prove a sad disappointment to those people of Manitoba who have so long looked for and depended upon the crossing of the boundary by some Canadian line to meet the Northern Pacific. It shows plainly, however, that the intents or complaints of the public are only a secondary consideration with railway corporations when their own interests are at stake. Could the Northern Pacific secure an entrance to Manitoba the managers would in all probability soon arrange a pool with the St. P. M. & M., which would place the people of this Province under a much more powerful monopoly than they now are in railway matters. We are justified in this opinion when we view the actions of these companies. North of Fargo, the St. P. M. & M. have no opposition, and they carry passengers at the rate of four cents a mile. West of the same city the Northern Pacific have a monopoly, and they charge passengers five cents a mile. There has been a great amount of gush in this Province about what the latter company would accomplish for us could they only secure an entrance. It must be remembered, however, that the Northern Pacific are like all other railway corpora-

tions, and know well how to avail themselves of the advantages of a monopoly.

The *Toronto World* of the 3rd inst. contained an article on loan companies, which commences by agreeing with the opinion that such companies are an unmixed evil in Canada. The high rate of interest charged on loans, and the additional commissions of agents are the principal arguments used against them, and the terrible loss to the farmer in running to town after a loan, is summed up with telling effect. The extravagant management of loan companies is advanced as the reason of these high rates of interest, and the law of supply and demand is completely ignored.

The *World* does not understand the wants of the North-West, or it might contain different opinions regarding these companies. But it is unnecessary for us to state this, as their articles on the Prairie Province during the boom of last winter, which so thoroughly misrepresented its advantages and prospects, proved that the managers of that journal were but poorly informed about the country altogether.

We learn that Sir Charles Tupper, in company with Mr. Stephens, of the C.P.R. Syndicate, are expected in Winnipeg by the train from the south this evening.

Our contemporary, the *Sun*, states that in conversation with one of their reporters the Hon. Gilbert McMicken expressed his opinion that insurance rates in this city could be lowered. Mr. McMicken is certainly an authority on this subject, and we should like to see his opinions taking practical shape.

It is our aim to secure the class of news which will be of most value to the business circles of the North-West, and in our endeavours in that line we respectfully solicit the co-operation of this class. We shall be pleased to give publicity to any matter which will be for the benefit of any branch of business, and we solicit correspondence on such subjects.

Mr. James G. McDonald, of this city, has secured the contract for the building of the new C.P.R. depot, which will be a fine brick structure, and will cost somewhere in the neighbourhood of \$75,000. The brick will be supplied from Mr. McDonald's own yards.

STEEN & BOYCE, 16 JAMES ST. EAST

→: ANNOUNCEMENT. :←

We beg leave to inform the public that we have lately established ourselves
in this City as

PUBLISHERS, PRINTERS, BINDERS, LITHOGRAPHERS & ENGRAVERS.

We have fitted up our place at 16 James St. East with the latest improved Cylinder and Bed and Platen Presses of English and American make, and a large assortment and good variety of type suitable for the printing of Newspapers, Books, Pamphlets, Circulars, Rail Road, Commercial and every class of Job Work, especially the finer grade of printing.

We carry a large stock of Papers, Envelopes, Advertising Cards, Gold Bevel, Plain and Scored Visiting Cards, Business Cards, Folders, Programmes, Wedding Cards, Paper and Envelopes, Papeterie, Tags and Labels; also a full line of J. A. Lowell's Covers.

Our prices are as low as are consistent with a legitimate business, and the class of work expected

PRINTING.

We operate our printing department DAY AND NIGHT, and we are prepared to turn out upon short notice almost any quantity of work, and are fully able to fulfil the following statement:

ALL WORK PROMISED BY US WILL BE FURNISHED WITHIN THE TIME SPECIFIED.

LITHOGRAPHING, ENGRAVING AND BINDING.

In these departments we are prepared to furnish Lithographed Town Site Maps, Letter Heads, Bill Heads, Envelopes, Labels, &c. plain or in colors. Or Wood or Photo Electrotypes of Buildings, Streets, Scenery, or any general Engraving. Also do any general Binding or Blank Book Work.

We employ none but skilled workmen in all our different departments, who thoroughly understand their business. We would respectfully solicit the public to give us a trial.

STEEN & BOYCE,

Publishers, Printers, Binders, Lithographers and Engravers.

16 JAMES STREET, EAST, WINNIPEG, MAN.

THE MARKETS.

WINNIPEG.

GRAIN AND PROVISIONS.

The rain of last week and other circumstances have combined in holding back the receipts of grain, while farmers show a disposition to hold for higher prices. Quite a few cars of wheat and several of oats have been received, Portage la Prairie contributing the heaviest share of the former. Still the receipts of wheat are not more than enough for millers to supply local demands, and no attempt at car lot shipments of flour has been made.

WHEAT.

Notwithstanding the reports of dull Markets east, prices have held firm all week at least for the best lot of hard wheat. Scotch life still ranges from 85c. to 90c. according to quality, while softer qualities are but little in demand. The quality of life so far has been good, and promises to continue so.

BARLEY.

No car lots have as yet arrived from other towns, and the street receipts amounted to only a few wagon loads, all of which were of excellent quality, showing plumpness and color. One lot in particular was particularly bright, and weighed over 48 pounds per bushel. The price paid has been 60c. with scarcely a variation. No rye or buckwheat has as yet put in an appearance either by rail or on the streets, and reports indicate that the available supply this season will be very limited.

FLOUR.

No shipments of car lots are reported, and the local demand still requires all the available wheat. Prices have made no material change since the previous week, and quotations are as follows: Patents \$3.60; Bakers \$2.80; Traders \$2.00 per hundred.

SHORTS.

The demand has not increased any during the week, and prices hold steady at \$12.00 per ton.

BRAN.

Prices are unchanged from those of last week, namely, \$10.00 a ton, with few heavy sales to report.

BUTTER.

Receipts from the east have not been heavy, although quite a number of car lots are now in transit. Prices for Ontario receipts are unchanged, prime lots ranging from 26c. to 28c. and inferior grades from 18c. to 24c. There is a growing scarcity of fresh butter from local dairies, and the prices of such has an upward tendency, although no transactions are reported over 30c. a pound.

EGGS.

The supply is daily becoming more limited, and an advance of one cent has been made on last week's prices, making 28c.

HAMS.

There has been a decided stiffening-up in prices during the last few days, and only a few sales have been made at 19c., while a very large proportion of the business has been done at 20c. and a few transactions have occurred at a shade above the last figure. The demand keeps steady and an advance during the next few days will in all probability be made.

BACON.

No perceptible advance in prices has taken place during the week, but a firm feeling is general all over, and higher prices may be expected at any time. Clear smoked holds at from 18½c. to 20c., and long clear smoked from 18c. to 19c. The demand, especially from the west, is good even at these high figures.

MESS PORK.

The steadily-increasing demand and the continued rise in pork at the great packing points has caused an advance of from 50c. to \$1.00 during the week. The lowest sales reported were at \$28.50 and numerous transactions have

taken place at \$29.00. The prospect is that these figures are not likely to be reduced.

CORNEB DEEP.

No advance in price has taken place, quotations being \$20.00. In sympathy with mess pork, however, quite a firm feeling has developed.

MINNEAPOLIS.

Tuesday's market was on the whole a firm one although corn and oats were rather quiet. Receipts of grain, especially wheat, were liberal and sales free.

WHEAT ranged: No. 1 hard, 98c. to \$1.00; No. 2 hard, 93c. to 95c.

CORN was quoted: No. 2, 62c., rejected 60c. to 61c. Scarcely any sales were reported.

OATS were sold freely at 34c. to 35c. for No. 2 white; No. 2 mixed, 34c. to 34½c., rejected 28c. to 32c.

FLOUR was quoted: Patents, \$6.50 to \$7.25; straights, \$5.75 to \$6.25; clears, \$5.50 to \$6.00.

BRAN.—A dead-lock lasted all day, sellers demanding \$8.00 a ton free on board in sacks, and buyers offering \$7.30 to \$7.50.

SHORTS.—Sales were few and the feeling weak, prices ranging from \$8.00 to \$11.00 a ton, according to quality.

Wednesday's market developed quite a confident feeling and prices ruled firm. Receipts of grain were good, and sales, especially of wheat, were free and numerous. Oats were steady and corn rather quiet.

WHEAT sold: No. 1 hard, 99c. to \$1.00; No. 2 hard, 94c. to 95c.; No. 1, 93c. to 95c.

CORN.—Very few sales were effected, and prices were merely nominal. No. 2 was quoted 62c. and rejected 60c. to 61c.

OATS were quoted: No. 2 white, 34c. to 35c.; No. 2 mixed, 34c. to 34½c.; rejected, 28c. to 32c.

FLOUR quotations varied very little from those of Tuesday, and were as follows: Patents, \$6.50 to \$7.25; straights, \$5.75 to \$6.25; clears, \$5.50 to \$6.00; low grades, \$2.50 to \$3.50.

SHORTS were slow in sale, and quotations were \$8.00 to \$11.00, according to quality.

BRAN was offered at \$8.00 a ton, free on board, but no sales were made, buyers refusing to go beyond \$7.25.

Thursday's market was a firm one all round in grain, especially in the hard grades of wheat, corn being the only weak point. Receipts were good.

WHEAT was in good demand, and sales were reported from 99c. to \$1.00 for No. 1 hard; No. 2 hard, 93c. to 95c.; No. 1, 93c. to 95c. A firm feeling prevailed all day.

CORN quotations were nominal, but few sales being made. No. 2, 62c.; rejected, 61c.

OATS were steady, but not inclined to advance in price. No. 2 white quoted at 34c. to 34½c.; No. 2 mixed, 32½c. to 33½c.; rejected, 28c. to 32c.

FLOUR.—An easy feeling prevailed, and stocks on hand were heavy. Patents sold at \$6.50 to \$7.00, with \$7.25 asked; Straights, \$5.50 to \$6.25; Clears, \$5.50 to \$6.00; low grades, \$2.50 to \$3.50.

SHORTS were quoted at from \$8.50 to \$11.00 a ton, according to quality, with liberal offerings and few sales.

BRAN was quoted at from \$7.75 to \$8.00 a ton, free on board, and several good sales were made at the lower figure, but only a few at the higher.

Friday's market was particularly firm in grain generally, and particularly in the hard grades of wheat. Flour was weak, and the stock on hand heavy.

WHEAT quotations were: No. 1 hard 99c. to \$1.00, but later in the day sellers refused to let go at \$1.00; No. 2 hard, 93c. to 95c.; No. 1, 93c. to 95c.

CORN.—No trading was done, and quotations

were nominal, although higher than those of yesterday. No. 2, 64c.; rejected, 60c. to 62c.

OATS.—No. 2 white sold at from 34c. to 35c.; No. 2 mixed, 34c. to 34½c., and rejected, 28c. to 32c.

FLOUR quotations were: Patents, \$6.50 to \$7.00; Straights, \$5.75 to \$6.50. Clears, \$5.00 to \$5.75; low grades, \$2.50 to \$3.50. Eastern buyers were holding, off for lower figures.

SHORTS were quoted at \$9.00 to \$10.00 a ton, according to quality. Offerings were large and buyers scarce.

BRAN.—Buyers offered \$7.75 to \$8.00 a ton, free on board, while sellers were holding for \$8.25. Offerings were heavy, but held firm.

CHICAGO.

Tuesday showed a short lull in the downward tendency of wheat, while corn held firm and advanced a little, pork still tending upward. Prices were:

WHEAT: opened at 94½c. and closed at 94½c.

CORN opened at 61c. advanced to and closed at 61½c.

OATS opened at 32½c. and after a few slight fluctuations closed at the same figure.

PORK opened at \$22.35, advanced steadily to \$22.55 and closed at that figure.

LARD opened at \$12.37½, advanced to \$12.88 held firm and closed at that figure.

The Market was a hopeful one even in wheat.

Wednesday's market was a slow one in almost everything. Wheat slow in sale, corn stationary, oats weak, and pork and lard easier. Quotations were as follows:

WHEAT opened at 94½c., fluctuated scarcely and closed at 94½c.

CORN opened at 61½c., eased off and closed at 61½c.

OATS opened at 31½c., dropped to 31½c., stood there lifeless and closed at that figure.

PORK opened at \$22.70, advanced to \$22.80 and closed at that figure. A strong but ineffectual effort was made to break prices.

LARD opened at \$12.90, was confined to 5c. range all day and closed firm at \$12.95.

Thursday's market was a firm one in every class of grain except barley, and in wheat, corn, and oats small advances took place. Liverpool reports were encouraging. Pork and lard both made a steady advance, and closed with a decided upward tendency.

WHEAT opened at 94½c., rose to 94½c., fluctuated for some time, advanced again to 94½c., and closed firm at that figure.

CORN opened at 61c. above the closing quotations of Wednesday, held firm for a time, and finally advanced to 62½c., at which it closed.

OATS.—Receipts were light, and prices advanced from 31½c. to 32½c., at which they closed.

PORK.—A good demand existed, and prices crept steadily up. Opening sales were made at \$23, but an advance to \$23.25 was made, and a closing was made at that figure.

LARD opened at \$12.70, and soon showed an inclination to advance. \$12.97½ was reached, and \$12.95 was laid at the closing.

There was a lack of firmness in every department of Friday's market, and even pork eased off somewhat, although it rallied somewhat near the close. Receipts of grain were good, and sellers were plentiful. Corn only held firm.

WHEAT opened at 94½c., rose to 95c., eased off, and closed at 94½c.

CORN opened at 61½c., advanced to 62½c., and closed at 62½c.

OATS opened at 32½c., remained motionless all day, and closed at the same figure.

PORK opened at \$23, declined to \$22.80, recovered again, and closed at \$22.95.

LARD opened at \$12.95, declined to \$12.80, advanced and closed at \$12.95.

TORONTO.

Last week opened with a dull feeling and limited receipt of grain. Tuesday showed some improvement and better receipts of grain. Prices were firm as a rule, barley being the only exception.

GRAIN & PRODUCE.—Fall wheat sold on the street at from 90c. to 94c., and No. 1 spring from \$1.02 to \$1.08. Oats sold at from 40c. to 43c., according to quality. Barley had a wide range, lower qualities selling at 55c. and even under that figure, while bright lots brought as high as 83c. It is estimated that 30,000 bushels of this grain changed hands. Butter made no change from the figures of the previous day. Produce transactions were few.

Stocks.—Tuesday's market could not be termed fruitful of transactions, and quotations during the day were as follows:

Montreal, 211½ and 211½, transactions 5 at 211, 25 at 211½; Ontario, 129 and 128½; Molson's sellers 132; Toronto, 191 and 189; Merchants, 131½ and 131; Commerce, 144 and 143, transactions 15 at 143½; Imperial, 144½ and 144, transactions 20 at 144½, 10 at 144½, 30 at 144, 5 at 144½; Federal 156½ and 156½, transactions 20 at 156, 40, 20, 100, 10, 10, 55 at 156½, 190, 10, 10, 20, 40 at 156½, 10, 10 at 156½, 10 at 157, 45, 10, 10, 10 at 156½, 20, 11, 9 at 156½, 9 at 156½; Dominion, 211½ and 211, transactions 100, 30 at 212, reported 20 at 212, 20, 140, 40 at 211½; Standard, 114½ and 114, transactions 15 at 113½, 50 at 114, 20 at 114½.

The Produce market of Friday was a poor one, barley being the only grain of which was well represented. The following quotations show that very little change in prices had taken place: Hay was in good supply at unchanged prices \$12.50 to \$15. Straw, \$7 for loose, \$10 to \$11 for banded. The grain market was also light. About 400 bushels of wheat sold for 95c to 97c for fall; spring sold at \$1.03 to \$1.08; goose, 76c to 78c. There were about 10,000 bushels of barley sold at 58c to 84c, the bulk was sold at prices between 65c and 75c. A small quantity of oats sold at 43c to 45c. Peas sold at 70c. Rye sold at 66c. Hogs are unchanged at \$8 to \$8.50.

MINNEAPOLIS.

Saturday's market was rather strong.

Flour differed little from Friday's figures. Patents, \$6.50 to \$7.00; straights, \$5.75 to \$6.50; clears, \$5.00 to \$5.75; low grades, \$2.50 to \$3.50.

WHEAT: No. 1 hard, 99c. to \$1.01; No. 2 hard, 94c. to 97c.; No. 1, 94c. to 97c.

CORN was nominal. Quotations same as Friday's.

OATS were unchanged, 35c. being paid for No. 2 white.

BRAN and shorts quotations were unchanged.

CHICAGO.

Saturday's market showed little change.

WHEAT was easy, opening at 91c. and advancing to 93½c.

CORN held firm and closed at 61½c.

OATS varied but little from Friday's quotations and closed the same.

PORK still held firm, although attempts were made to break prices. After a few fluctuations prices closed at \$23.00.

LARD was steady and firm, closing 10c. below Friday's closing figures.

TORONTO.

Special Despatch to The Commercial.

MONDAY, OCT. 9. Produce has been more active for a few days. To-day flour sold freely, superior extra at \$4.80, and extra at \$1.70, with

quite a heavy demand for both at these prices.

BRAN was firm at \$12.50 a ton.

WHEAT sold at \$1.00 for No. 1 fall; at 97c. to 99c. for No. 2, and 95c. for No. 3. Spring wheat less active than fall. No. 2 offered at \$1.02, and buyers offering \$1.00.

OATS were scarce, and cars to arrive sold at 41½c. spot, and later 42c. and even 43c. asked.

BARLEY was active, notwithstanding the heavy receipts during the past week, which on the street reached 100,000 bushels. Prices ranged from 58c. for No. 3 to 84c. for No. 1. Most sales are reported between 65c. and 76c.

STOCKS 18 Stone.—Flour, 25,000 barrels; fall wheat, 28,156 bushels; spring wheat, 5,466 bushels; oats, 200 bushels; barley, 61,653 bushels; peas, 4,371 bushels; rye, 6,284 bushels.

BUTTER was active. Shipping lots sold at from 16c. to 17c. and choice dairy at 18c. to 20c. Eggs very scarce and sold at 20c.

MEAT was very scarce. Long clear bacon sold at 14c.

STOCKS.—A weak market to-day with a sudden firmness at the close. Montreal closed 211½, sales at 211; Ontario at 128½, sales at that figure; Toronto, 187½, sales at 187½ to 188; Commerce, 143½, sales 143 and 143½; Imperial, 144½; Federal, 163, sales 161½ to 163; Dominion, 211½, sales 212; Standard, 116½, sales 117; Hamilton, 117½; Ontario and Qu'Appelle wanted at 203, but none offered.

CHICAGO.

Special Despatch to The Commercial.

CHICAGO, OCT. 9.—Wheat held steady all day, declining slightly near the close. Closing figures 94c. cash, and 95½c. Nov.

CORN was weaker to-day and declined to 63c. for cash, at which figure it closed, Nov. 63½c.

OATS were weak and suffered a decline, closing at 32½c. cash, 32½c. Nov.

PORK did not show the firmness it has for a few days, but no decline took place. Closing figures were \$23.05 cash, \$21.20 Nov.

LARD was unchanged from yesterday and showed no life.

MINNEAPOLIS.

Special Despatch to The Commercial.

MINNEAPOLIS, OCT. 9.—Flour was in moderate demand to-day, and sold—Patents, \$6.50 to \$7.25; straights, \$5.75 to \$6.50.

WHEAT.—No. 1 hard sold \$1.00 to \$1.01, No. 2 hard 95c. to 97c.; No. 1 95c. to 97c.

CORN was very slow in sale. No. 2 was quoted 63c. and rejected 62c.

OATS were weak and suffered a decline. No. 2 white was quoted at 34c.; No. 2 mixed 33c.; Rejected, 28c. to 32c.

BARLEY was quoted. No. 2, 78c., and No. 3, 55c. to 60c. Few sales were reported.

WINNIPEG MONEY MARKET.

The demand in the city for money still continues active, and a feeling of slight stringency has prevailed during the greater portion of last week. This is in sympathy with Montreal, and cannot be attributed to any extent to local causes, although most of our banks are discounting only for regular customers. No inconvenience is felt in commercial circles, and in that branch of business perfect confidence prevails.

First-class mortgage loans on landed property can be made at from 9 to 10 per cent., but only first-class are acceptable. The best mercantile paper is discountable at from 8 to 9 per cent. and ordinary commercial at from 10 to 12. Only paper at short dates is taken at the former figure, and banks show a disposition to confine themselves as much as possible to what are commercial transactions in the purest sense of the term.

In another part of our columns will be found a notice of a very important addition to the financial interests of the city, namely the opening here of a branch office of Western Canada Loan and Savings Company of Toronto.

Unseaworthy vessels do not all sail on Georgian Bay or Lake Superior, if we are to put any faith in the following humorous and satirical letter which has been recently received from Hamilton by Captain Scott, who conducted the inquiry into the loss of the Asia:

HAMILTON, Sept. 28, 1882.

Capt. Scott, R. N.:

Dear Sir—Such a gentleman as you was much needed up here in your professional capacity. We have soap boxes and tin tanks doing duty up here as steamers, and dry goods clerks as captains. You will find at least one vessel principally rust in Toronto. Get a toothpick and try her. I write in the interest of safety, as I do not know any of those interested in the boat, but I do know she is not safe. Some of the wood boats are no better.

SALT SAILORMAN.

ANDREW SCHMIDT, MANUFACTURER OF TELEGRAPH Instruments, Annunciators, and all electric work. Silver plating a specialty. All kinds of small work in brass, iron and steel to order. Hotels and private houses fitted up with electric bells. Brass Castings of every description. No. 15 McDermott street, cor. Arthur st.

NOTICE OF MEETING.

An adjourned meeting of the subscribers of "The Winnipeg Stock, Grain and Mining Exchange" will be held at the office of Quinlan & Ross, Rooms No. 11 and 12, Biggs' Block, 409 Main street, Winnipeg, on Thursday evening next, the 12th inst., at 7:30 o'clock sharp, to consider the advisability of increasing the capital stock. A full attendance is requested. By order of the Chairman, WM. W. ROSS, G. A. GLINES, Sec'y pro tem.

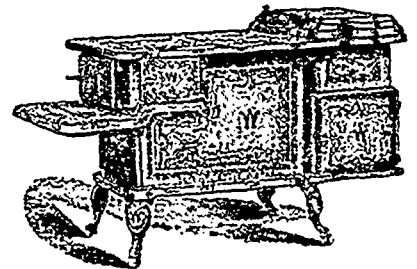
THE QUEEN'S HOTEL,

COR. QUEEN AND NOTRE DAME STS.

WINNIPEG,

O'CONNOR & BROWN,

PROPRIETORS



MERRICK, ANDERSON & CO.

Office, 243 Main St., Winnipeg,

WHOLESALE AGENTS

—FOR—

MOORE, ROBINSON & CO.

(LATE D. MOORE & CO.)

MANUFACTURERS OF

STOVES AND TINWARE

We carry in stock a complete line of Cook, Box and Parlor Stoves, Base Burners, Ranges, for Coal or Wood; Stamped and Pieced Tinware.

We also represent the following leading manufacturers: Montreal Rolling Mills Co., Nails, Shot, &c., &c. F. F. Dalley & Co., Hamilton—Patent Medicines and Extracts. Smart & Shepherd, Brockville, Hardware. Hamilton Industrial Works, Wringers and Washers. J. W. Paterson & Co., Montreal, Roofing Felt, &c.

On Wheels.

Mr. Bell, agent in Winnipeg for the Chicago, Milwaukee and St. Paul, and Chicago and North-Western Railways, has been West to Portage La Prairie and Brandon, looking after the interests of parties there who ship over his lines.

An American gentleman who last week made a trip out as far as Brandon called at the office of THE COMMERCIAL on his return, and in conversation remarked that "never in any new country had he seen so neat and comfortable roadside depot buildings as on the Western division of the C. P. R."

Three additional sleeping cars have now been added to the stock of the C. P. Railway, from which we may infer that travellers in the North-West are likely to have a few comforts this winter. The cars of this Company are all new, are constructed upon the most improved principles, and are perfect palaces on wheels.

Travellers on the Western division of the C. P. R. will not be sorry to hear that in two weeks the Grand View Hotel near the depot at Brandon will be opened, and a regular dining-room in connection with trains conducted. Not a few have landed in Winnipeg hungry of late after a long ride from some tented town of the far West. This will be at an end after the opening of the Grand View.

On Monday carpenters commenced laying the joists for the first floor of the new C.P.R. depot at Winnipeg. The work of building the superstructure will now be pushed with vigor, and the public are assured that it will be in keeping with the substantial foundation which has been laid. Passengers will have some comfort around the Winnipeg depot this winter.

The railroad war which last week seemed unavoidable between the lines leading from Chicago to St. Paul has commenced, as far as passenger rates are concerned, and we understand that one line is now carrying passengers between these two cities for \$7.50. We may expect soon to hear of a further reduction in fares.

Brandon has evidently caught the excitement about the Emerson & North-Western Railway, and her citizens are going into the matter with energy. A committee has been formed, composed of the City Council and others of her prominent citizens to work up the matter, and to wait upon the directors of the Company and use their endeavors to have the line enter Brandon. The people of the city are all enthusiastic on the subject.

The Manitoba South-Eastern Railway Company are going to act promptly upon the charter granted them by the local government. At a meeting of directors, held at the office of Mr T S Kennedy, on Saturday last, Mr Wm. Murdoch, the company's engineer, received instructions to commence at once with the survey of the line, which is intended to run from Winnipeg in a south-easterly direction to township 1, range 8, E. Every effort will be made to have the road completed by the 1st of July, 1883. The directors of the Company are Messrs. Duncan McArthur, A. F. Eden, James Gillespie, A. W. Ross, H. M. Howell and T. S. Kennedy.



Canadian Pacific R'y Co.

TRAIN SERVICE.

ON AND AFTER AUGUST 10th TRAINS WILL RUN AS FOLLOWS:

	A.M.	P.M.
Leaves Winnipeg for St. Vincent	7.30	17.35
Arrive at St. Vincent	10.40	10.23
Leave St. Vincent for Winnipeg	3.45	4.20
Arrive at Winnipeg	*6.50	7.50
*Daily except Mondays.		
†Daily except Saturdays.		

Leave Winnipeg for Broadview	8.00 a.m.
Arrive at Brandon	2.30 p.m.
Leave Brandon	3.00 p.m.
Arrive at Broadview	11.30 p.m.
Leave Broadview for Winnipeg	3.00 a.m.
Arrive at Brandon	11.05 a.m.
Leave Brandon	11.45 a.m.
Arrive at Winnipeg	6.15 p.m.
Daily except Sundays.	

Leave Winnipeg for Stonewall	8.15 a.m.
Arrive at Stonewall	9.35 a.m.
Leave Stonewall for Winnipeg	12.30 p.m.
Arrive at Winnipeg	4.50 p.m.
Daily except Sundays.	
Trains run on Winnipeg time.	

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

St. Paul, Minneapolis & Manitoba.

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

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

Trains run between St. Paul and Minneapolis almost every hour.
Sleeping cars on all night trains.
Trains run on St. Paul time.

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

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

GOING WEST.
Express trains leave Chicago at 11.30 a.m. (except Sunday) and 9.00 p.m., arriving at St. Paul at 6.15 a.m. and 12.45 p.m., and Minneapolis at 7.00 a.m. and 1.30 p.m. This is the only line between St. Paul and Chicago running the Pullman Smoking Room Sleepers, and Palace dining cars.

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

Michigan Central.

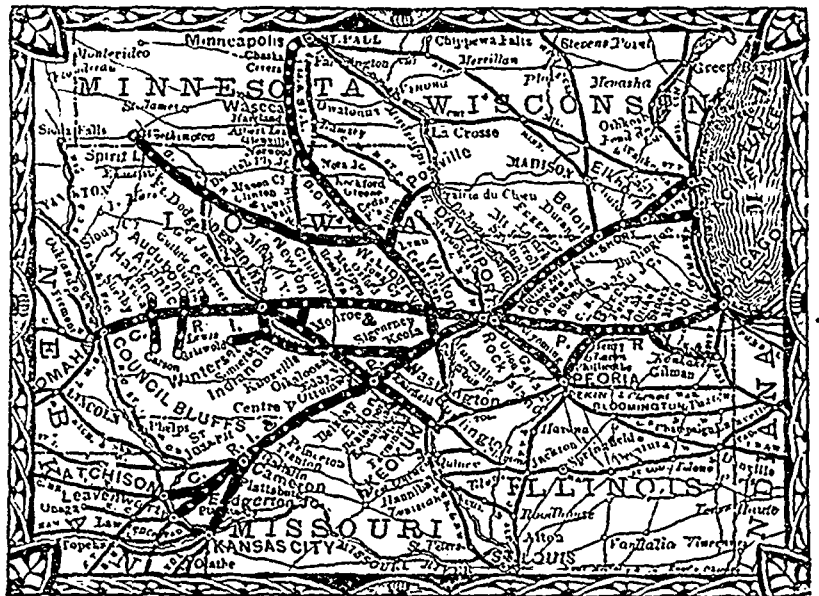
EASTWARD.
Express trains leave Chicago at 6.45 a.m., 9.00 a.m., 3.30 p.m., 5.15 p.m., and 9.10 p.m.; arriving at Detroit at 6.15 p.m., 6.30 p.m., 11.40 p.m., 4.35 a.m., and 8.00 a.m.

All trains make close connection at Detroit with the Great Western, and Canada Southern for points east, through sleepers being attached.

WESTWARD.
Express trains leave Chicago at 7.00 a.m., 9.30 a.m., 8.00 p.m., and 9.50 p.m.; arriving in Chicago at 6.50 p.m., 7.40 p.m., 7.30 a.m., and 8.00 a.m.

These trains take the through sleepers from Great Western, and Canada Southern, and make close connection at Chicago with the trains of other roads.
Dining cars on trains for breakfast and supper.

MAP OF THE



A L B E R T L E A R O U T E.

The favorite route from the North to Chicago and the East. Chicago fast express leaves Minneapolis at 6.20 p.m. daily, arriving at Chicago 3 p.m. next day. This is a solid train, consisting of Pullman Cars, Coaches and Baggage Cars, running through without change. Trains leaving Minneapolis at 3.20 p.m. and 7.55 a.m., connect through Chicago via the C., R. I. & P. Ry.

E. ST. JOHN, G. A. C., R. I. & P. B. F. MILLS, G. P. A. B. C. R. & N. S. F. BOND, G. P. A. M. & St. L.R.
FRED. FRENCH, Gen. Northwestern Agent, WINNIPEG, MAN.

M. A. MacLEAN,

◀IMPORTER▶

—OF—

TEAS, SUGARS,

—AND—

GENERAL GROCERIES.

OFFICES AND SAMPLE ROOM,

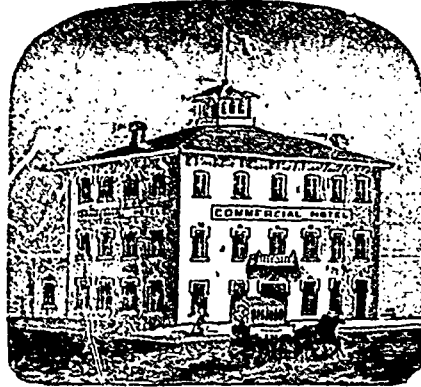
8 AND 10 JAMES ST. WEST,

WINNIPEG.

COMMERCIAL HOTEL,

MORRIS, MAN.

BETWEEN WINNIPEG AND EMERSON, ON THE RED RIVER.



GOOD ACCOMMODATION FOR COMMERCIAL TRAVELLERS. SPLENDID SAMPLE ROOMS.

J. R. MULLETT & CO., PROPRIETORS.

GRIFFIN & DOUGLAS,

COMMISSION MERCHANTS,

AND WHOLESALE DEALERS IN

PRODUCE AND PROVISIONS.

GERRIE'S NEW BLOCK, PRINCESS ST. WINNIPEG, MAN.

BLANK BOOK

FACTORY.

NEW AND MODERN MAKES OF MACHINERY.

We have now every facility to enable us to turn out everything in

BLANK BOOK WORK.

Having the only ruling machine and cutter in the city which are worked by steam power, we are able to do more and better work than any other Bindery in the Province.

Ruling of all kinds of Blank Forms a specialty.

KENNEDY, STROME AND CO.

Corner Main St. and Queen, East.

THE PORTAGE LA PRAIRIE MFG CO., LIMITED

—MANUFACTURERS OF—

BISCUITS & CONFECTIONERY.

WE CARRY IN STOCK A FULL LINE OF

Biscuits, Confectionery, Jams, Jellies, "Old English Mince Meat, Flavoring Extracts, Baking Powders, Licorices, &c.

GOODS SENT OUT FRESH AND IMMEDIATELY UPON RECEIPT OF ORDER.

McMARTIN, CLARK & CO., 464 MAIN STREET, AGENTS FOR WINNIPEG.

W. P. NILES, MANAGER, PORTAGE LA PRAIRIE.

FORTIER & BUCKE, MANUFACTURERS' AGENTS.

—AGENTS FOR—

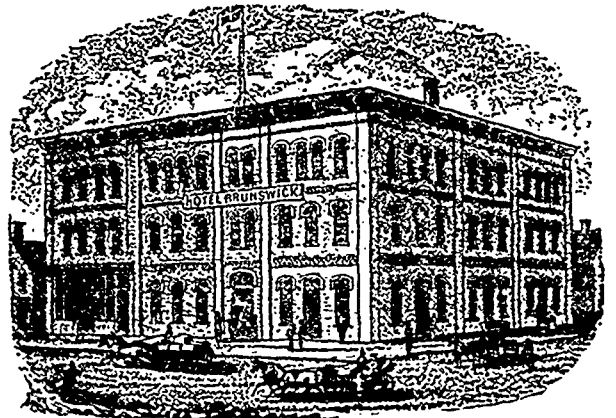
THE WILSON SEWING MACHINES, THE HOWE SCALES AND BEAMS, THE FOREST CITY OIL COMPANY, THE STANDARD LIFE INSURANCE CO.

Wholesale dealers in Tobaccos, Cigars, Spices and Vinegars.

GENERAL COMMISSION MERCHANTS, ROSSER AVE., BRANDON, MAN.

HOTEL BRUNSWICK

THE FAVORITE HOTEL OF THE NORTH-WEST.



Main Street, Winnipeg.

MRS. E. SMITH, - PROPRIETRESS.

D. McCALL & CO.,

—IMPORTERS OF—

MILLINERY & FANCY DRY GOODS,

FEATHERS, FLOWERS, ETC.

51 YONGE STREET, TORONTO, AND 58½ GERRIE'S BLOCK, PRINCESS ST., WINNIPEG.

T. H. DORITTY, MANAGER.