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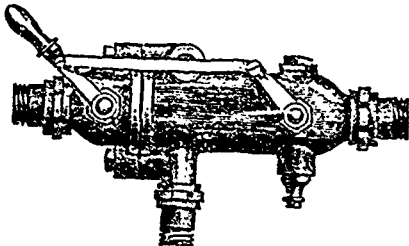
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A JOURNAL DEVOTED TO THE FINANCIAL, MERCANTILE AND MANUFACTURING INTERESTS OF THE CANADIAN NORTH-WEST.

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

VOL. 3.

WINNIPEG, OCTOBER 14, 1884.

NO. 3

The Commercial

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

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JAMES E. STEEN,
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WINNIPEG, OCTOBER 14, 1884.

H. & M. JOHNSTON, general blacksmiths, Winnipeg, have dissolved partnership.

MARTIN, of Murphy & Martin, tailors, Carberry, is about to go into the hotel business.

CHIPMAN BROS., dealers in hardware, Carberry, intend closing out their business there.

WOOD & McBRIDE, dealers in boots and shoes, Moose Jaw, are opening a branch store at Laggan.

MEN are busy at work at Manitou constructing a grain elevator to be operated by the Farmers' Union.

W. E. ROCHE, grain dealer, Minnedosa, has admitted Wm. Johnston as partner. New firm name will be Roche & Johnston.

PARSONS & FERGUSON, wholesale stationers, Winnipeg, have received the contract for stationery supplies for the local government.

D. L. MCKENZIE, grain merchant, is about to erect a brick office and warehouse on Owen street which will be ready for occupation before the end of November.

THE Federal Bank is reducing its force at the Winnipeg office. Two of the number, A. R. Wade and J. M. Biggs have left for Toronto.

THE firm of Stewart & Wooton, general store-keepers, Prince Albert, has been dissolved, and the business will in future be carried on by Stewart Bros.

ALEXANDER & CLAU, publishers of the *Rat Portage Progress* have purchased the plant, etc., of the *Port Arthur Herald* and will in future run both journals.

OVER 125,000 bushels of wheat have been shipped east via Port Arthur since harvest, and by the end of last week millers and grain buyers had paid out for grain all over the country over \$250,000.

JOHN C. THOMSON, hatter and furrier, has closed up his store at the corner of Main street and Portage avenue, business having fallen off too far and a burdensome rent combining, to warrant him in continuing.

ANNUAL fairs were held at about a dozen different points in Manitoba during the past week. Prominent among the number were Portage la Prairie, Brandon, Rapid City, Minnedosa and Dominion City.

THE long delayed work of paving Main street has commenced at last, the city engineer being in charge of the work. With fine weather guaranteed two or three blocks may be finished before permanent frost sets in.

THE Winnipeg Board of Trade meet this afternoon when they will take up the matter of grain standards and doubtless ratify the work of the examining board. Bankruptcy legislation will be another matter brought up for their consideration.

THE first frost of the season struck Winnipeg last Monday night, the 16th inst. On Wednesday morning ice a quarter of an inch thick formed on water butts in the city. Since then weather has been beautiful and Indian summer has fairly set in.

ROBERT DEWAR, contractor, Winnipeg, who has the contract for the erection of the new city hall, has been compelled to suspend business. His misfortune are attributable to taking contracts too low, and not receiving payment promptly for his work.

PEDDIE & Co., trade auctioneers and general commission agents are moving into new and more central premises in the old W. H. Lyon store on McDermot street. This week they will sell the remains of the stock of the Portage Milling Co., consisting of a strange mixture of goods.

A MAN sold in Winnipeg during the past week some 40 head of cattle at 4c a pound live weight. At such prices it is time that butchers were compelled to sell beef steak at less than 20c and rough meat below 10c, which are their present prices. A ring to maintain extortion may be maintained too long.

There has been a rumor taken up and echoed that grain buyers who have been paying 75c. for wheat in Winnipeg during the past week have been buying the same for 58 and 60c at Brandon and Portage la Prairie. Less than two car loads of wheat brought 73c. the highest price at Winnipeg during the week, and over a dozen car loads sold under 65c. The facts are that the good wheat has not yet commenced to come to market.

THE advertisements of the Manitoba Pet Stock Club's first show are now to be seen all over the country, and the premium list displays a long string of reliable awards. It is evident that the show, which takes place on the 21st, 22nd and 23rd of this month in this city, is going to be a success, if we judge by the energy displayed by its promoters. If it accomplishes nothing more, the impetus it will give to poultry raising will soon tell favorably on our imports in that line. Let us hope that it will be liberally patronized.

THE S.S. Neptune, despatched by the Dominion Government in July last to the Hudson's Bay, to assist in determining the navigability of the Bay and Straits, returned to St. John's, N.F., on Saturday last. Her voyage has been a pleasant one, attended by scarcely a mishap. Her voyage has done much to show how simple would be the navigation of these waters, were proper charts available. A number of observation stations were established, from which we will doubtless get interesting facts next summer, which will divest the bay and straits of a few more of their imaginary errors.

Business East. ONTARIO.

E. Lumley, butcher, Southwold, has assigned in trust.

John Kilday, grocer, Gananoque, sheriff in possession.

J. Gregg, hotel, Toronto, the sheriff is in possession.

D. York, fancy goods, Cobourg, has been burned out.

T. C. Roberson, lumber, Parkhill, the sheriff in possession.

Geo. Laing & Co., dry goods, Chatham, have sold out.

N. Derchist, Zurich, has sold out his hotel to H. L. Prim.

J. M. Crawford, grocer, Mount Forest, has assigned in trust.

A. O. Buchan, dry goods &c., Guelph, has assigned in trust.

R. A. Allardice, furniture, Hamilton, has been burned out.

Mrs. W. B. Hockin, cooperage, London, has been burned out.

Edwin Grey, general store, Hemlock, has sold out his stock.

F. McGuire, hotel keeper, Toronto, has sold out to P. O'Connor.

John Crotty, general store-keeper, Bothwell, has assigned in trust.

J. D. Pierson, general store, Milverton, the sheriff is in possession.

Anderson & Keyes, grocers, Petrolia, have dissolved partnership.

Wm. Reynolds, hotel-keeper, Exeter, has sold out to E. Poltice.

A. M. Gilpin, jeweler, Uxbridge, has made an assignment in trust.

R. C. Stonehouse, general store-keeper, Wallaceburg, has assigned in trust.

Northwood & Stringer, produce &c., Chatham, have dissolved partnership.

Shaw & Osborn, real estate agents, &c., Toronto, have dissolved partnership.

The Hamilton Cotton Co., Hamilton, had their stock slightly damaged by fire.

W. L. Newton, harness, Clinton, has sold out his business to Geo. A. Shannon.

Wm. Farquharson, confectioner, Lindsay, has sold out his business to A. B. Terry.

W. J. Frayne, of the firm of Joseph Dallyn & Sou, bellows makers, Hamilton, is dead.

Marion Bros., general store keepers, Stony Point. The stock has been sold by auction.

Gavin Hume, general store, Milton and Galt, the estate is advertised for sale by auction on the 7th.

T. James & Co., Guelph, organs, are trying to compromise at 25% on the \$ and 6 months security.

Chas. Cross, Toronto, has sold out his entire stock of fancy goods and will retire from business.

Grant & Sinclair, hardware, Paisley, have dissolved partnership. A. Sinclair will continue the business.

The Huron Soap Company, Goderich, have dissolved partnership, and G. Risler has retired from business.

H. McKelvie, marble works, Campbellford, has formed a partnership with Chas. Crowe. New firm name, Crowe & McKelvie.

Atlantic Publishing have dissolved partnership, R. E. Meigher will retire. The business still continuing under the old style.

QUEBEC.

Thomas Lamy, grocer, Louisville, was also burned out.

F. X. Ethier, boots and shoes, Montreal, have assigned in trust.

Baillarge & Co., druggists, Montreal, have sold out to W. H. Chapman.

At the recent fire at Lachine the following firms were burned out. Mrs. Connors, hotel keeper, Louis Clement, forwarder, Mrs. Gai'ror, general store, G. Onellette, grocer, Alfred Pare, mail contractor, and J. B. Poirier, Wheelwright.

NOVA SCOTIA.

G. L. Kent, M. D., Wallace, is dead.

W. J. H. Balcom, general store, Nictaux, has assigned.

F. T. Burke, hotel-keeper, Windsor Junction, is dead.

N. F. Marshall, general store, Middleton, is trying to compromise with his creditors.

THE failures in the United Kingdom for the week ending September 13 reported to *Kemp's Mercantile Gazette* numbered 84, as compared with 187 and 177 in the corresponding weeks respectively of 1883 and 1882. England and Wales had 58 failures, as against 158 and 166 in the weeks specified; Scotland had 21, as against 25 and 9, and Ireland had 5 as against 4 in 1883 and 2 in 1882.

Recent Legal Decisions.

COMMON CARRIER.

Where a railway company received merchandise to be transported to a point beyond its own line of railroad, over its own and other lines of railroad connecting with it, and gave to the shipper its receipt stating that the merchandise was shipped "at owner's risk," the Supreme court of Kansas held that this receipt was a special contract limiting the liability of the carrier, and that such connecting lines of railroad were entitled to the benefits of the exemption from liability specified in it, and that neither of the companies owning such connecting lines were liable for damages to the merchandise transported, unless it could be shown that such damages arose from the negligence of the company sought to be charged. *Kiff vs. Atchison, Topeka & Santa Fe Railroad Company.*

FRAUDULENT DEED.

The case of *Boyd vs. Wilson*, decided by the Supreme Court of Tennessee on the 20th ult., was one in which it appears that a deed from a father to his sons was set aside as fraudulent, and certain notes given by the sons for the purchase money of the land were pledged by the father as collateral security for other debts. The property was subsequently attached by another creditor. The holder of the notes opposed this creditor's claim, urging that he himself had rights superior to those of the attaching creditor. The court, however, decided that as the holder of the notes was not a holder of them in the due course of trade he occupied no better position than that of the father from

whom he obtained them. He was therefore postponed to the attaching creditor.

SALE OF LIQUOR.

The question of the constitutionality of legislation affecting the sale of spirituous liquors was considered by the Supreme Court of South Carolina in the recent case of the State vs Berlin et al. The court took the view that laws regulating the sale of spirituous liquors are to be regarded as police regulations, over which the state has absolute control, limited only by some constitutional prohibition. It held that the state in the exercise of this police power may pass laws absolutely prohibiting the sale of spirituous liquors, except unbroken packages while in the hands of the importer, and except, perhaps, where the rights of property existing at the time of the passage of the law might be destroyed, or it may throw around such traffic such restraints as in the judgment of the legislature may be most conducive to the peace and good order of society, by preventing the evils which might flow from an unrestrained traffic in such article. The court further held that the legislature can, in the exercise of the police power, prescribe different regulations for the sale of spirituous liquors in different localities within its borders.—*Bradstreet's.*

Formosa.

Some interesting facts are given in *L'Exploration* respecting Formosa, which is separated from the main land of the province of Fo-Keiu, at a distance of about 150 kilometers. In length the island is 400 kilometers by 130 in breadth, the superficial area being 4,000,000 hectares (10,000,000 acres). Many of the mountains are volcanic, and attain nearly 4,000 meters (12,000 feet). Formosa obtained its name from the Spanish, the early discoverers, on account of the beauty of the country and the fertility of the soil, which, generally speaking, appears to belong to the Cambrian geological era. It produces rice, tea, sugar, grain, camphor, cotton, silk, valuable timber, and tropical fruits, while there are also valuable deposits of coal and petroleum. The population of Formosa is estimated at 3,000,000, the Chinese occupying the western portion of the island, while the eastern, which is the most mountainous, is inhabited by Melanesian tribes known as the Irrogites. But little, however, is known of this part, owing to the intractableness and wildness of the natives, whom the Chinese have never been able bring into subjection. As into many other unexplored countries, there are tales of tribes living in trees, like the monkeys, but there is no foundation for these statements. The Peppoohoans, the descendants of the old tribes who possessed Formosa prior to the time when the Chinese obtained their footing, appear to be more open to civilization, and in some of the villages are remains of chapels and churches which have been erected under missionary auspices. The chief city of Formosa is Thai-Ouan, a good harbor on the western coast, with a population of over one hundred thousand, the other principal places being Tan-Chovi, a port on the north coast, and Taux-Han, a walled town in the mountains with forty thousand inhabitants.—*Chicago Journal of Commerce.*

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The Commercial

WINNIPEG, OCTOBER 14, 1884.

FREE LAND GRANTS.

The announcement that Sir John A. MacDonald's cabinet have adopted the suggestions of Sir D. L. MacPherson, to abolish their dollar an acre charge on land grants made to Northwestern railways, while it is welcomed by every one interested in the progress of this country, is not altogether a surprise, as some eastern organs, supposed to be inspired from Ottawa, have weeks ago hinted at the adoption of such a policy by the Government and led us to expect its early adoption.

It is scarcely possible that in the Northwest any one can be found who will not admit the wisdom of this step made by our Ottawa rulers, and, for our part, we unhesitatingly state that the action is not only wise but generous. The adoption of such a policy by the Ottawa Government is equal to its becoming a settled fact at the next session of parliament, as the overwhelming majority at their back will, no doubt, with few exceptions, support their party leaders in this move. We may, therefore, calculate with certainty upon Northwestern local railway companies being soon in a position to secure abundant capital in foreign money markets for the prosecution of their different schemes. They can now offer to their stock holders the possession of their lands at the nominal price of 10c. an acre, and to their bond holders a first mortgage on the same instead of virtually a second one which was all they could offer so long as the Government demanded a purchase price of one dollar an acre.

There are many reasons given for this new and generous railway policy towards the Northwest on the part of the Ottawa cabinet, and extreme opposition politicians will, no doubt, chuckle a little and assert that the concession is a forced one. But it is not at all likely that the Cabinet, backed as they are by such a heavy majority in Parliament, could be forced to such an important concession by the minority now in opposition there. We must hunt for some more reasonable cause for the change, and by laying aside all party prejudices it is not difficult to get at one. It must not for a moment be assumed, even by their most uncompromising op-

ponents, that Sir John and his colleagues are beyond seeing where they have made mistakes, and it would be even greater folly to assume that they would not make some attempt to rectify these once they have seen them. If we credit the Cabinet with this moderate amount of perception and common sense, it is not difficult to discover a reason for this change in their treatment of Northwestern railways and their land grants. While the work of constructing the C. P. R. across our prairies was going on, and it progressed with a rapidity which made the whole Dominion gaze in wonder and admiration, it was no very difficult matter for Sir John and his colleagues to surround their railway policy with a glitter and lustre which their political opponents could not dim. It is different now. The slow work of construction through a rocky country east and through ranges of mountains in the west will not admit of the excitement being kept up, and doubters are again asserting the inability of the company and the Dominion to complete the great work, while opponents of the whole policy point out, and with truth, that it has not brought settlers to the Northwest, while the lack of branch lines in the older settled portions of the same is fast driving good settlers away. The construction of the C. P. R. main line has already done what it can in attracting settlers, while the portions now being constructed accomplishes nothing in that respect. The rapid settlement and development of the Northwest must be a policy of any Canadian Government that has a desire to retain popularity, and Sir John and his colleagues cannot help seeing that their railway policy has failed in that line of late, although there is no reason to doubt but it was intended that it should stimulate settlement and that all their aims were to the best of their judgment in that direction. But it has failed, and the concession now made is practically an acknowledgement of the same. The departure of Sir John, in company with some members of the C. P. R. syndicate, for England may also indicate some other effort in the interest of Northwest immigration, for without a great increase in the volume of the same the Northwestern policy of his Government must be stamped a failure. Their national policy, while a burden to this country, does not seem to have accomplished much for the trade interests of the east, and to present ap-

pearances is also considerable of a failure. A change in that would be much more difficult to accomplish than one in the railway policy, while the latter promises more direct results, and a change somewhere is necessary to retain popularity. It is well that the change effects the Northwest, and if a policy of rectifying mistakes is to be inaugurated at Ottawa there is the railway monopoly and a great many others which we hope Sir John and his colleagues will lose no time in attending to. We will thank them for what we are about to receive and anxiously expect more, satisfied that we will never get too much.

CIVIC HONORS.

The time is drawing near when the city of Winnipeg must be again put into a ferment by a municipal election, and already the first aspirants to civic honors are in the field and asking the support of the ratepayers. It may be expected that the old army of speculative loafers, quacious idlers and pretentious dead beats will again come out, and on the strength of their being owners of certain patches of suburban mud and other useless property, which would not pay, in most instances, half of the mortgages on it, were it put into an open market, they will band together to have the city for one year more governed in the interests of themselves and others of the unproductive and idle classes. It is fortunate that the new city charter will rule out one class among them, namely, those who have held office and qualified on property owned by their wives and placed beyond the reach of the creditors they have swindled. It is to be hoped that the provisions of the charter will be so enforced that we will not have a repetition of a scene which occurred recently, when an alderman, who, on entering upon his office had taken the oath as to his property qualifications, swore in a court of law that he did not own a dollar's worth of property, and thus baffled a creditor. If we are to continue to select our council, however, from the class which has for a year or two been in the majority there, we will find that the new city charter after all is of very little value in securing proper men to handle our civic affairs. The fact stands out beyond dispute, that if municipal reform is to be reached we must confer civic honors upon a totally different class from those who have hitherto represented us.

The question naturally arises, from what class must we select? and after all it is very easy to answer, namely, from the active commercial element of the city. This element has not for years had a fair representation in our city council, and until it does civic affairs will continue to be mismanaged. That this class are best able to manage our city's business finds a strong proof in the fact that they are successfully managing their own. It is safe to say that at least ninety per cent. of active commercial men of Winnipeg are successful in their every day business and can face and pay their creditors; and it is equally safe to say that not thirty per cent of any other class can make the same showing. There are exceptions to every rule, and in commerce dishonesty and inability to pay 100 cents on the \$ are the exceptions, while among the idle speculative and reputedly wealthy class, the ability to perform the latter duty to their fellowmen is unquestionably a marked exception.

Another reason in favor of conferring civic honors upon commercial men is that success in commercial pursuits must be based upon industry and economy, while in speculations it not unfrequently results from the recklessness of the gambler, and in every instance is more or less the product of risk which if justifiable in any man is only so when he is operating with his own funds and not the funds of others.

The last reason in favor of electing a council from the commercial element is that it is the only element in which the people of this city have now any confidence. They have trusted to all others and have only been duped or had their affairs muddled and funds squandered through incompetency. We have, therefore, in our leaders of commerce, men trained in a school of economy, integrity and industry, while in the idle speculative classes we have only men trained in a school of chance, and not unfrequently the most reckless are the most successful. Looking at the matter thus plainly, it seems as if there was no room for choice as to what class our ratepayers should choose for civic honors.

But there is one drawback in securing prominent men of commerce in our city council, and that is that there are few of their number who can or will spare the time to attend to civic affairs. But it has come to that point, that they must

spare the time if the credit of the city is to be saved, and there are now many of their number who can if they will make the sacrifice. It must be remembered that the time for civic duties has hitherto been measured by what has been spent in useless and shameless wrangling by a set of men, most of whom were incompetent to manage any kind of business. Business men could in one tith of that time, attend to all the city's business, and do so in a business manner that would soon tell in the interests of our overburdened ratepayers. It is to be hoped that some effort will be made this winter to elect a city council, the majority of whom will be from our leading men of trade, and we hope that men of that class will see that it is their duty to undertake the guidance of civic affairs when they are called upon to do so.

DEPRECIATED COIN.

After the year of stringency through which Manitoba has passed, it does seem a little like being fastidious, to complain of the quality of coin in circulation throughout the province. People here might be expected, to take what was offered, so long as no actual counterfeiters were given, and be thankful. Unfortunately for those who reason thus, there has been too much effort necessary to secure coin here during the past year, to allow of an inferior kind being accepted. What money has been earned throughout this province has been earned to the last cent, and should be paid in coin or currency, about which there can be no dispute as to its value.

It is a notorious fact, that at present we have by far too much silver in circulation in Manitoba compared with the proportion of other circulating mediums. The province is in a worse state in that respect than was Eastern Canada during the black days of the United States civil war, when the national currency of that country was worth some forty cents on the dollar gold, and specie found a home on this side of the boundary line. An overload of silver is certainly a drawback in any country, even when it is in the shape of a legal tender and un mutilated state. But Manitoba is at present deluged with United States silver, a very large proportion of which is in a mutilated state. In that country with its bi-metallic standards of value, and its millions of dollars of silver lying idle in national treasury

vaults, and adjoining province of Canada where the circulation of a portion of the load can be secured, is quite an accommodation, especially as traders and bankers in the United States are careful not to receive Canadian silver coinage except at a liberal discount. In eastern provinces of the Dominion this sharp game has been seen through long ago, and the coin of our neighbours has to pay tribute by discount. There is no doubt but our business relations with the States are much more intimate than those of any other province, and we have consequently much less reason to adopt such a check-mate game. It is galling, however, to find, that a very profitable branch of the business of one horse private banks on the American side of the boundary, and close to our province is the shaving of Canadian bills and coin. The time has come, we believe, when even Manitoba should seek something in the way of reprisal in this respect, and the time has come when we are in a position to force such, and with profit to ourselves. It would not be out of place, therefore, if after due notice had been given, that a general system of refusing to take United States money at par value all over this province.

But to refer to mutilated coin which we find circulating here at par, while in the country it comes from it is subject to a discount of some 20 per cent., the nuisance has actually become unbearable. Perforated dollars, half dollars and quarters, trade dollars and Mexican dollars are flying around here with the freedom that would astound an old county banker; and the worst feature of the nuisance is that 90 per cent. of this mutilated stuff is foreign coin. Manitoba seems to be considered a slop pail, into which any depreciated coin or currency can be thrown at will, and our people seem to swallow the slop without a murmur. This is a state of affairs, which should not continue for another day, and the sooner it is brought to a termination the better. People here must be taught, that they cannot accept such mediums at par without suffering for their folly.

In this effort to get clear of a nuisance imposed upon us, the general public should assist, and in so doing they are nipping in the bud an evil which may soon grow into a great one.

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WINNIPEG MONEY MARKET.

Monetary affairs in this city have been, during the past week, in a steady and rather uninteresting state. In commercial circles there has been the falling off in the demand for discounts which is usual after the first rush of the opening of the month is over. The demand in this respect still continues much more active than it was in September, but there is still a slower feeling than might be expected. Money is comparatively free for such purposes, although banks are rather conservative in the treatment of any outside of customers possessed of a regular. Rates of discount are the same, namely, first class paper, 8 per cent.; ordinary, 9 to 10, and inferior discounts and one-name paper, 10 to 12. The demand for small, unsecured loans has been heavy, but quite a share of the applicants have found no assistance at the banks. In loans on real estate mortgage, business has been more encouraging. Some companies report the receipt of a number of payments on farm loans, but the number has only been great enough to serve as an index to what is coming. Direct applications for loans on farm lands have not been numerous, but inquiries go to show that there is good business in the near future. Rates of interest still range from 8 to 10, but there is no difficulty in securing loans on first-class property at the former figure, while straight 10 is seldom paid unless on renowned loans.

WINNIPEG WHOLESALE TRADE.

Wholesale circles in the city have been rather active during the past week, and it seems as if mercantile affairs all over the country were fast settling down to a state, such as is usual in good times, and which clears away anxiety, or even excitement. In almost every line of trade a steady good business has been done, and in some branches there has been considerable bustle. A good many travellers have started out on second journeys for the season, and although returns from them have been light as yet, there is reason to believe, that a very heavy sorting trade will soon set in, which in a few lines will be quite as good as opening orders were. The rush is still most notable in season goods, and quite a share of night work has been necessary in many houses to overtake orders. Lines connected with building operations have been reasonably active, but it is evident that their season's trade is fast nearing a close. Staple lines of every day consumption have been more in demand, and houses handling these goods report a steady improvement in sales during the week. Altogether there has been no reason to complain of sales. As to collections the general report shows rather a contrast. A few reports of money easy and free have come in, but the general report is not so encouraging. It is evident that crops have not commenced to come to market in any quantities as yet, and until they do there will be no freer feeling in money. The first moneys from crop returns have commenced to come in, but the proportion has been so small, that it has hardly been felt in wholesale circles. The few renewals asked from the country have been requests for drafts to be

made at a few days, instead of for notes at longer dates. Should the sun weather of the past week continue, there is no doubt, but cash will commence to move in a few days. An improvement in this respect is all that is necessary to put trade in a most satisfactory condition.

AGRICULTURAL MACHINERY.

The sale of threshers is still going on, although the demand is now about over for the season. The plow trade is now the only line which is busy, and the past week has shown a good aggregate of sales of these. Taken altogether however, the week's sales of implements has been light, and are not expected to increase much for the balance of the season. The cold day or two of last week caused some preparations for the trade in bob sleds and sleighs. Collections are improving a little, but up to this time the returns from the proceeds of new crops have been light. A steady improvement in this respect during the current month is looked for.

BOOTS AND SHOES.

Business in this branch still keeps lively, and the past week has shown no falling off in sales. Travellers are again on the road, and are starting out as if they were going to do a very heavy sorting business. Collections are reported fair to good, although houses say they are satisfied, that cash has not yet commenced to come in in any volume.

CLOTHING.

In this line business has been reasonably active during the week, and for its first two days considerable rush was general. Some reports place the business done for this month so far, twice as heavy as that done during the same period of last year. Travellers are now on the road, and returns from them are very satisfactory except in collections, which are reported a little slow still, but not unexpectedly so.

CROCKERY AND GLASSWARE.

The report of the week from this business is a good one, sales being quite numerous and in some instances quite heavy. There has been quite a movement in fancy lines, which added to a good trade in staples, makes up a very encouraging aggregate. There are hopes expressed, that for a month at least matters will keep quite lively. Collections are reported fair.

DRY GOODS.

Reports from this staple trade for the past week vary a little, but the worst received is not at all discouraging. Some place business fair to good while others are of a much more enthusiastic nature. Several houses have been compelled to work at nights to overtake orders, and the business the first half of October with all has shown a very large increase upon that of the same time last year. Even those whose reports are less encouraging, have full faith in the season holding out good right through. The report from collections is the worst feature of the trade, and although slow, are as good as can be expected until cash returns from crops come in more plentiful.

DRUGS AND CHEMICALS.

Business in this line has during the past week shown a little extra life, which may be attributed to a demand for outside goods for

the opening of the season from country dealers. The business in staples has held up to a fair average, and collections have maintained an even flow.

FANCY GOODS AND SMALLWARES.

There has been genuine activity in these lines during the week, and wholesalers report a steady and heavy volume of sales, there being no lull and starts in the demand. Staples and fancies alike have been in good demand, and there is every evidence that retailers are filling up fall stock at last. There has been no complaint of any kind from the trade.

FRUIT.

There has been another week of activity in the fruit trade, and wholesalers report a steady stream of good sales. The variety of green fruits has been increased by the addition of new Florida oranges and lemons, the latter being quoted at \$6.50 a box; apples have held from \$3 to \$3.25; California pears \$6 to \$6.25 a box; Oregon pears \$5.50. Catawba grapes are quoted 90 to 95c a basket of 5lbs; concord 70c and California Tokays \$9 a crate of 40lbs. Golden dates in boxes are quoted at 12½c a pound. Raisins, pecans, peanuts and Brazil nuts are unchanged in prices.

FUEL.

The demand during the past week has been more active than since last winter, and quite a large quantity of both wood and coal has been sold. Anthracite coal still sells at \$10.75 on track, and bituminous at \$9.50. Saskatchewan lignite is still quoted at \$7.50 delivered. In wood prices have not changed, although there are signs of a weakening. Round lots of poplar are offered at \$4 to \$4.50 and tamarac at \$4.50 to \$5 on track.

FURNITURE.

Wholesale business in this line has been rather quiet during the week, although the retail trade has been fairly active. So far as we can learn only two car load lots have been shipped, although quite a number of smaller orders have been received and filled. An improvement is confidently looked for during the balance of the current month.

GROCERIES.

In this staple line business has been steadily good during the week, although there has been no rush. Wholesalers have not been pushing matters, but are waiting until some improvement takes place in collections. There have been no changes in prices, although in teas and coffees a firm feeling has been general. Sugars are steady and unchanged. Quotations are as follows: Sugars, yellows, 6½ to 7c; granulated 8½c; Paris lurps 9½c. Coffees, Rio, 14 to 17c; Javas, 21 to 24c; Jamaicas, 17 to 20c, and Mocha 30 to 34c. Tea, Moyune gunpowder, 30 to 75c; new seasons, 65 to 85c; Japans, 25 to 50c, new seasons 40 to 55c; Congous 30 to 75c; new seasons 55 to 90c. Syrups, single crown \$2.50, and triple crown \$2.75 per keg.

HARDWARE AND METALS.

There has been an evident falling off in business in this line during the week, especially in heavies. General hardware has also been in a quiet state, and unless in stoves and other winter heating arrangements there has been no activity. Prices of goods have not changed.

Quotations are now as follows: Tin plate I.C., 14x20, \$6.25 to \$6.50 a box; I.C., 20x28, \$12.50 to \$13; Canada plates \$4 to \$4.25; sheet iron, 28 G, \$4.75 to \$5.25 per 100 lbs; iron pipe, 40 to 50 per cent. off list price; ingot tin, 25 to 30 per lb; pig lead, 6 to 6½c; galvanized iron, 7 to 7½c per lb; bar iron, \$2.75 to 3.25 per 100 lbs; cut rails, \$3.55 to \$3.75.

LEATHER AND FINDINGS.

This business has shared in the general improvement, and last week has developed a decided change for the better. Country orders are becoming more numerous, and the trade are doubtless gliding into a month of activity. Prices of staple goods are unchanged and are as follows: Spanish sole, 33c to 35c; slaughter sole, 35c; French calf, first choice, \$1.40 to 1.50; domestic, 55c; B Z calf, \$1.00 to 1.10; French kip, \$1.00 to 1.25; B Z kip, 85c to 90c; slaughter kip, 65c to 75c; No 1 wax upper, 55c; grain upper, 55c; harness leather, 34c to 36c for plumb stock; English oak sole, 65c.

LUMBER.

There has been a falling off in sales during the past week, and the demand has been mainly for small lots of finishing lumber. The season is gradually nearing a close, and by the end of the present month will be practically over. No reliable scale of prices can yet be reached, and the season will doubtless close without reliable quotations having been fixed for one week.

PAINTS, OILS AND COLORS.

Business still holds steady in this line, and last week's sales reached a very respectable aggregate. Collections although a little easier are still in need of improvement. Prices of goods have not changed, although in the east linseed oil has advanced a little. Quotations are as follows: Linseed oil raw, 67c per gal.; boiled, 70c; seal oil, steam refined, \$1.10; no pale or straw seal in the market; castor, 15c per lb; lard, No. 1, \$1.30 per gal.; olive, \$1.50 to \$2, according to quality; machine oils, black 30c; oleine 50c; fine qualities 65c to \$1. Coal oils, headlight, 27c; water white 33c. Calcined plaster, \$4.09 per bbl.; Portland cement, \$6; white lead, genuine, \$8.00; No. 1, \$7.50; No. 2, \$7. Window glass, first break, are quoted at \$2.50.

SADDLERY AND HARNESS.

Business has improved in this line during the week, country orders having increased very rapidly. Collections are still slow, and prices of staple goods have not changed. Wholesale traders are now pretty busy filling orders on hand, and look forward to at least a month of genuine activity.

STATIONERY AND PAPER.

Although there has been some improvement in this trade sales have not been as good as could be wished. Collections are reported exceptionally good, and much better than could be expected under present circumstances.

WINES AND SPIRITS.

As the fall advances the condition of this trade steadily improves. The past week has been one of considerable activity, and collections are reported fair to good. Prices are unchanged and are as fol-

lows: Henuey's one star, \$13 to \$14; in wood, \$4.50 to 5.00 per gallon; Martel, in case, one star, \$13 to \$14; Renault, 1-star, \$12, \$16 and \$20; Louis Freres, in cases, qts., \$9; flasks, two dozen in a case, \$11; M. Dubois, in wood, \$3.50 per gallon; cases, quarts, flasks, \$8; Gin, \$9; Holland, in wood, \$3 per gallon; red cases, \$10.5 to 11.50; green \$5.50 to \$6.50; cases, Old Tom gin, Bernhard's, in wood, \$3.25 per gallon; Booth's, in wood, \$3.25; Booth's, in cases, quarts, \$8.50; Scotch whisky, Ramsay's, in wood, \$3.50 to \$4.00; Coal-Ila Islay, in wood, \$3.50; Stewart's, in cases, quarts, \$8.50; flasks, 10.50. Irish whisky, John Jameson & Sons, in wood, \$3.50 to \$4. Bernhard's, in cases, quarts, \$8; flasks, \$9.50. Jamaica rum, \$3.75 to \$4.00 per gallon. Champagne—Pomeroy, quarts, \$34; pints \$35 per case; Bollinger, quarts, \$33; pints \$34; Moet and Chandon, quarts, \$27; pints \$29; G. H. Mumm, quarts, \$25; pints, \$30; Carte Blanche, quarts, \$20; pints \$22. Sherry from \$2.50 to \$3.00 per gallon, according to quality and brand; port, \$2.50 to 7.00, according to quality and brand; claret in cases \$5.00 to 7.00; Bass's ale in quarts \$3.50 per doz; pints \$2.25; Guinness' porter in quarts \$4.00, pints 2.50. Domestic whiskies, Gooderham & Wort's, in wood, \$1.55 to 2.25 per gallon; 65 c. p. rectified, in wood, \$2.52; W.F.L. five year old, \$2.50 per gallon cases, quarts, \$7.50; flasks \$5.50.

THE MARKETS.

WINNIPEG.

GRAIN AND PROVISIONS.

The past week has given the first real start of the the season to grain matters in this city, and the movement has been quite heavy in wheat. At least 10,000 bushels have been shipped east via Port Arthur, and the current week will doubtless show quite an increase upon these figures. New oats are in the market but not in quantities to affect prices. In provisions the movement has been quite liberal and prices have held steady and firm. Altogether the week has been a prosperous one, although wheat prices have not held at the fancy figures of the two previous weeks.

WHEAT.

Receipts have been liberal and prices have declined during the week. The highest price paid for No. 1 hard was 73c, and but a very small proportion of the receipts reached that grade. The bulk of the receipts have ranged between 60 and 66c, while some inferior lots went even lower.

OATS.

About ten cars of new oats reached the market during the week but this was only a sop to the heavy demand. Fancy prices have been kept up, 45c being the minimum quotation. There are evident signs of a decline before many days.

BARLEY.

None of this grain has come to market yet, and some bright samples would now sell freely. No quotations can be fixed as yet.

FLOUR.

With a plentiful supply of wheat, flour has dropped in price, the quotations now being: Patents \$2.80; strong bakers \$2.50; XXXX \$2.10, and superfine \$1.75 to \$2. There has

been a good local demand, but the eastern consignments were limited to two cars.

BRAN AND SHORTS.

The supply is all wanted in the city as yet and has gone out in small lots. Next week the shipment of car lots will no doubt commence.

POTATOES.

The fine weather in the end of last week brought liberal receipts to the city, but prices have held almost the same as the week previous, 25 to 35c being the range, and below these figures farmers are not inclined to sell, but to take chances of pitting or storing through the winter.

EGGS.

The local supply has nearly given out, and fresh Ontario consignments are now filling the demand which is steady and active, prices ranging from 22 to 23c.

BUTTER.

There has been a firmer feeling in good butter during the past week caused by the continued active demand and liberal stocks. Prime lots were quoted from 18 to 20c and medium at 16 and 17c. Inferior quantities were offered but not wanted as low as 10c.

CHEESE.

The demand during the week has been reasonably active, and prices have held steady at 14c for prime native, and 13 to 14c for eastern.

LARD.

There has been a firm feeling in this product all week, and prices have been steady under a good demand. Dry salt is worth 13½c, and smoked 14 to 14½c. Speed rolls are quoted at 15½ to 16c, and English breakfast at 17c.

HAMS.

The stock in town has been getting light during the week, and the unchanging quotation of 17c for smoked has held out. The demand seems to hold tight up.

MESS PORK.

There has been no change in this article during the week either in price or otherwise. The demand has been about normal and the price has not moved from \$22.50.

MESS BEEF.

No change to report for this week. A few barrels keep changing hands now and then at the recognized figure of \$17.

MINNEAPOLIS.

The wheat market has been influenced somewhat the past week by the very heavy receipts, and a slight decline is noted, which is heaviest on No. 2 hard and No 1 soft. Taylor & Co. and others report that farmers are marketing more freely and anticipate very heavy receipts for some time, but there is not much talk about lower prices here, most operators believing that the bottom has been touched. A call board was established in the chamber of commerce, Monday, and has more than met the expectations of its advocates. The sessions are from 12 to 12:15 p.m., and sales have been quite large on the call.

Following were the highest and lowest wheat prices by grade on change during the week ending to-day, together with to-day's closing prices and the prices one year ago:

Wheat. Highest. Lowest. Closing. 1883:				
Oct. 10.				
No. 1 hard....	79½	77½	78	\$1.03½
" 2 "	75	73½	73½	.99
" 1 " ..	69	67	67	.95½
" 2 " ..	66½	64	65	.90

Futures have been quite heavily dealt in. No. 1 hard, seller November, closed at 78½c; December, 80c, and May, 85c. Corn closed easy at 55c for No. 2, and oats were weak at 24 to 25c for No. 2.

MILLSTUFF.—The production is large, but prices are steady at \$7.50 to 7.75 per ton for bulk bran, and \$10 to 11 for shorts.

FLOUR.—The only marked feature of the flour market is the steady demand for old, which is growing very scarce. There is some improvement in export trade, but the market is quiet. Low grades are in very light demand abroad, dealings at present being confined to patents, straights and bakers'. The eastern order trade is fairly good, but prices show no improvement until after the presidential election, while many think dullness and low values will prevail until after the holidays. Quotations at the mills for car or round lots are as follows. Patents, \$4.90 to 5.25; straights, \$4.40 to 4.90; first bakers, \$3.80 to 4.15; second bakers, \$3.20 to 3.60; best low grades, \$2 to 2.25, in bags; red dog, \$1.50 to 1.70, in bags.

Little has occurred to vary the situation on the falls from what it was last week. The mills continue to make all the flour they can, and the proprietors, not satisfied, keep asking "for more." The production last week was not as large as we anticipated, amounting to 144,000—an average of 24,000 bbls daily—against 139,626 bbls the preceding week. The failure to produce more was through unfavorable weather. Thursday and Friday were excessively hot and sultry, and made wheat damp and tough, and hard to grind. This week the weather is cool and more favorable, and the twenty mills in operation give promise of improving on their output. The greater number of the mills are still using old and new wheat together, the latter being mixed in proportions as high as two-thirds, and enough old wheat is held to permit this being done from one to three weeks yet. Over 100,000 bus of wheat are being daily ground by the mills. The flour market shows no very marked changes. Old flour continues in good demand, and export trade shows some improvement, but no better prices are being obtained.

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

	RECEIPTS.		
	Oct. 7.	Sept. 30.	Sept. 24.
Wheat, bush...	1,054,700	944,460	901,600
Flour, brls....	249	375	378
Millstuff, tons..	34	32	73

	SHIPMENTS.		
	Oct. 7.	Sept. 30.	Sept. 24.
Wheat, bush ..	66,250	67,310	38,050
Flour, brls	145,727	139,051	124,035
Millstuff, tons..	4,953	1,524	2,739

† The wheat in store in Minneapolis elevators, as well as the stock at St. Paul and Duluth, is shown in the appended table:

	MINNEAPOLIS.	
	Oct. 7.	Sept. 29.
No. 1 hard ..	262,177	187,364
No. 2 hard ..	11,957	38,655
No. 1 ..	417,102	305,514
No. 2 ..	63,170	63,409
No. 3 ..	5,480	5,972
Rejected ..	34,817	42,305
Condemned ..	2,488
Special bins ..	175,348	105,985
Total ..	972,539	749,204

With the amount in store at the transfer elevator, which is not included in the above table, the stock is brought up to 1,062,539 bus.

	ST. PAUL.		
	Oct. 8.	Oct. 1.	Sept. 24.
In elevators,			
bus	73,200	71,500	61,000
	DULUTH.		
	Oct. 7.	Sept. 30.	Sept. 23.
In elevators,			
bus.....	1,267,395	1,122,351	1,204,130

—Northwestern Miller.

CHICAGO.

The past week's grain markets have not shown much activity, and wheat, under the pressure of receipts and slow foreign demand, has been forced down a little in price. The attempted corner in corn is at an end, and prices have dropped somewhat. In pork and lard the range of fluctuations has been very limited but the feeling on the whole was inclined to firmness. On Tuesday closing quotations were:

	Oct.	Nov.
Wheat ..	\$0.77½	\$0.79½
Corn ..	58½	55½
Oats ..	26½	26½
Pork ..	16.50
Lard ..	7.60	7.35

On Wednesday there was no material change, wheat and corn being slightly lower, oats firmer and pork about the same. Closing quotations were:

	Oct.	Nov.
Wheat ..	\$0.77	\$0.78½
Corn ..	57½	54½
Oats ..	26½	27½
Pork ..	16.50
Lard ..	7.60	7.30

On Thursday wheat and corn were weak and lower while oats kept slowly advancing. Closing quotations were:

	Oct.	Nov.
Wheat ..	\$0.76½	\$0.78½
Corn ..	56½	53½
Oats ..	27½	28½
Pork ..	16.60
Lard ..	7.75	7.45

On Friday wheat rallied a little, while corn was weak and slightly lower. Oats were unchanged. Closing quotations were:

	Oct.	Nov.
Wheat ..	\$0.77	\$0.78½
Corn ..	55	53
Oats ..	27½	28
Pork ..	16.45
Lard ..	7.55	7.45

On Saturday markets were uninteresting and prices practically unchanged, the fluctuations being few and limited.

	Oct.	Nov.
Wheat ..	\$0.77	\$0.78½
Corn ..	55	53
Oats ..	27½	28
Pork ..	16.45
Lard ..	7.55	7.45

TORONTO.

STOCKS.

The stock market during the past week has had its fluctuations which have held within a very limited range. There have been no marked features developed, with the exception of a steady but not rapid decline in the Federal Bank and Northwest Land Co. stocks. The

closing quotations of Wednesday compared with those of the previous week are subjoined:

	Oct. 1.	Oct. 8.
Montreal ..	188½	186½
Ontario ..	109½	106½
Molsons	103½
Toronto ..	173	171½
Merchants ..	110½	110½
Commerce ..	117½	116½
Imperial ..	130	130
Federal ..	52½	50½
Dominion ..	189	188
Standard ..	112½	111½
Hamilton ..	116½	117½
Northwest Land ..	43½	40

GRAIN AND PRODUCE.

The grain markets of the past week have been slow in their action, and the amount of business done has been light for this season of the year. The demand has not been heavy and offerings have been correspondingly light. The consequences are that prices have changed very little, and the feeling gains ground that holders are living in hope of securing better prices. In provisions the feeling has been varied. Meats are still scarce, being between the old and new supplies, while leather and other produce has been a shade easier.

WHEAT.

Both buyers and sellers have acted shy and the movement has consequently been light. No. 2 fall is still held at 80c and No. 3 at 76c although not readily taken at these figures. Spring has been more in demand and rather scarce. No. 1 has sold up to 85c with \$4 to \$5c a general range. No. 2 ranged \$2 to \$3c.

OATS

have been rather plentiful but in steady demand with prices a shade easier. Car lots sold at 32c with 32½ for choice lots.

WHEAT.

There have been quite a number of sales during the week, although prices have varied very little. Fine lots were rather scarce and sold rapidly. No. 1 sold at 70c, and No. 2 at 61c. No. 3 extra held steady at 57c, while No. 3 was slow at 52c.

RYE.

The business of the week consisted of sales of street lots which sold at 60c. Demand and supply were both light.

PEAS.

Receipts have increased slightly, and offerings are a little freer. One round lot sold at 61½c, and smaller ones as high as 64c.

POTATOES.

The movement has been liberal during the week, car lots being in fair demand with the supply ample. Sales were made at 40c, and more offered at that figure.

BUTTER.

The offering during the week has been considerably in excess of the demand, and buyers manifested a desire to cull the best lots. Round lots for shipment were very little in demand. Choice tubs have sold from 15 to 20c; medium lots, 15 to 17c; and inferior in very small quantities from 10 to 12c. The week's business was remarkably light.

EGGS

have been rather scarce and all offerings during the week were freely taken without the demand being filled. Round lots sold from 20c to 21c.

PORK

has been scarce and in good demand, with the price holding steady at \$21.

BACON.

There has been quite a scarcity during the week, old stock beginning to disappear while new is not coming forward very liberally. Long clear sold for 11 to 11½c, and Cumberland from 10½ to 11c. Rolls were worth 12 to 12½c.

HAMS.

The scarcity still continues, and any lots of smoked offered have been freely taken at 16c. Sales were all of small lots.

LARD.

There has been a quiet feeling all week, with very little change in prices. Prices have ranged from 11 to 11½c with 12c for some choice pails.

POULTRY.

There has been no change in this line. Fowls range from 45c to 60c. Ducks from 65 to 75c, and turkeys about 9c per lb. live weight.

APPLES

are still abundant and sales are slow. Fair to good sold in small lots at \$1 to \$1.25, and choice at \$1.50 to \$1.75.

New York Correspondence.

The renewed firmness in wheat at New York remarked in my last letter has been continued, and for the seven days ended Sept. 26 the gain for spot cash was just ½c per bu. A member of the produce exchange whose sympathies and views of the situation incline him to the bull side of the market, said yesterday that the United States are now in a position to get more money for their wheat if they have the wit to perceive the fact and take advantage of it. "I hope," he added, "that you people (whoever we are) will not omit taking the trouble to contradict the sensational talk with which the newspapers have been flooded concerning competition from Indian wheat in British markets. Look at the situation to-day. Prices have been groveling, as it were, and yet we have been selling wheat at London and to Liverpool with our accustomed regularity. Prices abroad are relatively lower than they are here, amounting to about \$4@95c per bu, according to grade. With wheat at 77c at Chicago, by lake and land to New York and thence per steam, the rate to Liverpool is but 13½c per bu, and by rail to New York the rate Liverpool is but 5½c more per bu, or 13½c, which enables us to put wheat down on the other side at 90½@95½c exclusively of terminal charges there. During the record of low prices, while we have been shipping as above (nearly 3,000,000 bus more thus far than in a like portion of 1883) Russian shipments, both from the Black sea and from the Baltic, have been growing less and less, while those from India have practically closed. In the instance of the latter there is no profit, not even cost to the producer in sending wheat to England now. The cost of getting a bushel of Indian wheat from the producer's hands to London is something which may well excite surprise in the mind of the American who is familiar with the 13½@18½c rate from Chicago to Liverpool, and who has been imbued with the seriousness of 'Indian competition.' The rail charges from interior points in British India to the ports vary from 15 to 25c per bu, exclusive of ½c per bu toll where bridges are crossed on the way. Prior to this it costs the grower from 10 to 15c per bu to get his wheat to the railway for shipment, where he disposes of it to the bazar merchant (commission dealer) who adds about 5c per bu to the cost of the grain. The charges and loss in weight at Indian ports of exports are given at 5½c per bu, and the British India land tax is 5½c per bu. The added cost at

European port of import, to cover damage, loss in weight, insurance commission, wharfage, inspection, etc., are given at 5@8c per bu. The least, therefore, at which the cost of getting the wheat from the grower to the English miller can be placed, is from 52c, the minimum, to 87c per bu, the maximum. Now with wheat selling at London at from \$4@95c per bu, it may readily be perceived that the enormous carrying charges have taken almost, if not quite, all, and that the oft-quoted ryot will have for his pains at raising the grain. In any event he stopped shipping, which goes far to confirm this view. The official report of the Indian agricultural bureau gives figures pointing to a crop of 254,000,000 bus, say about 8,000,000 bus under a full average. Perhaps one-fifth may be classed as available for export, but, as is true with respect to the surplus in Russia, the prices do not call it out.

"Then you think wheat will go higher?"

"I do: the gingerly way in which Europe is taking our wheat at this, a time of the year when it should be heaviest, may, and in fact appears to me to be likely to be overdone. Last week there was a decline of some 2,000,000 bus of wheat on passage. At present the United Kingdom is relying heavily on home deliveries, too much so. Her relatively light buying with course born of good stocks and full receipts at present, will within 90 days result in a large hole being found in her supplies, and she will have to come into the market. When that is done it will be found that prices are higher. I look for \$1 per bu, or thereabouts, at New York, about Jan. 1."

Mr. Walker, the statistician of the New York produce exchange, in speaking of the list of transportation expenses of Indian wheat mentioned above, qualified them by saying that some of them are probably a little larger than those charged at present. Still Mr. Walker is a strong bull on the situation, and discusses the outlook from that point of view with admirable command of data.

The progress of the corner in corn at Chicago has excited a good deal of attention here, as it has elsewhere, but it did not effect prices in this market worth mentioning. On Saturday last corn here advanced but ½c, against 6c at Chicago; on Monday but 1c here, as against 10c at Chicago; on Tuesday the September option here declined 3½c, as compared with a further gain of 5c at Chicago. The loss on corn here on the week is 4½c on September and 4c on cash corn. The deal would not have been possible had it not been for excessive and promiscuous short selling. Cargoes recently shipped down the lakes from Chicago have been ordered back by wire, and considerable new corn received will be tendered on contract. On the success of this movement on the part of the bears, including the question of the admissibility of new corn on September contracts, will in part at least depend the success of the corner. The deal here, by regular grain receivers and commission dealers, is regarded as a gambler's transaction and as such is ignored, outside of an interest born of a curiosity to note the outcome.

The flour market has been stronger and

steadier and scales have been better, though more largely in prospect than actually. Holders do not expect higher prices, but appear content to put up with a better traffic. This situation, when it is recalled that the English market has been rather heavily supplied of late with flour from the United States, becomes of doubtful value. Shipments of flour to the United Kingdom are increasing as compared with 1883, one authority saying that English consignees are receiving double the quantity of flour coming to hand one year ago.

The London Miller says: "There is some mistrust as to the action which American millers will take, and should they, with their excellent and cheap spring sorts of wheat in the great northwest, flood our exchanges with flour on consignment, even the present basis of business may soon become disorganized."—*North-western Miller*.

Grand Trunk.

Grand Trunk stock has always been a speculative stock; and a gloomy half-yearly statement is one to be seized upon by the "bears" for their purposes. *Herapath* says: "The fact that £70,000 had to be taken from the reserve fund to meet the Great Western 4 per cent. guaranteed dividend, has also been unfavorably commented on. Only £27,000 of the "reserve" is now left, and the "bears" argue that when it is exhausted, the Great Western 4 per cent. guaranteed stock, or "Grand Trunk 4 per cent. guaranteed stock"—the fusion of the old 5 per cent. Great Western, and the Great Western ordinary—will trench so seriously on net earnings, that even the dividend on Grand Trunk first preferences will be threatened. It is generally felt that this is an exaggerated view, though gloomy views at present easily find acceptance. The first half of the year is always the worst. It is scarcely possible that the present low rates will for ever remain so, though just at present there is no immediate prospect of any improvement."

Lord Claude John Hamilton, one of the directors of the Grand Trunk, is in this country, and has inspected the main line, in which he finds considerable improvement since he was here ten years ago. He says the road cannot take a larger quantity of traffic to Montreal, than it is doing at present, until a double track has been laid down between Toronto and that city. The 63 lb. rails require to be replaced by 75 or 80 lb. rails, and a depot to cost a quarter of a million, will be built at Montreal, when the company is in a position to make the expenditure. Lord Hamilton should have been very certain of his facts before he made the statement, attributed to him by a reporter, "that it is iniquitous for the Dominion Government to allow the Canadian Pacific railway to use the money granted by the public, to build their main Pacific line, in establishing a competing line in the older provinces." The statement has received repeated denials, accompanied by figures which should have prevented its repetition by a Grand Trunk director, or any one else.—*Monetary Times*.

The Manufacture of Woollen Cloth.

A fleeco from Australia, California, Texas or Ohio is, rolled together and bagged or baled. Arrived at the mill it is first sorted, that is, cut up into parts according to its fineness. The "skirt," and that which grows upon the legs and head is very coarse, while that from the front shoulders is exceptionally fine. The sorted wool finds its way at once into the scouring room where a solution of lie and soap and a long line of washing machines are waiting to receive it. Wool in this process loses about half its weight, but gains decidedly in beauty, having turned from a dirty greasy color to a yellowish white. When thus scoured the stock is put into a centrifugal dryer, from which after a few minutes rapid rotating it is conveyed to the dye house; here it is placed in net bags of close mesh and dipped several times in the vats of prepared color and permitted between each dipping to drain away. Another method of dyeing is to reserve the dipping until after the wool has been spun into yarn, when the skein is dipped into color. The next process is to card the wool, and so evenly spread the staple that it will string out in a suitable roll for spinning. The first step of this series is to break up the irregular masses into small tufts. To accomplish this it is fed into a hopper where a rapidly revolving cylinder covered over with hooks pick it to pieces and fling it into a chamber or room at the back of the machine. Thus prepared and broken up into tufts not bigger than a half dollar it is conveyed to the carding machines proper. In a "set" of cards there are three machines performing substantially the same office, carding the wool, into an even roll, excepting that the first takes the wool in an irregular shape and separates the burrs and foreign substances from it, and then delivers it upon a spool in a continuous roll of puffy, untwisted wool, about an inch in diameter. This is recorded by the second machine into the same form. The third card of the set is so arranged that it breaks up the single roll such as the first and second machine delivered into some thirty or forty little strings perhaps an eighth of an inch in diameter. These are wound upon spools very lightly and taken to the spinning room, where they need the thousand humming spindles of the mules which all day long travel back and forth over their track of six or seven feet, alternately spinning, and then taking up the spun section and drawing in its place a fresh length upon which to repeat the process. Hundreds of these spindles with their various colors of yarn are then simultaneously unwound upon the warp drum of the weaving looms, when each thread must pass through the loop of its proper harness. These harnesses move up and down with regularity, so as to throw their threads above or below the weft thread as the shuttle draws it from side to side. An ingenious contrivance controls every harness and shuttle of the loom, so that the figure is worked in with unerring exactness.

The woven cloth is now taken to the scouring and dressing room, where its ends are joined together, and it is drawn in a wet and

soapy condition through a round hole and between heavy rolls which crush it together. After having run through this fulling machine for hours in order to felt its fibers together it comes but reduced in width perhaps one-third. And now the washing machines seize it, and the endless ring of cloth passes for a season over the rolls first of a soaping, then a washing, and finally a rinsing machine. And now, after having been thoroughly fulled and washed the dressing commences. First comes the gigging of the cloth—passing it in a wet and stretched condition over a cylinder, while a rapidly revolving roller covered with the stiff hooked burrs of a vegetable seed pod comb a nap upon it and remove much of the fuz from the face of the cloth. This is the last important mechanical process that broadcloths and all goods with an unshorn nap undergo. After being examined for faults such are made up into rolls, wrapped and cased for market. But materials in which the figure is brought out distinctly, and which are shorn of their nap, are passed for some time before the knives of a shearing machine. This instrument is worked on the principle of the lawn mower, having a revolving and a stationary knife, before which the cloth passes in close contact. How rapidly a fabric made of the best material improves in appearance and feeling in the fulling, scouring, gigging and shearing processes one has little idea who has not felt of the slazy goods that go into the fulling machines and finally issue from the knives of the shear, thick, clean, soft and beautifully figured.

It will thus be seen that the several processes we have outlined may be classified into four groups. First, the cleaning and dyeing of wools. Second, the carding and spinning of it into yarn. Third, the weaving of yarn into cloth and finally the fulling and dressing of the cloth for market. Every one of these processes must be conducted with the utmost skill and economy in order to make a product to compete profitably with the beautiful cloths now on the market. In the manufacture of worsted goods the process is the same, save the staple is combed rather than carded. Carpets and irregularly figured goods are woven upon Jacquard rather than harness looms, where every thread of the warp can be independently controlled instead of only the sets of threads which enter each harness as in the simpler loom.—*New York Mercantile Journal.*

Commercial Agents and Foreign Trade.

It is about three years since we first commenced an agitation for the commercial representation of Canada at foreign ports, and from that time till the present have constantly advocated the same subject; and now believe that the time is not far distant when such a policy will be inaugurated. When first the *Canadian Manufacturer* placed this issue squarely before the manufacturers of the Dominion it did not receive much support or attract much attention, and those who, even then, were most in favor of it, gave but indifferent encouragement as to the prospect of the idea ever being carried out. There were several reasons for its not at first being thought

of moment, and which, at the time, held good, considering the position of the manufacturers then held, for was it not a time of great industrial activity, when mills and factories were running to their fullest capacity both day and night, when large extensions to existing facilities were being constantly added, and when new enterprises were projected and carried out on every hand, till at last competition became so keen that it was found the tide had turned, and in some lines production had overtaken the requirements of the home market? Other branches have not yet arrived at this stage, but, nevertheless, they are approaching that point where extension must necessarily cease, unless an outlet be found where the surplus output may find a profitable sale. It is only that we have developed our resources as a manufacturing country, and that, thanks to the N. P., many industries are in a position to compete, other things being equal, in the markets of the world, that the question of commercial representation abroad has become a live issue, and a sign of the times is that the executive committee of the Ontario Manufacturers' Association, at a recent meeting fully discussed this question, and unanimously decided in favor of it, and agreed to take further action, thus fully endorsing our views, which have from time to time been placed before them.

But before going further it would be well to state that not only would such a system be in the interest of the manufacturer, but equally in the interest of the farmer and importer, but it is here discussed solely from an industrial standpoint, as being the cause in which we are most nearly interested. Such a service would, however, undoubtedly lead to a wider market and probably to better prices for cattle, butter, cheese and all kinds of farm produce, while the Government and the honest importer would, in a great measure, be protected by means of information as to foreign values which such agents would furnish, against those who seek to enter and pass goods through the customs at undervaluation. The question may still be asked by some: Would such a service pay, or be simply a burden to the ordinary taxpayer, imposed for the benefit of a favored class?—and can be answered, without need of elaborate argument, by pointing to the effective service rendered the country by the American Consular representatives, in commercial matters entirely apart from diplomatic duties, and in a lesser degree by the consuls of other countries, who, however, as a rule, are not as enterprising and as ready to appreciate and "catch on" to anything novel in the way of commerce, but who, nevertheless, render most efficient service. As stated above, other things being equal, our manufacturers can, in many lines, successfully compete with older countries who at present hold possession of foreign markets; but what they require, first of all, to place them on anything like an equal footing, are similar facilities for acquiring information as to foreign requirements, as are furnished to their rivals. As a case in point we again cite the fact of a pamphlet being prepared by the American Government, which will contain information of great value to

American makers of agricultural machinery. This means that our neighbors are furnished by a paternal government, free of charge, with information as to markets, that it would be simply impossible for an individual or firm to collect, and is only rendered possible by the complete and well-regulated system of consular reports from all parts of the world, furnished by men of proved ability and special aptitude for their position.—*Canadian Manufacturer.*

New Telegraphic Code.

A new telegraphic system by which the present code is simplified has been exhibited in Boston. Chemically prepared paper, moved by clockwork, receives the record of signals sent over the lines, which are represented by dots and dashes as in the Morse code. On the moving strip of paper rests the points of six fine iron wires or styluses, and the chief feature of the new system consists in enabling the operator, at the transmitting station to make a signal through whichever one of the six styluses he may choose, although only one line wire is used, and in this way to make the position of the mark which is recorded in the chemical paper play a part in determining its meaning. The new system is the application to telegraphy of the system of notation employed in music. Just as the pitch of a half note is determined by the bar in which it occurs, so a telegraphic character is by this method given six different meanings according to the stylus through which it is sent and the position in which it is recorded. The bars of the staff are ruled by copper styluses which make a red line on the receiving strip as it is moved forward, a constant current from a local battery being passed through them for this purpose. When a message is to be sent by hand six keys are used at the transmitting station, each corresponding to one of the styluses at the receiving station, one key pivoted to swing easily over six contact points may be employed. As each signal has six different meanings, according to the bar or which it occurs, only one-sixth as many are required as in the Morse system, and for these the shortest and simplest are selected. Thus a dot is used for the six letters which occur most frequently. In this way the actual time occupied in making the signals required to send a message is reduced fully one-half from that required by the Morse system, so that the speed of transmission is doubled.—*Chicago Journal of Commerce.*

Crop Influence on Machine Trade.

The transportation interests of this country are so stupendous that influences which depress them exert an injurious effect upon every other branch of industry, and mechanical interests are peculiarly liable to suffer from this cause. For several years back crops were a partial failure over nearly the whole country, and not an inconsiderable amount of the depression in railroad securities is due to the decreased earnings resulting from the loss of business that resulted from short crops. This season brings tidings from all quarters that the crops are very bountiful, and the effect cannot

fail to exert improvement on all lines of business. The wheat crops are safely harvested, and insure abundance of that staple. In the corn raising districts the corn crop is most encouraging, and a heavy yield will revive many depressed industries. In the early part of the season grave fears were entertained for southern crops, but they have proved groundless. Sugar-cane is now reported as looking unusually well; rice is already assured to be a good crop, and cotton promises a gratifying yield. In this regard it is a wonderful fact that a great stretch of country bordering on the Mississippi river which was under water sixty days ago, is now blooming with rice and sugar-cane. The revival of trade that will bring spare locomotives out of the round houses on the road, and will put the numerous idle cars in motion, will encourage railroad companies to buy a little more than is demanded for their immediate needs, and idle tools will in consequence be set to work.—*American Mechanist.*

A New Metal.

A New York Scientist claims to have discovered, along the Lehigh Valley, a hitherto unknown metal which will some day supplant nickel in general use. He was making an experiment with an explosive substance mixed with pulverized furnace slag, which, on being heated, caused an explosion to take place. Upon examining the crucible in which the mixture had been, he found that a chemical process had taken place by which an apparently valuable, but hitherto unknown metal had been eliminated from the slag. It was silvery white in color, of fine smooth texture, and susceptible of a brilliant polish that no exposure will tarnish. It was found to be malleable, ductile and of great tenacity, showing a tensile resistance of 140,000 pounds to the square inch. Further experiments only confirmed the results of the first trial, and a company has now been organized for the purpose of "working" the large slag banks along the Lehigh Valley for the new metal.—*Canadian Manufacturer.*

Warping of Wood.

It is said that the wood on the north side of a tree will not warp as much as that from the south side, and that if trees are sawed in planes that run east and west, as the tree stood, it will warp less than if cut in the opposite direction. However this may be, it is certain that the tendency to warp when sawed into boards is much greater in green than in dry wood, and that the convex side of the curve is always toward the heart. This warping, due to unequal shrinkage, and to the more open texture of the external portion of the tree, is not found to occur in the middle plank or board of the log, excepting as it may in slight degree reduce the breadth. This quality of not warping, which is in many cases absolutely indispensable for certain uses, as, for example, in the sounding-boards of pianos, is secured in the case of spruce timber by first quartering the logs, and then sawing them with the angle downward. It is then sawed into boards very nearly at right angles with the line of annual growth, and a small triangular strip must be taken off to make the board

square-edged, but qualities of stability and strength are secured that could not otherwise be had.—*Canadian Manufacturer.*

General Notes.

A MILL in Germany has been in the same family for three hundred years. It was purchased in 1584 by Peter Roellig, and has passed from father to son through twelve generations.

IN 1872 there were in Dundee about 100 jute mills, employing upward of 20,000 workmen, and manufacturing more than 180,000,000 pounds of jute annually. In the same year nearly 50,000,000 gunny bags, most of which were made in Dundee, were exported from Great Britain. Of the 300,000,000 pounds of jute that were manufactured in the United Kingdom in 1876, 200,000,000 pounds were woven in the mills of Dundee. The annual value of the flax, hemp and jute manufactured in Dundee is now \$15,000,000. The jute factories of Dundee have created a flourishing city, giving employment to thousands of workmen, diffused prosperity throughout a large community, promoted the commerce of Scotland in the importation of the raw material and the exportation of the manufactured product, and facilitated the movement of the cotton and grain crops of the world.

THE British labor market, as reported by the *London Labor News* of September 20, was very unsettled, and showed no sign of future improvement. Work in the colliery districts was very slack, and the iron trades generally were much depressed, many men being discharged and several large works closed. The ship-building and marine engineering trades showed no signs of improving, and at Cardiff several hundred men were on strike. The Sunderland engines were still on strike, and were being supported by their societies. A large strike among the butchers was reported from Limerick, and it was expected that 3,000 men would quit work during the week. The textile trades were fairly active, but some factories were still on short time. Railway building was fairly active and agricultural operations were still brisk.

THE lumber trade, as reported by the *Chicago Northwestern Lumberman* of September 27, was very dull and depressed. The usual reports of oversupply and small volume of distribution were made, and, except in the large cities, the trade was very slow. The petition to stop work for the season presented to the boom companies by the mill-owners of the Saginaw district, if agreed to by those companies, it was expected, would lessen the stock of lumber and probably ease up the market considerably, which has been long suffering from oversupply. The effect of the cut in Missouri river freights was at the time of writing not very marked. If the cut continued to spread it was expected that the effect upon the southern pine market would be very depressing, as the white pine from Michigan and Wisconsin would be brought into direct competition in Kansas and Nebraska with the pine from the Gulf states. The general feeling in the west was that the end of the cutting was not yet, and it was expected that rates would be further demoralized.

BRANDON.

Merchants say business is improving fast, but the circulation of money is still limited although daily increasing.

We have no business changes to report in town, but Callender & Reid, general merchants, Millford, are about to sell out their business there.

Last Monday we had the first actual frost of the season, but it was too late to do any damage, and was rather welcome as the introduction to steady, good weather.

The county fair held here last week was a failure so far as exhibits are concerned. A farmer's wagon box would have held all the exhibits of grain and vegetables. Farmers have been too busy stacking and threshing to spare time for making exhibits.

There has been a complete change in affairs in this town within the last few days. Business has livened up very much, and grain is beginning to come in in quantities. Buyers are paying up to 70c for No. 1 hard which is quite a reduction on what they paid at first.

The new elevator erected by Mr. Geo. A. Stewart of this city for the Bell Farming Company at Indian Head, had its first trial on Friday last, and succeeded in putting through 50 bushels in two minutes, and has a capacity of 50,000 bushels.

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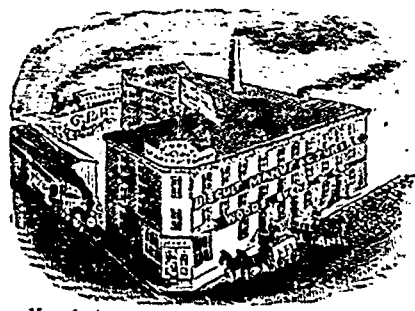
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Canadian Pacific Railway.
(WESTERN DIVISION)

CHANGE OF TIME

On and after July 23th, 1881. Trains will move as follows:

Going West.	Going East.
93.37 a.m. leave Winnipeg arrive	5.15 p.m.
10.33 " Portage la Prairie	2.50 "
2.30 p.m. Brandon	17.00 a.m.
9.00 " Broadview	2.45 "
3.05 a.m. Regina	10.20 p.m.
5.45 " Moose Jaw	7.45 "
1.03 p.m. Swift Current	1.60 p.m.
7.20 p.m. Maple Creek	7.40 a.m.
11.45 p.m. Medicine Hat	3.45 a.m.
1.30 p.m. arrive Calgary leave	3.50 p.m.

Three trains a week will run west of Moose Jaw, leaving Winnipeg on Mondays, Tuesdays and Fridays, with Sleeping Car attached, and will run through to Calgary. Returning train will leave Calgary Tuesdays, Thursdays and Saturdays, and arrive at Winnipeg Tuesdays, Saturdays and Mondays. Daily trains will run between Winnipeg and Moose Jaw.

Going East	Going West
90.20 p.m. leave Winnipeg arrive	17.00 a.m.
11.50 p.m. Portage	1.05 a.m.
4.55 a.m. Brandon	8.05 p.m.
2.30 p.m. arrive Ft. Arthur leave	9.15 a.m.

Going South.	Going North.
8.35 p.m. leave Winnipeg arrive	6.40 a.m.
10.50 p.m. Emerson	4.00 a.m.
8.40, 9.15 a.m., leave Winnipeg arrive	4.00, 7.00 p.m.
0.30, 11.55 a.m., Morris	1.20, 5.05 p.m.
1.40 a.m., Regina	.00 p.m.
5.00 p.m. Manitou	2.30 a.m.

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

Train leaves Winnipeg for Stonewall, Tuesdays Thursdays and Saturdays at 9.30 a.m., arriving at Stonewall 10.30 a.m. and Stonewall at 10.55 a.m. Return same days, leaving Stonewall at 1.30 p.m. and Stonewall at 2 p.m., arriving at Winnipeg 3 p.m.

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

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

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