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DEALER IN**COFFEES, SPICES**

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Sales of every description held in any part of the city or
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public of Winnipeg generally that heHas purchased the entire interest of
Mr. T. P. MurrayIn the business of Real Estate Agent lately carried on
at 436 Main street. Also that of

ACCOUNTANT AND COMMISSION AGENT,

and that he will continue the said business at the same
offices, and hopes to receive the same support so liberally
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LAND VALUATOR & FINANCIAL AGENT

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The Commercial

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

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

VOL. 1.

WINNIPEG, OCTOBER 31, 1882.

NO. 5

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.

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THE 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.

STEEN & BOYCE,

Publishers.

WINNIPEG, Tuesday, Oct. 3, 1882.

WINNIPEG, OCT. 31, 1882.

FRANK HICKS, butcher, Morris, has sold out his business in that town.

A. McLEOD, grocer, of Virden, has given up business there and gone to Elkhorn.

WM. GIBBENS, publisher of the Rapid City Standard, has given up business in that town.

MILLER & FRERORN grocers, of this city have sold out their business to Gray & Hadlock.

Mr. H. C. DENNIS has retired from the firm of Dennis, Sons & Co., but the firm name will remain unchanged.

D. S. THORNE & Co., have admitted Mr. Gillmore into partnership, and the firm name will in future be Thorne, Gillmore & Co.

REPORTS from different portions of this Province state that quite a number of stacks of grain have been seriously damaged by the late rains.

GORDON & MADISON, grocers, of Qu'Appelle, have dissolved partnership, and the business will in future be carried on by George E. Madison.

GEO. M. FRANCIS, confectioner, of Strathroy, Ont., is about to move to Winnipeg, where he will probably soon embark in the same line of business.

CARTWRIGHT & BURRELL, commission agents, of Winnipeg, have dissolved partnership, and the business will in future be carried on by J. C. Burrell.

MR. THOS. TAYLOR, bookbinder, is preparing to open up a stationery and blank book branch, which he will carry on at his place on Owen Street. He is now getting his stock in.

MR. J. C. McLAGAN, business manager of the Sun, returned from Guelph, Ont., on Sunday, where he had been on the sad mission of attending to the funeral arrangements of his wife.

THE wholesale dry goods business of Wurtelle & Co., in the Gerrie Block, has passed into the hands of Rowe, Newton & Co., an enterprising firm, who will push the business with energy and vigor.

MESSRS. BLACKWOOD BROS., manufacturers of aerated waters, have made an extensive addition to their works on Colony Street, which will enable them to work up to the full capacity of their machinery.

What has become of the electric light? During the fine moonlight nights of last week it was in full blaze, but on Saturday and Sunday nights when darkness and mud prevailed, it was conspicuously absent.

A fire broke out in a vacant house in the Point Douglas district between one and two o'clock Sunday morning, and before the brigade could reach the scene the building was burned down. The damage is estimated at \$1,000, and the origin of the fire is a complete mystery.

TRAVELERS westward will be satisfied to learn that a good frame building hotel has been erected and is now in operation at Regina. A commercial man who arrived in Winnipeg from there a few days ago spoke favorably of the fire he received there, and stated that the new house was a great improvement upon tent life.

An index to how the erection of good business buildings will pay in Winnipeg, is furnished by the fine block at the corner of Main and Post Office Streets, erected by Mr. Duncan Mc

Arthur. The building altogether is rented for \$11,000 a year, and the cost of construction is somewhere in the neighborhood of \$33,000. Besides being a paying investment it is an ornament to the city.

MESSRS. TRAILL, MAULSON & CLARK, produce brokers, of this city, are about to erect grain warehouses at both Carbery and Smugglers' Point, and furnish regular markets for the farmers at these towns. Next spring this firm intend erecting elevators at these and other places and going heavily into the business of exporting grain. It is to be hoped they will meet with success, and that other good firms will follow their example.

AN unsuccessful merchant from Regina called in the office of THE COMMERCIAL this week and gave a very gloomy report regarding the future capital of the North-west territory. He said that there were many dealers in staple goods there, and competition in these was so keen that prices were as low as in Winnipeg. On that account he sold out and came East again. His report, however, differs very much from those of commercial travellers, who report business good and collections easily made at Regina. But there always will be discontented people under any circumstances.

Our evening contemporary, the Sun, the 26th, entertained its readers to a column and a half of a wail over the going astray of THE COMMERCIAL on the "Railway Question." We are not astonished that the Sun should object to a plain business view of this question, and hint at, as it does, a way out of the difficulty through the duplicity of a Dominion minister. Being a journal conducted upon business principles and not for a political purpose, and not having a politician plaster of any description clinging to it, it is but natural that the views of THE COMMERCIAL would not meet with favor in the eyes of extremists of any political party, and especially with journals whose relations with politics and politicians are so much closer than its own.

In another portion of our columns will be found the prospectus of the Emerson Agricultural Works, (limited), which it is intended to organize with a capital of \$100,000 in shares of \$100 each. We advise persons looking for an investment to carefully peruse this sheet.

Husband's Liabilities.

To the Editor of the Commercial.

SIR,—I have had the pleasure of perusing your valuable journal of the 17th inst., and take the liberty of commenting on your article on "A Husband's Liability," as laid down by Judge Galt, and I should think not by a conscientious panel of jurymen, but entirely by his instruction and direction.

In the case of Philipson v. Hayter the judgment of Lord Chief Justice Bovil was lucid and satisfactory, and might be taken as a guide in similar cases. The learned judge held that there must be an express or implied authority. If a wife ordered articles for domestic use, or if she ordered articles for a trade carried on by her husband's consent, she would have the requisite authority to pledge her husband's credit. But where the articles are not for domestic use, nor for a trade carried on by the wife with the husband's sanction, then, unless there is an express authority, the wife cannot pledge the credit of her husband. In the case of Philipson v. Hayter the wife had bought a cigar case, a tobacco pouch, and a guitar without the express authority of her husband, and the Court ruled that for such articles there could not be an implied authority, unless the wife had been trading in such articles with the sanction of her husband. The rule thus laid down seems to me eminently fair. Tradesmen and judges will differ about what are and what are not legitimate articles for the wife to purchase in the name of the husband, but there are very many costly articles which are manifestly not included in the list of domestic requisites. Will the tradesman be more careful would it not be at least unpleasant for him to say, "We cannot book this or that without the express consent of your husband." Judge Galt's decision may have good effect in giving protection against a reckless and fraudulent pledging of a husband's credit, but I agree with you that it is a stigma on wives generally.

I remain, sir, your obedient servant,

NEVILLE.

The Political Campaign.

On the evening of the 23rd the political campaign in Manitoba was opened with a stormy meeting in the Opera House, Emerson, at which the *causis belli* of the two great political parties were pretty clearly defined, while the champions of both sides were not a little indefinite about how far they were prepared to go in the policy they outlined. Disallowance of provincial charters is the bone of contention, and while Mr. Greenway, the would-be Premier, protests loudly against the policy of the present Dominion Government, he is careful not to advocate a policy of repudiation of the agreement with the C. P. R. Mr. Norquay, the present Premier, while endorsing in a general way the policy of Sir John Macdonald's government, intimated his determination to support the rights of Manitoba in the construction of the Emerson and North-western Railway. The honorable gentleman was very emphatic upon this point, and stated that should the present charter be disallowed, his government will call the legislature together and re-enact it, and will continue to do so

every time it was disallowed until the right to construct the railway be established.

It was evident from the addresses of speakers on both sides that both political parties were prepared to lay aside party ties when the interests of the Province were assailed. Considerable acrimonious talk was indulged in, and the inconsistency of the different leaders freely ventilated. This can be accepted as the effervescent portion of the meeting's proceedings, as people of a philosophical or even practical turn of mind do not look for a heavy stock of consistency in a politician, no matter what party he may represent. In the question of railway rights, which deeply interests the commercial and industrial circles of the Province, people who have the faculty of viewing matters from a purely business stand-point must feel satisfied in noticing that both political parties are prepared to defend these, while those who stand by the old commercial principle of "Honor all obligations, even if they be burdensome ones," will also be satisfied to note that the party in power cling tenaciously to that creed, and even those who are in the cold shade of opposition, and pressed by all the temptations which a party in opposition have to make, great promises do not avow a policy of repudiation. Through all the smoke of political agitation the philosopher can see that this question of provincial railway rights is falling into line as a question to be discussed upon purely business principles, and that none of our prominent political leaders are prepared to sacrifice the honor of the Dominion to secure a local advantage, no matter how desirable the same might be to many residents of the Prairie Province.

Lumber and Wheat Tariffs

The shrewdness and cunning of American manufacturers and dealers is being shown by the present agitation throughout the United States for a repeal of the duties on Canadian lumber and wheat. Singular to say, the class who now advocate such a course have, until lately, been advocates of a system of trade protection which amounted to practical prohibition in many classes of manufactured goods. Nor is there any reason to assume that these persons have been converted to free trade doctrines, but individual interest in the dominions of Uncle Sam, and indeed in every commercial country are very apt to supplant patriotism, especially when the latter is of a very questionable description.

In the question of tariff on Canadian wheat we find that during the past six months several millers' associations in the United States have passed resolutions in favor of its abolition, and more than one journal devoted to the milling interest has advocated such a policy. This is not on account of any reciprocal feeling, but milling centers now find that their power of production is far beyond what the supply of wheat from home sources will support; and it is being steadily realized that in the near future by far the greater share of fine milling wheat must be produced in the Canadian North-west, the area of country in which the same can be produced being practically limited in the United States.

In respect of lumber tariff the case is very

similar, and manufacturers of goods connected with that line in the States are sufficiently reciprocal to see that they must profit by the free importation of Canadian lumber, especially as the Dominion tariff laws makes provision for the removal of lumber duties as soon as the United States adopt a similar policy.

It is not our intention to advocate either a Free Trade or Protective policy at present; but if the manufacturers of a great commercial nation like the United States can change and twist their political leanings and so-called patriotism where their own interests are concerned, it is not at all wonderful that the people of a new and struggling country like the Canadian North-west should be inclined to profit by a similar course, and it seems that the tariff changes mentioned would be of great advantage to this country. The removal of the American wheat tariff would open up a new market for North-western grain which has hitherto been practically closed. A removal of the lumber duties would give building material cheap now while it is necessary for the building up of new towns and cities, and in time when the timber of the North-west is opened up by railway communication manufacturers here would have a wider field for their lumber.

The schemer's plans often benefit others besides himself, and this little bit of selfish demand on the part of American millers and lumber men of the States, if acceded to, would bring profit to the North-west in many respects.

The Influence of the Press on Markets.

The following letter, signed by twenty-two butter and cheese houses of Montreal appears in the Montreal *Gazette* of the 20th inst. :—

DEAR SIR.—The undersigned, comprising the principal houses in the butter and cheese trade of Montreal, desire to inform you of their feeling in regard to the *Gazette's* reports this season of our butter and cheese market, and beg leave to say that we consider that they are, and have been, erroneous and misleading, as they have constantly quoted higher values than current here, and are injurious alike to producers and dealers in delaying and preventing trade.

We respectfully ask you to publish this opinion in justice to ourselves.

It is not to be presumed that the Montreal *Gazette* has wilfully followed the course indicated in this letter, and indeed the manly and explicit way in which the journal meets the accusation, by showing that several firms of much greater prominence have refused to sign the document, and asserting its determination to represent the transactions of the trade without fear or favor, would call forth from any unbiased reader a verdict of not guilty.

This complaint of the Montreal butter and cheese dealers, however unfounded it may be, gives an index to the power that newspapers possess in influencing the markets of a city or country. There is no reason to believe that this power is very great in connection with the produce market of Montreal, as that market is one where actual transfers of goods are the invariable rule of its transactions, and purchasers and sellers are in almost every case regular dealers. It can scarcely be said, however, that the stock markets of the Dominion of Canada

are so free from such influences, as it is well known that imaginary quotations are at times published, and have their bearing or bulling effect as the case may be. To reach the field where newspaper power is strongest in this line it is necessary to cross the International boundary, and enquire into the workings of the produce markets of some American centers of trade in that line. In Milwaukee, for instance, at least four-fifths of the transactions on the board of trade are of a purely speculative nature, where no actual delivery of goods takes place, while in Chicago the whole receipts of grain and produce during a year would not form a basis for one month's transactions on the board of trade. Where business is of such a purely speculative character it is natural that influences outside of the ordinary law of supply and demand have a great effect upon actual prices, and none has during the past few years been found so powerful as that of the press. When a clique of speculators find they are carrying a load they have no better method of easing the pressure of the same than by subsidizing the press, and unfortunately that is not always impossible to accomplish. After a lengthy period of inactivity in such markets it is not an uncommon thing for a prominent daily to expand its usually condensed reports into column and two-column articles with sensational headings, and supplement the same by pithy editorials indicating the tenency of the market. Old speculators are not readily misled by such publications, but the unsuspecting country operators are only too ready to swallow the bait; and those who have mixed in such speculation may have some idea of how the sharp ones "Gather in the lambs," as the operation of pulling in the country speculator as an auxiliary is cantly termed. The practice of employing the press in such undertakings has not made much headway as yet in Canada, for which the integrity of the press itself will account, and it is to be hoped that matters may long remain so. Laws can be framed to overtake the confidence man, the monte man, and other unprincipled sharks, but the unscrupulous speculator is hard to get at, and only the integrity of a country's business system supported by an incorruptible press can baffle him in his scheming.

Too Many Book-keepers.

Among the many who arrive in a new and promising country and are unsuccessful in their efforts to get along, no class are so numerous as book-keepers. If a young man starts out for the West and has no particular branch of business in which he has been trained, it is a common calculation that he can at least get a situation as a book-keeper. It is generally presumed that a good elementary education implies a theoretical knowledge of book-keeping, and the youth thus accomplished considers that he has one useful branch of business half learned. He never takes into consideration that every other youth with the same advantages is liable to fall back upon a similar resource, and that business houses in want of labor of that class will naturally engage the hands which have the advantage of practical experience. The experience of a Winnipeg mercantile house may be

quoted to illustrate to what extent this reliance upon book-keeping is carried. The house in question advertised for an office hand, and over twenty applications were made for the vacant situation, over two-thirds of the applicants being ex-school teachers, farmers' sons who had never been employed at any business pursuit, and others equally inexperienced in business, while two were half-fledged medical students. Shortly afterwards they advertised for an experienced salesman, and only two applications were received, either of which were from parties able to fill the position.

It is a fact that in the North-west the book-keeper is at a discount. The whole country is dependant upon push and energy, and those who assist most in this work have most chance of success. The book-keepers are perhaps less engaged in pushing business than any other class, and in a country where openings to success are to be found in the most unexpected fields, a young man has small scope for ambition within the boards of a ledger, day-book or journal.

Tariff and Export Trade.

The effect of a poorly regulated tariff upon an industry is pretty clearly shown in the representations recently made to the Canadian Minister of Finance upon the subject of duties on refined sugars by Messrs. Duran & Harris, of the Halifax and Moncton sugar refineries. It seems that in the United States refiners are allowed a drawback on exported sugar in a refined state to the amount paid by them on raw sugars imported, in the same manner as a drawback is allowed on flour exportations made from imported wheat, and Messrs. Harris & Duran urged upon the Minister of Finance the adoption of this system as one which would meet the interests of the sugar refiners of the Dominion. Mr. Harris stated his opinion that the system of refining sugar in bond will never meet the necessities of the Canadian refiners, and would open up any number of opportunities for misrepresentation and revenue frauds. The introduction of the rebate system would, he stated, enable Canadian refiners to compete in foreign markets, and without the chances of carrying on an export business the whole industry must suffer very much if a great decline did not set in.

It is a common argument of Protectionists that they advocate a tariff system as a means of revenue, while they expect home industries to prosper under the same. A tariff however which produced a revenue and was actually a burden upon the industry it was meant to protect, would scarcely find an advocate among any class of political economists, and much less so among those who view such matters from a purely commercial point of view. A tariff system can only be advocated as a question of expediency, and the best measures ever adopted by any nation must be considered as temporary and suitable only for the circumstances of the time at which it is enacted. The protection hitherto allowed to the sugar refineries of Canada may have, and doubtless has, assisted much in building up a branch of industry for the supplying of home demands. That branch of industry has grown to such proportions that

a foreign market is necessary for its further growth; and a tariff which builds up only the power of home competition, and does not give advantages which will allow competition in foreign markets, fulfills only a portion of the work for which Protectionists would intend it. The present system of protection for the sugar refining industry of Canada is incomplete, according to the statements of Mr. Harris, and there is no reason to doubt but he has clearly and conscientiously represented the whole case.

The present Canadian administration are bound by their national policy to a system of protective tariffs, and the case laid before the Finance Minister by Messrs. Duran & Harris will no doubt meet with their careful consideration, and if consistency is to be expected from any government the sugar refiners will in all probability have their claims acceded to.

The Conductors' Visit.

ONE of the pleasantest occurrences of the season has been the visit of the members of the Order of Railway Conductors to Manitoba. The party comprised gentlemen from almost every State of the American Union and every Province of Eastern Canada, and but few of them had ever before been in the Golden North-west. The party visited Brandon, Rat Portage, and other points as well as Winnipeg, and they speak in the highest terms of the country and the reception they met at every place. The banquet given by the City Council at the Grand Union Hotel on Thursday, was one of the best affairs of the kind that has ever taken place in the city. The members of the order and their wives to the number of over 200 were entertained in the magnificent dining room of the house to a sumptuous dinner, and addresses of a felicitous nature were delivered by Alderman More, who filled the chair in the absence of Mayor Logan, Capt. Scott, M.P., the worthy chief of the Order, and others. The party left for the South by train about seven o'clock the same evening, and each and all left the city highly pleased with the manner in which they had been entertained.

There is no class of men who can do more to advertise a city and its advantages, and we have no doubt but the praises of Winnipeg will soon be sounded far and wide over the continent. The City Council are to be commended for the hospitable manner in which they treated the members of the Order, and it cannot be said but they supported well the good reputation of the Manitoba capital.

THE *Selkirk Herald* of the 20th inst. notices the receipt of two very fine samples of granite. One is of a greyish color and the other resembles the Peterhead and Bay of Fundy granite. They were taken from a farm by the bank of the Winnipeg River, where an inexhaustible supply can be found. The specimens would be valuable for building and monumental purposes, but if they will only make good pavement they could be utilized to great advantage for street paving in Winnipeg, and other growing cities of this Province.

THE same paper states that a yard for the building of river barges is being established near that town.

Brandon.

Gamache & Limoges have placed their stock of general groceries and glassware in the hands of Turner, McKeand & Co., of Winnipeg, for the benefit of creditors, as they intend giving up business.

Kerchoffer & Jamieson, of Plum Creek, are erecting a large sale stable on Twelfth Street. It will be one of the largest stables in the country.

The Equitable Mercantile Company of New York have opened an agency here, and have appointed Mr. W. A. Macdonald its attorney for this district.

Mr. W. B. Scarth's dwelling houses are progressing rapidly. Messrs. Angus & Lyon, the contractors, have under construction eighteen buildings for this gentleman.

The Brand Club is approaching completion and will be in full running order in a short time.

Messrs. Phippion & Winter have in course of construction a skating rink between Seventh and Eighth Streets.

Auctioneer Wolf held a sale here for two nights last week, and disposed of a large number of lots at good prices.

Mr. A. G. Paul has opened out a stock of guns, ammunition, and general hardware on Rosser Avenue.

Mr. E. Hughes is building a couple of large stores on Tenth Street. The new passenger station which is being built between Ninth and Tenth Streets on Pacific Avenue is giving the center of this town a boom.

Mr. Geo. Grant, of the Customs Department, Ottawa, paid Brandon a visit last week for the purpose of reporting to the Government on the subject of making this point a port of entry. He has been well satisfied that this is a large distributing center, and will report favorably to the Minister of Customs.

The Great North-west Telegraph Company have opened an up-town office on Eighth Street, which will be a great boon to the public.

Coal has taken a fall to \$18. Wood scarce. Potatoes, 80c; wheat, 80c; oats, 50c.

C.P.R. receipts for the past week were: Freight, 236 tons; net, \$639 26; forwarded, 1,614 tons, \$12,596. Passenger receipts, \$3,585.

Murder.

A murder occurred in this city on Wednesday evening last, which has awakened the citizens to the fact that the practice of carrying fire-arms has not been stamped out in Winnipeg, notwithstanding the frequent fines of \$20 and costs imposed in the Police Court.

The story of the murder is an oft-told one. Two men met at a bar and engaged in an argument. One struck the other with his hand, and in return was shot through the breast and died in a few minutes.

The law against carrying fire-arms if rigidly enforced will do much to prevent such tragedies as this, and we doubt not but after this fatal affair it will be strained to its utmost in Winnipeg. It might be well, however, to go a little further and see if some measures could not be adopted to regulate the sale of fire-arms. It

does seem an anomalous state of law when a man cannot purchase poison at a drug store without having the prescription of a medical man, even when the druggist is perfectly satisfied that it is required for mechanical purposes only, while mere boys can purchase with impunity a weapon, the careless use of which may cost a life at any moment. The subject is worthy of a little consideration at least.



Emerson and West Lynne.

The cold days of the past week have livened up business in both of the above towns and grain and produce are being brought in by farmers in much greater quantities. Prices have ranged during the week: Wheat, 80c to 84c; oats, 42c to 45c; barley, 60c to 75c; flax, 50c. Quite a few loads of the latter have been received at West Lynne, and some have been of excellent quality. Potatoes are very plentiful at present, as farmers wish to dispose of all they do not want to preserve for spring, before heavy frosts set in. Loads during the week brought from 50c to 63c.

Emerson is going to have another clothing store. Messrs. L. J. Wood, of Hamilton, and W. W. Lumsden, of Belville, Ont., are arranging a stock in the Fairbanks block, preparatory to opening up next week.

Messrs. Ashdown & Co., one of the leading mercantile houses of Emerson, have, it is understood, sold out their retail branch, and will in future confine their business to wholesale and jobbing.

The Hudson's Bay Company's mill at West Lynne will be running in full operation during the coming week.

The timely discovery of a fire in the Priyn Block on Thursday prevented a destructive conflagration.

At the last meeting of the West Lynne Town Council a delegation was appointed to go to Winnipeg and inspect the fire brigade arrangements there, and report at next meeting, so as to post the Council in the matter of the purchase of a fire engine. Some prompt measures in this direction are necessary if a great fire is to be prevented.

Geo. Snook, of West Lynne, has sold out his harness business to Mr. Foster, who carries on the same line at Emerson, and who will conduct the same as a branch establishment.

THERE seems to be a hope of an early settlement of the war on rates between the Chicago, Milwaukee and St. Paul, Chicago, St. Paul, Minneapolis and Omaha, and Rock Island Railway Companies. It is rumored that the Rock Island is to be admitted into the pool on equal terms with other competing lines, and is to receive its full share of the traffic between Chicago and Minneapolis and St. Paul. Some parties who were looking forward to a long fight will be disappointed at this amicable arrangement, but the general public will probably not suffer thereby, as in the long run they are apt to pay dearly for any temporary advantages they gain from such a dispute.

A Newspaper Started under Difficulties.

We have been shown a letter from Mr. Thos. Spink, of Spink & Mabecey, who have established the *Observer* at Prince Albert, which gives an account of the weary journey these gentlemen had with their plant from Winnipeg to their destination. The letter is dated October 3rd, and was written one day after their arrival in Prince Albert, and as they left Winnipeg in the end of August, they were over a month on their journey. Below Fort Cumberland they were compelled to leave the steamboat on account of low water, and hire a York boat and ox teams to finish the balance of their journey, a distance of over 350 miles. They had some companions in misfortune, as the party numbered thirteen besides the five Indian boatmen. Their plant and other goods were loaded into the boat, and the whole party had to walk on the river bank, and assist in towing the boat. Three weeks of this weary travelling and fifty miles by teams brought them to their destination, and supplied the people of Prince Albert with a press organ.

It would be hard to find a better proof of North-western enterprise than is furnished by this instance, and it shows that the members of the Canadian press are determined in spite of all obstacles to advance in the van of civilization over the great prairies of the North-west.

Fire!

Between two and three o'clock on Sunday morning fire was discovered in the Bank of Montreal block, one of the finest and most solid structures in the city. The fire had its origin between the private office of General Manager Van Horne and that of his assistant, and had made some headway before the alarm was given. The fire brigade responded quickly to the call and made every effort to extinguish the flames, which, however, they were unable to do, until the offices of the C. P. R., which are on the second story, were nearly gutted. The offices of the bank were also much injured and the furniture therein destroyed. Most of the valuable papers in the C. P. R. offices were saved, and nothing but the furniture of the bank was destroyed, as ample time was allowed for the saving of papers and such like before the fire made its way through to the street floor.

The loss in the railway offices is estimated at \$4,000, which is covered by an insurance policy of \$5,000 in the North British and Mercantile. The damage to the building is estimated at from \$8,000 to \$10,000, and will be repaired as quickly as possible. In the meantime both institutions will occupy temporary quarters in the old Knox church.

Last spring a fire burned a row of buildings adjacent to this bank, and it was only the fire-proof nature of the bank building that stayed the further spread of the conflagration on that occasion. There are various theories about the origin of the fire, none of which hunt at incendiarism. It may be said to have had a purely accidental origin.

Portage la Prairie.

Business in this city has been steadily improving during the past week, and merchants are feeling confident of a continued good trade. Grain has been coming in freely, and the quality still shows good. Each day several cars leave for the East. Wheat sells as high as 85c; oats, 50c; barley, 70c. Over 15,000 bushels of grain have been received here this season already.

Joseph Buchanan is erecting a store building on Saskatchewan Avenue, in which he intends opening up in grocery business as soon as it is completed.

The Cochran Manufacturing Company have purchased lots on Saskatchewan Avenue, where they intend erecting a warehouse and carrying on business.

Mr. John O'Donoghue, of the Globe Harvester Works, London, Ont., has been in the town for some days, and is about to establish an agency here.

Mr. McIlvanie's paper mill is now running, and it is expected that night and day work will be necessary for some time to fill orders.

The new mills of the Portage Milling Company will be in operation this week, and A. P. Campbell will be their manager. They will be the largest flouring mills in the North-west outside of Winnipeg.

The new biscuit factory is running steadily now, and several car-loads of its manufactures have been shipped to Winnipeg.

The firm of Dallimore & Bvers, butchers, has been dissolved, and the business will in future be carried on by John Dallimore.

The Lone Land.

The Prince Arthur's Landing *Herald* of the 25th inst. contains a long account of a trip from the Hudson's Bay to the Souris Valley by Mr. Walpole Roland, late of the C.P.R. survey. The Nelson Valley and the prospected routes from Winnipeg to the Hudson's Bay are described at some length, and the engineering practicability of the latter asserted. The country through which they must pass, however, Mr. Roland describes as one which never can support a population, as the hardiest crops never ripen over a great portion of the country. The tremendous ice gorges on the Nelson River he also thinks will make the construction of harbor works near its mouth a matter of great difficulty, if indeed the maintaining of the same be possible. His ideas of the prospects of a Hudson's Bay route are certainly not very flattering, but he is explicit in his opinion that the construction of a line of railway to the shores of that bay present no great engineering difficulties.

Some of Mr. Roland's descriptions of the journey are really vivid, and certainly interesting.

Real Estate.

To anyone who lived in Winnipeg during the boom of last winter, and watched the tide of reckless speculation which was then at its flow, the present healthy state of the real estate business of the city must look very satisfactory. Property has been changing hands in much greater quantities during the

past two months than the casual observer would be apt to believe. The bulk of the purchases, too, have been made by working men of the mechanic class, who are making efforts to secure homes. Lots therefore for building on are in steady demand, and the auctioneers Scoones, Coolican and others, besides the regular real estate agents, are doing a good paying business, and are conducting the same upon a safe and solid principle. The whole real estate business of the city is in a healthy way, and it may be confidently expected that in the future nearly all transactions will be carried out upon a safe and solid basis.

Winnipeg Money Market.

The demand for money in the city has rather increased during the past week, and with it the stringency which it was hoped would have relaxed by this time. The ordinary commercial business of the city cannot be said to be suffering from the tightness, nor has there been any actual advance in rates. Still the banks are careful not to undertake much new business, and are disposed to hold even regular accounts as closely as possible. In real estate mortgage loans matters are much easier, although some loan companies have their funds immediately available about the invested, and are in no way desirous of new business. Others are still loaning freely, and show the most implicit faith in the future of the country. Money for investments of this class cannot be said to be scarce, and is certainly much easier than for commercial purposes.

First-class mortgage loans have been made during the week at from 9 to 10 per cent. but there is no record of any below the former figure. First-class mercantile paper is good at from 8 to 10 per cent, and ordinary at from 10 to 12, but a tightening feeling gains ground, and with an increasing demand a slight advance would in all probability take place.

River Bank Railway.

The movement which has been on foot for some time regarding the construction of a branch of the C. P. R. from Point Douglas along the bank of the Red River to its junction with the Assiniboine, took the form of a meeting of prominent citizens and aldermen in the council chamber on Saturday afternoon. There were present Messrs. A. W. Ross, C. J. Brydges, E. W. Jarvis, W. W. Banning, S. C. Biggs, H. M. Howell, D. Linklater, W. Harvey and Thomas Renwick, Aldermen McMillan, Owens, Bathgate, Cameron, Sutherland and Wilson.

Mr. Brydges spoke of the advantages to be gained by the construction of the proposed line, showing that it would give a great impetus to the construction of manufacturing institutions along the river bank. He pointed out a plan prepared by Mr. Jarvis, showing how it could be easily and cheaply constructed. It was stated that the owners of property along the proposed route were prepared to give free right of way upon certain conditions, so that no great obstacles were now in the way of the work. Mr. Jarvis also mentioned that in conversation with the present manager of the C. P. R. that gentleman was favorably disposed to

the construction of the line if free right of way was secured.

After considerable discussion of an informal nature, the following resolution was adopted on the motion of Mr. Jarvis:

Resolved, that the City Council be requested to provide the right of way from Point Douglas Avenue to the bank of the Red River, for a railway on the western line shown on the plan submitted herewith, and that they be requested to communicate their decision at as early a date as possible.

The Western Canada Loan and Savings Co. of Toronto have appointed Mr. J. B. Ross permanent manager of their Winnipeg branch. Mr. John Massey who has hitherto managed it, will shortly return to headquarters.

The latest rumor regarding the Manitoba South-western railway is to the effect that its control is now in the hands of the St. Paul, Minneapolis & Manitoba company. There have been so many rumors about this line, that it is hard to believe there is any truth in the last one. It would certainly be quite a valuable acquisition to the St. P. M. & M. Ry.

Winnipeg is not to be free from strikes this winter, as the compositors of the *Free Press* and *Times* are now out, owing to a reduction in the rates of composition to be paid at these offices. Both parties are confident of success.

The snow storm of yesterday extended for four hundred miles west of Winnipeg at least, but around Brandon it was heaviest, the fall there reaching over five inches. There is no reports of stoppage or delay on the railway through the storm, and no damage to telegraph wires has occurred.

Mr. John Bell, solicitor for the Grand Trunk Railway Co. is at present in Winnipeg, staying at the Grand Union hotel. It may be that this gentleman is looking after the prospective interests of the G. T. in Manitoba.

The Assize Court is still sitting, and civil cases are now being tried, the heavy portion of the criminal docket having been disposed of. As yet no cases of great interest to the business public have been tried, but several are expected to come off during the present week. The case of Gen. Rosser against the C.P.R. for damages sustained through false arrest was disposed of on Friday, a verdict of \$2,800 being awarded to the plaintiff.

The Thunder Bay *Sentinel* of the 20th inst., says. In addition to the 7,000 tons of coal already laying here, Messrs. Pugh & Co., of Chicago; Messrs. J. Gillespie & Co., of Vancouver, and Messrs. Marks & Co., of this town, have between them about 19,000 tons more to unload during this fall. Besides this, preparations are being made for the shipment of a considerable quantity of general merchandise, and providing we can find room for storing this, we will have sufficient work for the C. P. R. during the winter to keep their trains running till navigation again opens.

The Commercial

WINNIPEG, OCT. 31, 1882.

SEWAGE FOR WINNIPEG.

It has invariably been the case that in rapidly growing cities of the West the provisions made in the matter of public improvements have fallen far short of what the necessities which rapid progress created, and not a few populous centers, while they rank as cities of importance in population, trade and industries, are in the matter of public improvement only overgrown villages. It would be impossible to avoid more or less of such a state of affairs in a great many new cities, and nowhere on this Continent has the impossibility been more felt than in Winnipeg. The city has grown from a village of 1,000 people to a population of nearly 30,000 within ten years, and it is not to be wondered at that public improvements have not kept pace with such an unprecedented growth.

Among all other matters of improvement none seem to be more deficient in cities like this than the sewage system. There is scarcely a growing city in either America or Europe which has not its sewage difficulty, and the cases are few where the subject has been grappled with until the providing of a system has become a matter of enormous expense. Winnipeg will soon be in this position, and it would be a wise course to adopt some scheme now, when the expense of construction would be comparatively small, which would be sufficient to meet the demands of the city for many years to come.

About three years ago a scheme for the sewage of Chicago was made public by which the waters of Lake Michigan were to flow through the sewers of the city and be carried off into the Joliet River. The scheme necessitated the construction of a discharge sewer nearly twenty miles in length, and a fall of only a few inches to the mile was allowed for carrying off sewage. It was calculated by this scheme that water entering the sewers would be about 24 hours in passing through the same, and reaching the main discharge channel beyond the city limits, thus keeping up a steady process of admitting a flow of pure water.

It seems to an unscientific mind that a scheme such as this could be easily and successfully constructed for Winnipeg

The flow of fresh water could be secured from the Assiniboine River three or four miles above its junction with the Red River, and the sewage emptied into the latter at a reasonable distance below the city boundary. A glance at the map of Winnipeg and its surroundings will show how short these two underground channels would require to be, and how cheaply the work of construction could now be done before the city has extended any further westward. A system of sewers could be branched off at some point inside of where the Assiniboine was tapped, and these could be made to again concentrate at some point in a discharge channel before entering the Red River. A fall of over 14 feet could be secured between the tap and discharge points, which would cause a flow sufficiently rapid to prevent the accumulation of sewer gases, which are the disease producers of most flat lying cities.

It is not in our power to go into details upon this subject, nor do we warrant its feasibility, although it seems thoroughly practicable. We put forth the scheme merely as a suggestion, and hope that some practical engineer will thoroughly investigate the matter, and if possible, reduce it to practicability in details. The question of how shall Winnipeg dispose of her sewage is an all important one, and opens up a problem for engineering skill which no tinkering and temporary measures can successfully solve. To grapple with the question at present means to place the city among the healthiest in the world, and to delay it means to greatly endanger the health of the community for years to come. Should the suggestions we have thrown out prove practicable in the hands of an experienced engineer, then we must conclude that nature has allowed to Winnipeg unusual advantages in connection with a matter which has caused unlimited annoyance in many cities both of the Old and New World.

FOREIGN CAPITAL IN MANITOBA.

For the development of a new and promising country it is an absolute necessity that capital from older places be extensively employed, and nowhere are the benefits of such imported funds more felt than in the prairie Province. Wealthy as many of the old settlers have grown of late, and anxious as they are as a class to invest their funds in their own country,

their aggregate capital would go but short way in the work of settling up and developing the Province and the North-west generally. The spare funds of capitalists who live in countries where money is cheap must long play a prominent part in the great work, and it is pleasing to people here to note the confidence these classes have in the future of this country. At present a monetary stringency is felt all over the continent of America, and the business circles of Manitoba, if they do not suffer much from the same, are at best closely pressed to make ends meet. Through all this stringency the capital which seeks investment in North-western landed securities has been plentiful, and on first-class mortgage loans of that nature rates of interest have shown no tendency to advance, but gradually grow easier. It is pleasing, as already stated, to notice this, but to the class who are more intimately connected with mercantile and industrial affairs it presents rather an anomalous appearance. While the landed interest has an easy money market this class find the purse strings of the banker, to say the least, uncomfortably tight. They are forced to the conclusion that the distant capitalist, while he is anxious to have his money locked up in North-western lands, has not as yet acquired sufficient confidence in the mercantile or industrial affairs of the country to invest freely his funds in undertakings of that class.

For instance, there are in Winnipeg agencies of some ten financial companies whose business is confined to loaning money on real estate mortgage security, and the aggregate capital of these companies amounts to several million dollars, 90 per cent of which comes from distant sources. It seems strange that in the whole North-west there is not a concern outside of the chartered and private banks whose funds are available for general mercantile or manufacturing investments. To secure funds for such a purpose it is necessary to form joint-stock companies with special objects, and even for such it is not easy to secure foreign funds, as may be judged from the fact that by far the largest proportion of these are floated on local capital. The capitalist of the East and of Europe knows only of a country with rich lands, which provide a safe investment, and shuts his eyes to the advantages that are offered in mercantile or industrial undertakings.

That such a state of affairs now exists may be attributed mainly to the financial agents of Manitoba, who have never made any effort to direct foreign capital into industrial channels. The newspapers of the Province, and of the Eastern Provinces also, are replete with advertisements of agents who place funds in real estate loans, but a single advertisement offering to make safe investments in industrial undertakings has yet to make its appearance. Is it not time, let us ask, that financial agents should spend some effort in this direction?

The development of the agricultural resources of the great North-west presents no doubt an unlimited field of safe investment for capital, and we have no desire to place any barrier in the way of the great work. But if this country is to become truly great more effort must be made in the direction of commercial and industrial progress, and some pains taken to direct foreign capital into that channel.

BANKING REVIEW.

Under this heading the *Monetary Times* of the 20th inst. sounds a note of alarm, and while it does not predict, it outlines pretty definitely the possibility of an approaching commercial panic throughout Canada. By comparisons of the years 1879, 1880, 1881 and 1882 the journal in question endeavors to impress its readers that the whole fabric of Canadian credit is becoming top-heavy.

On the amount of gold and silver held by the bank, the *Times* give the following table:—

In September, 1879, the banks had	\$6,298,000
" 1880, " "	6,720,000
" 1881, " "	5,196,000
" 1882, " "	6,790,000

The indebtedness of banks for bills payable on demand is thus tabulated:—

In September, 1879	\$17,726,000
" 1880	21,693,000
" 1881	23,675,000
" 1882	30,035,000

What the public owe the banks is set down as follows:—

In September, 1879 the public of	
Canada owed the banks	\$115,000,000
In September, 1880	108,800,000
" 1881	133,300,000
" 1882	163,600,000

On the strength of these and other figures, the *Times* takes a very gloomy view of the financial prospects of the country, and sends forth the following note of warning:—

It is evident to the most cursory observer

that Canada is piling up her edifice of credit operations at a very rapid rate. Our bank discounts are nothing but an expansion of credit. Discounts are credits passed. Their increase is an increase of indebtedness. The people of Canada, it is evident, are getting deeper into debt as every month rolls round, and time will show whether they are able to pay these debts or not. The edifice of credit is mounting higher and higher. The materials may possibly be all sound and solid. Possibly they are not. The probability is that many of them are solid enough. But judging by all past experience, a considerable amount of poor material must have been placed in the edifice during the last year or two and is being placed in it now.

We do not question the honesty of the fears expressed by our contemporary, and we doubt not but "the most cursory observer" would see much cause for alarm did he, like the *Monetary Times*, view only one side of the subject.

Business men of mature years and experience can well remember the successive years of depression which prevailed all over this continent, and how in the Fall of 1879 the first symptoms of returning confidence were apparent in the commercial circles of this country and the United States. The period from which the tables of the *Monetary Times* commences its statistics was one when every dollar of distant capital which could be was withdrawn from this Dominion, when the issue of banks had been restricted to its smallest possible limit, and when the specie basis of the country's credit would naturally be at its heaviest. Since 1879, however, there has been a steady growth of confidence in the minds of foreign capitalists regarding the solidity of our whole business system, and with that returning confidence the flow of capital into the country has been steadily on the increase. The fall of 1879 was also a time when commercial and industrial enterprise in Canada was at its lowest ebb, and from that date it has had a steady growth until the Dominion is gradually taking its place as one of the countries which export manufactured goods to an extent that claims recognition in the leading markets of the world. Since 1879 the value of property in the Eastern Provinces has increased at a much more rapid pace than the debts of the people or the banks. In the fall of that year the agricultural products of the country had to be marketed, and the surplus exported with as much dispatch as possible to meet the monetary demands of those depending upon the same. While at the present time two-thirds of a year's crops

are held for higher prices by the same class, the exportation of which would soon cause a flow of specie into the country which would speedily increase the figures which the *Times* says our credit should be based upon and regulated by. In 1870 the great North-west was a sparsely settled country containing one frontier town and a few insignificant villages, and was not attracting the notice of foreign capitalists in any way. Now it is a prosperous and promising country, the commercial transactions of whose towns and cities during 1882 will represent an aggregate value of some \$50,000,000, and where the funds of the foreign capitalist are begging permanent investment. In short, the *Monetary Times* in its tables compares a period of the country's history, when the specie resources of the Dominion were huddled together for safety beyond the reach of enterprise, with another period when perfect commercial confidence makes credit a source of strength instead of weakness, and furnishes a pledge for the rapid progress of what is still a comparatively undeveloped country containing as many natural elements of wealth as any under the sun.

It is the province of a journal like the *Monetary Times* to warn the people of Canada against any seeming dangers ahead, but it is necessary in doing so to show clearly that these dangers are real and not imaginary. Without attempting to prove that the commercial transactions of Canada are going forward upon any unsound system, it seems to us that this monetary nightmare of our contemporary is premature, and considering the influence of the journal it is at least ill-judged.

A wag once undertook to scare an old Scotch minister by meeting him in a graveyard in the garb supposed to be worn by a ghost. On meeting him the old minister asked, dryly, "Are we tae expect a general rising, or are ye only takin a bit dauner by yersel?"

When we view this commercial ghost which the *Monetary Times* sets up to frighten the business circles of Canada, we are tempted to interrogate our contemporary in the language of the old divine.

An officer of the Cartage Co. informs us that their delivery of goods from the C. P. R. is not compulsory on consignees. Any person wishing to deliver his own goods can do so, and have the drayage fees deducted from his freight bill.

BACKING DOWN.

It seems that the *Toronto World* is now in trouble through the misrepresentations of the North-west which have from time to time appeared in its columns. A report of the drawbacks of the country lately appeared in that journal, and the statements were attributed to a Mr. Francis Jones, who now denies them through the columns of the *Ottawa Citizen*, while the correspondent of the *World* in its issue of the 19th inst. asserts that the statements alluded to are substantially what were volunteered to him by Mr. Jones.

"The way of the transgressor is hard," but the following editorial, which appears in *The World* of the above date, sounds so like penitence and a promise of doing better in the future that we feel inclined to forgive our Toronto contemporary, and allow it to make amends for its past deeds:

Some of our contemporaries up in the North-west are criticizing *The World* because it allowed Gen. Hewson to express his opinions and conclusions in regard to the new country, and also because we chose to enumerate some of the drawbacks thereof. But we have not been a chronic bear on the North-west; we have published whatever information that came up regarding that country simply as a matter of news. This morning we give a collection of evidence favorable to the land. The North-west is a good country, as has been said a thousand times; it is also a country with drawbacks, and it must be judged by weighing the advantages and the drawbacks together.

We have very little to say for Mr. Francis Jones who volunteered information to our reporter derogatory to the North-west and now repudiates through the *Ottawa Citizen* that he said what we credited him with. The reporter's letter explains the case. Mr. Jones should be more careful, and critics who say we manufacture our interviews should not speak too fast.

The World wishes prosperity to the North-west, but it will ever endeavor to tell the people of Ontario just what the situation there is. Even Winnipeggers now thank *The World* for pricking the paper town bubble last spring.

Prospectus of the Emerson Agricultural Works.

[LIMITED.]

Whereas the present proprietors of the above-named works are desirous of increasing the capital of the works, so as to make them of large, permanent advantage to the town; they propose therefore to organize a joint stock company, (limited,) under the above name for the purpose of manufacturing the Dewey Manitoba Cord Self-Binder, and also their celebrated Harvester, or any other machinery or implements necessary to meet the requirements of the trade of this country. The capital stock of the company to be \$100,000, divided into shares of \$100 each. The manufactory and headquarters to be in the Town of Emerson, if we meet with sufficient encouragement to warrant us in doing so.

The first thing an investor wants to know is, whether what he proposes to put his money into will pay. I think it will not be difficult to demonstrate that there is a good prospect of a paying investment in the Emerson Agricultural Works.

In the first place I will premise, that agricultural implement manufacturing establishments are prosperous more especially when large capital is put into them. A great deal of money is being made by self-binding manufactories both in the United States and Canada. The great fields for their use are the "great North-West of both countries."

2d. Are we able to manufacture our machine and put it into the field as cheaply as any other self-binder in the market? When in the field will it be as economical as any other machine? In answer to the first, I would say, that our machine, from the simplicity of its construction, can be manufactured much cheaper than any other machine now in use, and I think I may safely say that it will not only be as economical, but more so, as I believe it will not be as hard for two horses to work it as it is for three to work any other machine in use.

There are many points of excellence that will commend it to those who require such machinery, that will insure for it a large and ready sale.

1st. Its simplicity will bring it within the easy comprehension of almost anybody, though not versed in mechanics.

2d. All canvas is done away with in our machine, which is a great desideratum, the grain being carried forward to the binder by means of rake teeth, and the sheaf when bound is elevated over the drive wheel by the same process and placed on a rack to be dumped at the will of the driver, which latter will be almost the saving of a man's time in shocking.

3d. Another point of advantage is the fact of being made on the spot, where repairs can be easily and conveniently got by those who use our machine.

I might go on and enlarge on the prospects of a good paying business, but will content myself with one more instance. The large quantity of repairing that will require to be done from the large amount of machinery now, and to be in use in this country, will necessarily insure for it a good paying business in that direction.

To the business men and all interested in the prosperity of the town, we would say that the establishment of such an enterprise here would be of immense benefit, inasmuch as it would add very much to the general business of the town, and increase the value of every foot of real estate. It is capable of expansion to almost any extent. I think I need only point you to any place where such are established to see the immense benefit to those places.

We have no doubt if we were to make a proposition to locate in any other town in the Province but what we would meet with large encouragement.

We will give an opportunity to any who may wish to subscribe for stock, and hope that we may meet with the success the enterprise deserves, and would rather that the stock was mostly held in this locality, so that the benefit arising therefrom would be here.

Now, when we have attained success with our machine, we feel confident in putting the matter before you in this shape, and that it will be a good thing for the stockholders and of large advantage to the town.

On behalf of the Company.

ROBT. S. CHALMERS,
Manager.

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Oat-meal Mills.

Oat-meal is a much more popular article of diet in the present day than it was when Dr. Samuel Johnson defined oats as a serial on which, in England, they fed horses and in Scotland men, and the use of the same has greatly increased all over the northern portion of this continent. In Manitoba it is prepared in every hotel and the majority of homes, and the demand for the same is steadily increasing.

The manufacture of oat-meal has of late years been extensively engaged in in the Eastern Provinces, and several of the Central States have also large mills devoted exclusively to its manufacture. To such an extent has the industry grown in both of the districts named that American oatmeal is now a regular article in the Scotch markets, and is steadily growing in favor there.

It seems that mills of this class would now be profitable industrial investments in Manitoba. If the industry can be profitable in the States of Iowa, Illinois and Wisconsin, where the finest oats seldom exceed thirty pounds to the bushel in weight, it should surely be so in Manitoba where the average weight is at least five pounds more to the bushel, and forty pounds is by no means uncommon. Besides the oats of this northern latitude have much the advantage in quality of those raised further south. Millers can thus start out with a great advantage in the matter of grain, and in many other points they are equally favored. For instance, all the oat-meal produced in the Central States is manufactured upon the kiln-dried process, and is consequently liable to attract moisture. In these States the air is much more humid than in Manitoba, and oat-meal manufactured in the same manner here would not be so liable to injury from damp.

The strongest argument against the success of such mills at present is the scarcity of oats; but it will be discovered before the Summer of 1883 that this scarcity is by no means so great as was anticipated. The great famine for oats during last winter caused many to sow that grain in spring, and it was fully expected that the demand from railway contractors would be sufficient to keep prices up this winter. Unfortunately for such farmers, too many made that calculation, and a dozen farmers in the Province could now be picked out whose crops, without any further supply would be enough for all the contractors' horses now engaged at railway work for nearly a year to come. Already the surplus of oats in the country is becoming known, and prices are falling, and it is probable that a large quantity may have to be shipped out of the country at a great loss to present holders. With the rapid settlement of the North-west we must expect a great increase in the growing of a crop which is one of the surest that can be sown, and which gives the extraordinary yield of from 75 to 100 bushels to the acre. The establishment of oat-meal mills in Manitoba would furnish a steady home market for this grain and give the raising of it an impetus that would soon supply plenty for manufacturing purposes. As to a market for the oat-meal manufactured the local demand would supply one for some years to come, and when quick transportation to the Atlantic sea-board is obtained Manitoba would be in a position to successfully compete in the markets of Britain.

Winnipeg Wholesale Trade

AGRICULTURAL MACHINERY.

There is still a demand in this branch for stubble plows, but this is getting daily more limited, and the bulk of the business of dealers is confined to hob-sleighs and cutters. As near as can be estimated about two thousand of the former and over three hundred of the latter have been received in the city, or are in course of transit since the opening of the season. Country branches are making heavy demands, and a prosperous trade is fully anticipated.

BOOTS AND SHOES.

Country demands still continue good in this line, and numerous heavy shipments have been made during the week. Houses in the city are still receiving consignments from the East, some of which have been delayed in transit. A few weeks of bustle are still expected by the trade.

CLOTHING.

Returns from travellers are being received in this branch, and country trade still keeps good. Heavy winter goods are in great demand from many points, and opening stocks are quite numerous among orders received. Collections from the country are reported improving.

DRUGS AND CHEMICALS.

Trade in this department has made somewhat of an improvement during the week. The dullness of the previous week has given place to quite a lively feeling, and the new goods which have been arriving during the past ten days are going out freely. Collections are reported free.

DRY GOODS.

The state of trade in this branch is of the most satisfactory nature. The rush of the last few weeks has somewhat abated, but a steady good business is being done, and goods are going out with a regularity which could not be expected at this late season, except during the present tide of marked prosperity. Some travellers are still out, and the returns from these both in orders and collections are of the most encouraging description. It is generally expected that the state of affairs will continue for a few weeks yet.

FANCY GOODS AND SMALLWARES.

There is no great rush of business in this branch, but wholesale houses report a fair steady trade, with everything connected in a healthy state.

FISH.

Fresh whitefish are out of the market at present owing to this being the closed season. Lake trout is still plentiful and sell at 11c; findon haddocks still hold at \$1.75 a kitt, and salt whitefish and mackerel have made their appearance in kitts also. Oysters in bulk have been selling at \$4 a gallon for counts, \$3.50 for selects, and \$2.50 for standards. Canned oysters are still at 65c for selects and 55c for standards, but a break in prices is expected. Smoked salmon and eels still sell at 30c.

FRUIT.

Louisiana oranges have made their first appearance for the season during the week, and are now selling freely at \$15 a barrel. Almeria grapes are still plentiful at \$9.00 to \$10. Apples are in heavy demand, while the supply is but limited, although some choice consignments have been received during the week.

Prices have ranged from \$6 to \$7 a barrel, and are on the upward tendency. California winter pears are quoted at \$7 to \$7.50 a case, and lemons find slow sale at \$7.

FURS AND HIDES.

The fur trade is confined to manufactured goods in which a rushing business is now being done, owing to the evident approach of winter. Manufacturers have had a very busy week. Hides and pelts are scarce, and the demand is not great. The trade in that branch may be considered very quiet.

FURNITURE.

Business in this branch is still rather dull, although during the closing days of the week some very encouraging country orders were received. Country dealers are waiting an actual demand before ordering.

FUEL.

Some heavy contracts for wood have been filled during the week, and with the approaching closing of navigation higher prices are expected. Dry poplar still sells at \$7.50 in car lots, and tamarac at \$9 to \$9.50. The competition in coal is still keen, and many have been taking advantage of the same to stock up for the coming winter. The lowest prices for anthracite yet quoted are \$13.25 on track and \$14.50 delivered. Bituminous for grate purposes holds at \$14, but one sale of steam coal has been made at \$12.50 on track. There is every prospect of prices keeping down for a week or two, and a further reduction is not at all unlikely.

GROCERIES.

Trade is reported as very satisfactory in this branch of business. There is no slacking up of demands from the country, and an increase is expected during the coming month. Travellers report collections much improved, and with another week of dry weather to facilitate the marketing of crops they would be very good all over the country. There has been no change in the prices of staple articles, although a firm feeling is apparent in every department. Sugars are quoted at 9½c to 10½c for bright yellow; 11½c to 12c for granulated. Green coffees are unchanged, and are quoted Rio, 15c to 18c; Government Java, 25c to 27c; Mocha, 36c.

HARDWARE.

The demand in the heavy department of this branch is slightly on the decline owing to the fact that out-door construction work is nearing a close. Shelf goods are still in heavy demand and likely to continue so for a week or two, while the stove department is unusually lively. There has been no change in the prices of any class of goods, and business is in a very steady and healthy state.

LUMBER.

It is the same report from this branch. Dealers are overcrowded with demands, and there is no prospect of any let up for weeks to come.

Prices remain the same as last week: Sheet-iron, \$28; common dimension, \$30 to \$32; fencing, \$25 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.

A steady growth in the volume of business

has taken place during the week. Some heavy consignments of goods are being received, and houses are preparing for a heavy winter's trade.

WINES AND SPIRITS.

Business in this line is reported steady, with a good demand from the country. Collections are reported free.

THE MARKETS.

WINNIPEG.

GRAIN AND PROVISIONS.

In markets generally there has been more changes of prices during the past week than for a month previous. This has been the case both in grain and provisions, although there has been no marked difference in the volume of business done in either. Grain receipts during the week have not been heavy, with the exception of the closing two days, when a marked improvement took place. Our two leading mills took advantage of the lull in the early portion of the week to close down for a few days and overtake some necessary repairs.

The receipts of wheat have not been sufficient to allow of any great shipment to Eastern markets, and as the local demand is steady and good, not much will be done for a few days in the line of shipping East. Oats have been received freely, at the rate of four and five cars a day by rail, but the street receipts have not been liberal by any means. Barley is still scarce, and that received is not of as good a quality as the first receipts from the new crop. A few loads of buckwheat have made their appearance, and the quality is good.

WHEAT

Wheat has sold in the streets at from 85c to 90c, and there is a prospect of a decline in price for the ensuing week. One or two cars received by rail were not in very good condition, having been loaded in a slightly wet state. The quality of hard wheat is good generally.

OATS.

With the liberal receipts of the week prices have declined several cents, and 52c is now the highest figure paid on the street, while some lots have sold as low as 47c. The great scarcity of oats during last winter caused many farmers to sow them in spring, and it is to be feared that the supply will be sufficiently large to break prices materially during the winter.

BARLEY.

The few lots bought on the streets have been secured at 63c, but the quality was not the finest, and 77c is still offered for plumb bright loads.

BUCKWHEAT.

The few loads that have come to town have found ready sale at 90c. Heavier receipts are expected.

FLOUR.

There has been no change in prices since last week, and no reduction can be expected until a better supply of wheat can be had. Prices are per half barrel: Patents, \$3.60; bakers or four x, \$2.80; dealers or two x, \$2.

BRAN.

Car lots are still selling at \$10 a ton, but there is every prospect of an advance during the present week. Several heavy contracts are being spoken of, which will make a heavy demand upon the products of the mills.

SHORTS.

There is very little demand in this line and quotations are unchanged, namely, \$12 a ton.

BUTTER.

Receipts have been very liberal, and large quantities are still in transit from the East. The demand, however, is good, and although the stock in the city has increased very materially prices have only declined about 1c. The quality of consignments received has been good,

and it is well so, as there is scarcely any demand for lower grades. Good Ontario lots have sold from 24c to 26c, and a few gilt-edge lots at 27c. It is difficult to give quotations for low grades, as the sales of such have been so few. The general expectation of dealers is that a further decline will soon take place.

EGGS.

A plentiful supply in barrels from Iowa holds the market free, and some consignments received for sale on commission have gone at a reduction from last week's figures. Sales are reported as low as 32c, but prime lots still bring 35c.

HAMS.

As in all other articles of pork a slight decline has taken place during the week, and only the brisk demand prevents a further fall. The bulk of the sales have been at 18½c and a few have taken place at 19c.

BACON.

There has been an easier feeling during the week, but no material fall in prices. Canadian is quoted at 17c to 18c, with a very small stock in town to select from. American has sold at from 18½c to 19½c, and the demand is steady and good.

MESS PORK.

The crash in Chicago prices in the beginning of last week has had some effect upon prices here, but dealers were fortunate in having very limited stocks on hand when the break took place. Last week sales were reported where profits must have been very small, and dealers have taken advantage of the decline to secure living prices. Sales towards the close of the week were made as low as \$28.50, but these were few, and a feeling prevails that the Chicago break is only a temporary one.

CORNER BEEF.

The demand for this product is steady but not extra heavy. Prices have changed scarcely any, and quotations are still the same as during the previous week—namely, \$19.50.

CHICAGO.

Pork bulls will long remember Tuesday's market as one of the most unfortunate that they have met. Grain was also weak, and a decline in every kind took place.

WHEAT opened at 94½c, declined quickly to 94¼, remained and closed at that figure.

CORN was very weak, and after a few insignificant fluctuations closed at 65½c.

OATS were as lifeless as other grains and closed weak at 34½c.

PORK.—It is simply impossible to give quotations of this commodity. The wildest excitement prevailed, and it soon became evident that the corner which had so successfully operated the market for some weeks was hopelessly exploded. Bears were well organized and defiant, and crushed every attempt at a recovery in prices. Closing quotations were \$22.

LARD was somewhat in sympathy with pork, and after a lifeless day closed at \$11.60.

The market of Wednesday must be ranked among the dulllest that has taken place for some time. After the excitement of Tuesday a deep lull set in, and the transactions of the day were few and far between, while fluctuations in prices were a thing almost unknown.

WHEAT stood motionless at 94½c and closed at that figure.

CORN was not in demand and the feeling lifeless, closing quotations were 69c.

OATS were in fair demand for actual delivery, but no speculative feeling was displayed; closing price was 35c.

PORK recovered at the opening 25c of the break of the week, but was by no means firm. Bed rock had been reached, and bulls had not sufficient courage to aim for an advance; closing price was \$22.23.

LARD was anything but active, and after a few scattered deals closed at \$11.80.

In grain Thursday's market was weak all over, and a general decline took place. The bear element was well organized, and ready for any attempt at an upward movement. Pork was rather lifeless, but made an advance of 25c on the closing quotations of Wednesday.

WHEAT opened about 94c and declined to 93½c, at which it closed.

CORN opened at 69c, declined steadily and closed at 68c.

OATS were nearly normal and closed at 35c.

PORK opened at \$22.50 and after an uneventful market closed at the same figure.

LARD held about the same figure as on Wednesday, and closed weak at \$11.65.

MINNEAPOLIS.

Tuesday's grain market was a decidedly slow one, and the transactions were few. A slight decline in wheat occurred, and buyers were evidently determined upon securing a heavy break. Their success was but small, but their determined effort limited greatly the transactions of the day. Oats and corn held their own pretty well and closed comparatively firm. Flour was immovable.

WHEAT. No. 1 hard sold \$1.08 to \$1.09; No. 2 hard, \$1.02 to \$1.06; No. 1, \$1.02 to \$1.06.

CORN held steady at 68c to 70c for No. 2; 64c to 65c for rejected.

OATS were held at 36c for No. 2 white; 35c for No. 2 mixed; and rejected 32c to 33c.

FLOUR quotations were unchanged. Patents, \$6.50 to \$7; straights, \$5.50 to \$6.50; clears, \$5 to \$5.75; low grades, \$2 to \$3.50.

BRAN was quoted at \$8.50 to \$8.75 free on board in sacks, quotations being nominal.

SHORTS were quoted at \$10 to \$11 a ton, and a firm feeling prevailed.

The market of Wednesday showed a continued weak feeling in wheat, and a further decline of 1c was made on No. 1 hard, and on lower grades from 1½c to 2c. The receipts were but small, as they have been for several days, but the number of cars reported on their way from the country is unusually large, and this doubtless had the weakening effect. Corn quotations were nominal and unchanged, and very few sales of oats are reported, although prices still hold firm.

WHEAT quotations were No. 1 hard, \$1.07 to \$1.08; No. 2 hard, \$1.00 to \$1.04; No. 1, \$1 to \$1.04.

CORN was quoted No. 2, 68c to 70c; rejected, 64c to 65c.

OATS sold, No. 2 white, 36; No. 2 mixed, 35c; rejected, 32c to 33c.

FLOUR quotations were unchanged. Patents, \$6.50 to \$7; straights, \$5.50 to \$6; clears, \$5 to \$5.75; low grades, \$2 to \$3.50.

BRAN was slow in sale \$8.50 to \$8.75 a ton free on board in bulk was bid.

SHORTS were quoted \$10 to \$11 a ton, according to quality. The feeling was firm.

Thursday's market was an exceedingly quiet one in grain, and increased receipts of wheat caused a marked decline. Buyers were not disposed to invest unless at reduced prices, as the heavy receipts were anticipated for a day or two previously. Oats and corn being rather scarce prices held nominally steady, but purchasers were not eager to do business.

WHEAT quotations were, No. 1 hard, \$1.05 to \$1.06; No. 2 hard, \$1 to \$1.01; No. 1, \$1 to \$1.01.

CORN quotations were nominal, No. 2, 68c to 70c; rejected, 64c to 65c.

OATS were quoted, No. 2 white, 35c to 36c; No. 2 mixed, 34c to 35c; rejected, 32c to 33c.

Flour was unchanged. Patents, \$0.50 to \$7; straights, \$5.50 to \$8.50; clears, \$5 to \$5.75.

BRAN.—The demand in this line was limited, but prices held firm at \$8.50 to \$8.75.

SHORTS were quoted at \$9.50 to \$11 a ton. The feeling was weak.

CHICAGO.

Friday's market was still a weak one in grain with the exception of corn, which was irregularly higher. Pork recovered considerably, and steadily advanced under a good demand, and lard also made quite an advance.

WHEAT was particularly weak, and declined to 93½c asked, at which it closed.

CORN opened at 67½c, advanced to 68c, and closed at that figure.

OATS were rather weak, but sold up to 35c at one point; closing price 34½c.

PORK showed considerable life, and a steady good demand existed. Opening price was \$22.50, but an advance was made to \$22.75, at which it closed.

LARD was firm all day, opening at \$11.80 and advancing to \$11.90, at which it closed.

Saturday's markets were not active, and but few changes in prices were made. Wheat still continued weak, and pork eased off somewhat. Corn was steady, but did not advance.

WHEAT fluctuated very little, and closed weak at 93½c.

CORN showed considerable weakness, although it suffered no material decline; closing price was 69c.

OATS were in good demand for actual delivery, and closed firm at 35½c.

PORK eased off somewhat late in the day, and closed weak at \$22.60.

LARD was nominal at \$11.80.

Special Despatch to The Commercial.

MONDAY, Oct. 30.—Market to-day was a weak one all round. Wheat was in a drooping way, although no great decline occurred. Corn was dull and eased off a little. Pork again declined and closed very weak. Lard remained stationary, and quotations were nominal. There was considerable excitement in pork circles, and bears were strong and defiant.

WHEAT closed, cash, 93c; Nov., 93½c.

CORN, 68½c cash; 67½c Nov.

OATS, 35½c cash; 33½c Nov.

PORK, \$22 cash; \$19.50 Nov.

LARD, \$11.85 cash; \$11.45 Nov.

MINNEAPOLIS.

The receipts of grain on Friday were again liberal, and wheat had a downward tendency. Oats were also weak, and corn, although firm, was nominal.

Wheat quotations were No. 1 hard, \$1.04 to \$1.04; No. 2 hard \$1 to \$1.01; No. 1, \$1 to \$1.01.

Oats were quoted No. 2 white 32c; No. 2 white 31c; No. 1 31c to 32c.

Flour quotations were Patents, \$5.50 to \$7; straights, \$5.50 to \$6.50; clears, \$5 to \$5.75; low grades, \$2 to \$3.50.

BRAN was firm and higher, sales being made up to \$9 a ton free on board in bulk.

SHORTS were quoted at \$5.50 to \$10.50 a ton, according to quality, but the quotations were nominal.

Saturday's market developed further weakness in wheat, although no material decline took place. Corn was steady, but nominal, while oats stiffened up a little. Flour remained unchanged.

WINNIPEG WAREHOUSING COMPANY.

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WINNIPEG.

Wheat quotations were, No. 1 hard, \$0.83 to \$1.04; No. 2 hard, 99c to \$1; No. 1, 99c to \$1.

CORN was quoted at 68c to 70c for No. 2, but was not in demand.

OATS sold, No. 2 white, 35c to 35½c.

Flour quotations were: Patents, \$6.50 to \$7; straights, \$5.50 to \$6.50; clears, \$5 to \$5.75.

BRAN held firm at \$9 a ton free on board.

SHORTS were quoted at \$9.50 to \$10.50 a ton. Quotations nominal.

Special Despatch to The Commercial.

MONDAY, Oct. 30.—Receipts of grain were again heavy to-day, and wheat made another decline. Buyers were very shy, and offerings were heavy. Corn was nominal at former prices, while oats showed some firmness, and prices had an upward tendency. Barley was moderately firm. Flour remained unchanged. Quotations were:

WHEAT, No. 1 hard, \$1.03 to \$1.03½; No. 2 hard, 98c to 99c; No. 1, 98c to 99c.

CORN, No. 2, 68c to 70c.

OATS, No. 3 white, 35c to 36c; No. 2 mixed, 35c; rejected, 32c to 33c.

BARLEY, No. 2, 75c to 85c, according to sample; No. 3, 45c to 55c; No. 4, 35c.

Flour.—Patents, \$6.50 to \$7; straights, \$5.50 to 6.50; clears, \$5 to \$5.75; low grades, \$2 to \$3.50.

TORONTO.

The produce market of the week has been decidedly dull with very little changes in prices. In grain there has been an evident downward tendency, although the street receipts of grain have not been heavy except in barley. The week opened with prices steady, and on Thursday prices on the street remained unchanged. Potatoes, 75c to 80c. Onions sell at \$1 to \$1.20 a bag. Apples, \$1.50 to \$2 a barrel. Butter is unchanged, at 22c to 2c for pound rolls. Eggs, 22c. Hogs sold at \$8 to \$8.50. Poultry as quoted. Beef, fore-quarters, \$1.50 to \$5; hind-quarters, \$7 to \$7.50. Vegetables are in fair supply; cabbages, 20c to 60c a dozen; cauliflower, 5c to 10c a head; carrots, 10c a dozen. Hay in moderate supply; cow hay at \$10; timothy at \$13 to \$15.50. Straw at \$12 to \$14 for bundled rye or oat. The grain market was light; 200 bushels wheat sold at 97c to 99c for

fall; spring is quoted at \$1.02 to \$1.05; goose at 78c to 80c. About 7,000 bushels barley sold at 60c to 82c. Rye sold at 62c. Peas sold at 75c. Oats quoted at 42c to 43c. White beans at \$1.50 to \$1.75 a bushel.

Special Despatch to The Commercial.

MONDAY, Oct. 30.—The produce market to-day was decidedly weak and remained so to the close. Flour was neglected and sales few. Superior extra sold \$4.70, and extra \$4.65. Wheat was weak and decidedly lower; No. 2 sold 96c, and No. 3 93c. No. 1 spring was worth \$1.02, and No. 2 \$1 to \$1.01, but sellers were holding for higher prices. Oats ranged from 39c to 40c; barley closed weak, extra No. 3 sold at 67c; No. 3 was offered at 61c with no takers; No. 1 was worth 79c to 79c, and No. 2 74c. Rye was quiet and offered at 62c; butter was steady; one car sold 16½c, but was only fair quality. Eggs were scarce and sold 22c to 23c. One half car lung clear bacon sold 14½c, smaller lots were scarce.

STOCK MARKET.

Stocks during the past week have been dull and inactive and closed up weak. Wednesday's quotations are as follows:

Montreal sales 200½, 206 and 205½, and 50 and 206; Ontario 119 and 128; Toronto 181 and 182½, trans 40 at 181; Merchants' 131½ and 130½; Commerce 140½ and 140½, trans 50 at 140, 50 at 140, 50 at 141½; Imperial 145 and 144, trans 1 at 144½, 20 at 145, Federal 158½ and 158, trans 10 at 159, 20, 10, 20 at 158, 20, 20, 30 at 158½, 200 at 158, 10, 10, 10 at 158½; Dominion 203 and 202½, trans 10, 20, 70, 50 at 203½, 20 at 203½, 20 at 204½, 20, 40, 50 at 203½; Standard 113½ and 113, trans 100 at 113½, 30, 200 at 113, 50 at 113½; Hamilton 118 and 116; British America sellers 129.

The balance of the week showed no marked improvement, and quotations were particularly unchanged.

Special Despatch to The Commercial.

MONDAY, Oct. 30.—The market today was a decidedly weak one, and did not improve up to the close. Quotations were as follows: Montreal 201 with sales at 404½; Ontario 136 with sales at 136½; Toronto 181½ with sales at 182; Commerce 136 with sales at 137; Imperial 141½; Federal 153½ with sales 159 to 155½; Dominion 202½ with sales 202½; Standard 112½; Hamilton 115½; Northwest Land Co. offered at 30½; Manitoba Loans wanted at 120; but no sales quoted.

Canadian Pacific R'y Co.



(WESTERN DIVISION)
TRAIN SERVICE.

CHANGE OF TIME

On and after October 1st, 1882, Trains will move as follows:

Going West.	Going East
8.15 a.m. leave Winnipeg arrive 6.15 p.m.	
10.35 " Portage la Prairie 3.55 "	
1.55 p.m. Brandon 12.50 "	
4.15 " Oak Lake 10.20 a.m.	
11.30 " Broadview 3.30 "	
5.55 a.m. arrive Regina leave 3.30 p.m.	

9.40 a.m. leave Rat Portage arrive 4.03 p.m.	
1.45 p.m. Whitecourt 12.20 "	
3.45 " Selkirk 9.50 a.m.	
4.55 " arrive Winnipeg leave 8.45 "	

8.25 a.m. leave Winnipeg arrive 5.15 p.m.	
9.45 " arrive Stonewall leave 3.40 "	
Daily except Sundays.	

Going South.	Going North.
Leave	Winnipeg Arrive.
7.35 a.m. *7.35 p.m.	7.05 p.m. \$6.50 a.m.
Otterburn.	
9.00 a.m. 8.50 p.m.	5.30 p.m. 5.20 a.m.
Emerson.	
10.25 a.m. 10.18 p.m.	4.40 p.m. 4.05 a.m.
Arrive.	St. Vincent. Leave.
10.40 a.m. 10.25 p.m.	4.20 p.m. 3.45 a.m.
* Daily except Mondays.	
* Daily except Saturdays.	

SPECIAL NOTICE.

Magnificent Palace Sleeping Cars will be run daily, without change, between Winnipeg and Regina.

Trains run on Winnipeg time.

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

HUTCHINGS & RICE, UPHOLSTERERS.

MATRASSES, WINDOW BLINDS, LAMBERKINS, &c.
MADE TO ORDER ON SHORT NOTICE.
All orders will have our personal supervision.
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ROYAL OF ENGLAND, Asst. \$1,000,000
CITIZENS OF MONTREAL, Capital 2,500,000
CITY OF LONDON, of England 10,250,000

Fire, Life, Marine and Accident Insurance.

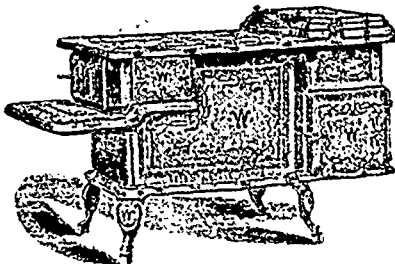
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Hamilton Industrial Works, Wringers and Washers.
J. W. Paterson & Co., Montreal, Roofing Felt, &c.

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.

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

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

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

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

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

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

Michigan Central.

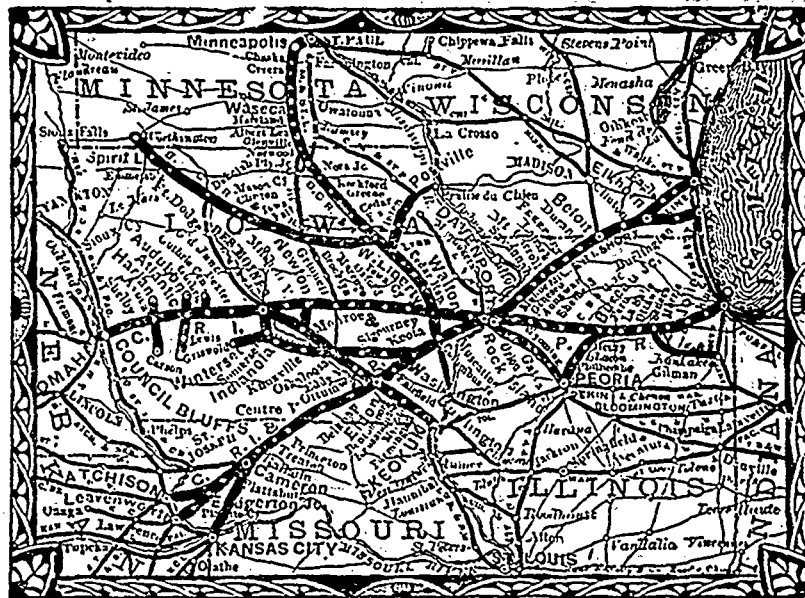
EASTWARD.
Express trains leave Chicago at 6.45 a.m., 9.00 a.m., 3.30 p.m., 5.15 p.m., and 9.10 p.m.; arriving at Detroit at 6.15 p.m., 6.30 p.m., 11.40 p.m., 4.35 a.m., and 8.00 a.m.

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 Detroit 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., 7.36 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.

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The favorite route from the North to Chicago and the East. Chicago last express leaves Minneapolis at 6.20 p.m. daily, arriving at Chicago 8 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 3.30 p.m. and 7.35 a.m., connect through to Chicago via the C., R. I. & P. Ry.

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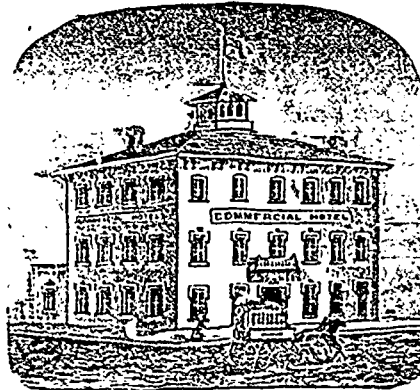
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